CITY OF FORT LAUDERDALE

One-Way Pairs Study For Andrews Avenue & SE 3rd Avenue

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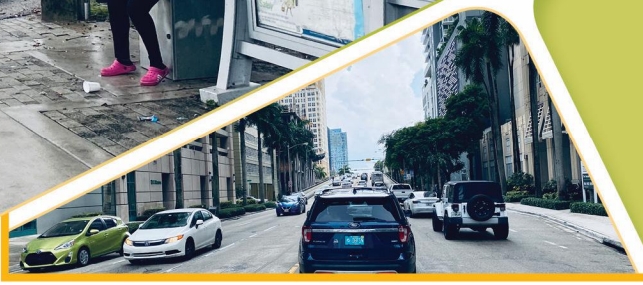
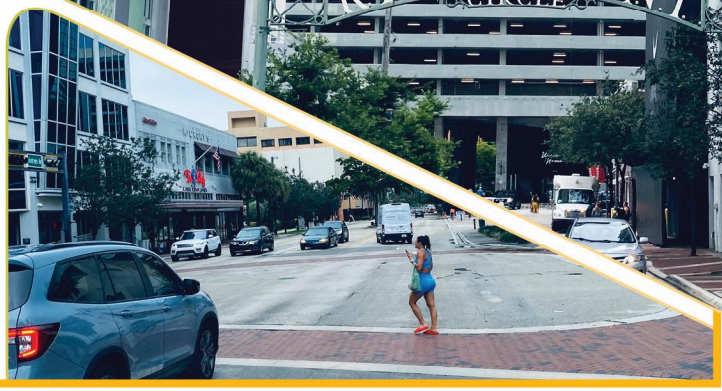


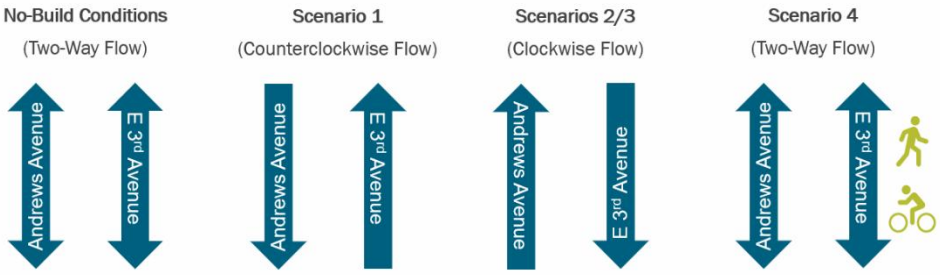


EXECUTIVE SUMMARY

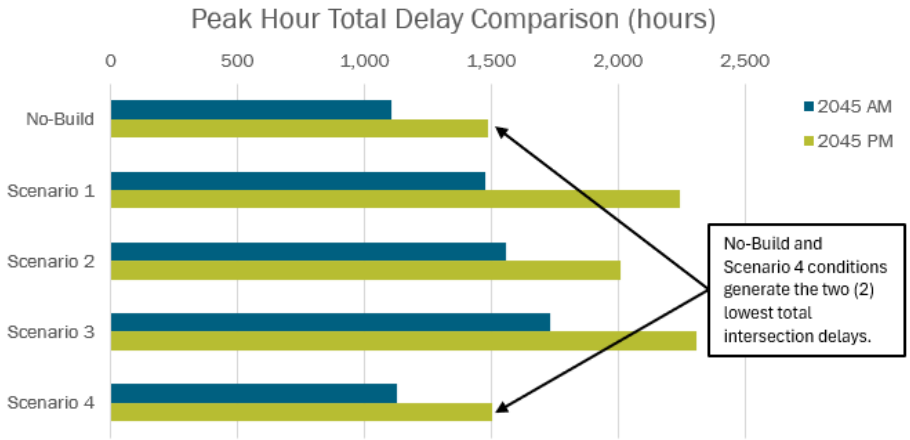
The City of Fort Lauderdale committed to assessing a range of multimodal treatments along Andrews Avenue and NE/SE 3rd Avenue to improve overall mobility and accessibility within the community. The evaluation consisted of various multimodal enhancements focused on pedestrian, bicycle, and transit improvements while balancing the need to accommodate vehicular traffic.

The following scenarios were analyzed:

- No-Build Conditions (Two-Way Flow)
- Scenario 1 (Counterclockwise Flow): Andrews Avenue Southbound; 3rd Avenue Northbound
- Scenario 2 (Clockwise Flow): Andrews Avenue Northbound; 3rd Avenue Southbound
- Scenario 3 (Clockwise Flow): Scenario 2 with Flagler Drive used as the connection to Sunrise Boulevard instead of NE 3rd Avenue/NE 4th Avenue.
- Scenario 4 (Two-Way Flow): Roadway modifications to provide enhanced bicycle and pedestrian facilities while maintaining existing two-way circulation.



An intersection capacity analysis was conducted for the A.M. and P.M. peak hours for each analysis scenario under 2024 and 2045 conditions for the study intersections. Intersection analyses were performed using *Synchro 12* traffic engineering analysis software which applies the Transportation Research Board's (TRB's) *Highway Capacity Manual (HCM)* 2000 and 7th Edition methodologies. The results of the intersection capacity analysis indicate that total intersection delay is lowest under 2045 no-build and 2045 Scenario 4 conditions during both the A.M. and P.M. peak hours. Scenario 2 generates the second-lowest total intersection delay followed by Scenario 1 and Scenario 3.



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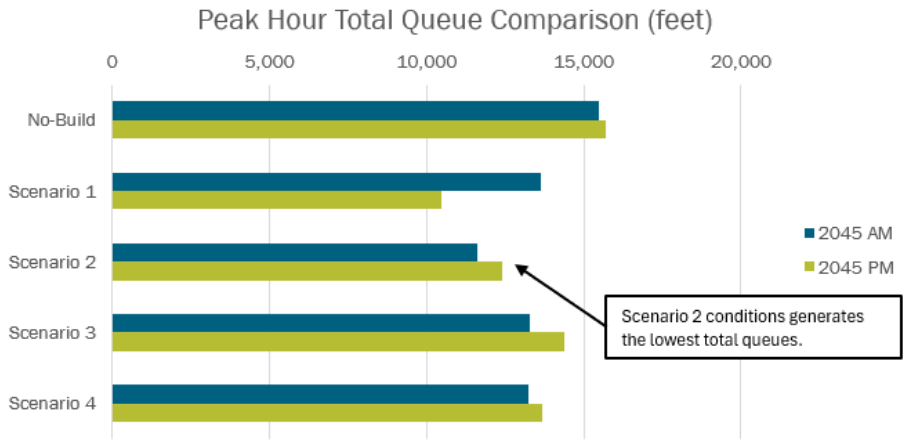
Percent Changes to Total Delay				
Scenario	2024 A.M. Total Vehicle Control Delay	2024 P.M. Total Vehicle Control Delay	2045 A.M. Total Vehicle Control Delay	2045 P.M. Total Vehicle Control Delay
No-Build	492 hr	649 hr	1,106 hr	1,485 hr
1: Within Existing Right-of-Way	-13%	16%	34%	51%
1: Full Reconstruction	-13%	16%	34%	51%
2: Within Existing Right-of-Way	12%	3%	41%	35%
2: Full Reconstruction	12%	3%	41%	35%
3: Full Reconstruction	35%	31%	57%	55%
4: Pedestrian and Bicycle Connectivity Improvements	-	-	2%	1%

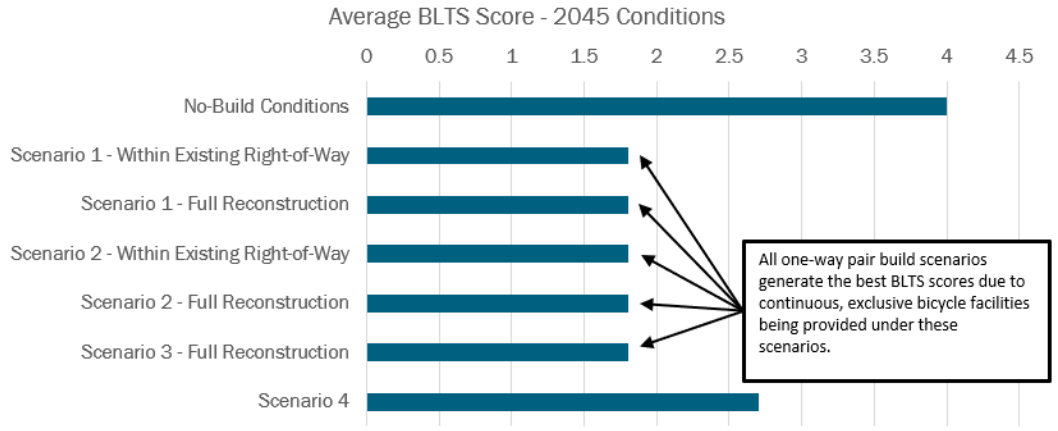
A 95th percentile queue length analysis was conducted for the A.M. and P.M. peak hours for each analysis scenario under 2024 and 2045 conditions for turn lanes at all signalized intersections. The 95th percentile queue lengths were calculated utilizing Trafficware's *Synchro 12* software based upon Highway Capacity Manual (HCM) methodologies. The results of the analysis indicate that 95th percentile queues are lowest under Scenario 1 conditions. Scenario 2 generates the second-lowest 95th percentile queues followed by Scenario 3 and no-build conditions. Note that no-build conditions most likely generates the longest 95th percentile queues given the difference in number of movements with exclusive turn lanes at signalized study intersections between scenarios.

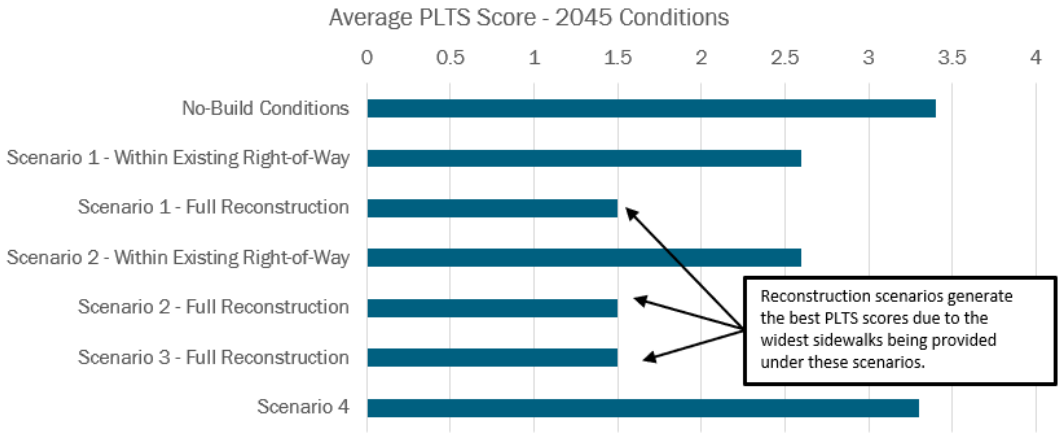


A roadway segment capacity analysis was conducted for the A.M. and P.M. peak hours under no-build 2024 and no-build 2045 scenarios utilizing FDOT's 2023 *Quality/LOS Handbook* – Generalized Tables. The results of this analysis indicate that the study roadway segments are expected to operate at LOS D or better under no-build 2024 conditions and operate at LOS E or better under no-build 2045 conditions except for the segment of SE 3rd Avenue between SR 842/Broward Boulevard and SE 6th Street. This roadway segment is expected to operate at LOS F during the A.M. peak hour under no-build 2045 conditions. Note that a roadway segment capacity analysis was not prepared for any of the build conditions as the intersection capacity analysis and 95th percentile queue length analysis provide more detailed results of operating conditions. It is expected that failures will occur first at intersections before occurring along roadway segments.

Bicycle level of traffic stress (BLTS) and pedestrian level of traffic stress (PLTS) analyses were conducted for no-build conditions under 2024 and 2045 conditions. Additionally, BLTS and PLTS analyses were conducted for all analysis scenarios under 2045 conditions. The analysis utilized FDOT's *2023 Quality/LOS Handbook* – Generalized Tables. Existing roadway characteristics, pedestrian and bicycle infrastructure, and planned pedestrian and bicycle infrastructure improvements in the Broward County Mobility Advancement Program (MAP) and Broward Metropolitan

Planning Organization (MPO) Transportation Improvement Program (TIP) were reviewed to determine the existing and future BLTS and PLTS. Note that no planned pedestrian or bicycle infrastructure projects were identified along the study roadway segments. The results of these analyses indicate that BLTS and PLTS are lowest under build conditions as these alternatives include improvements to both existing pedestrian and bicycle facilities within the study area. The full reconstruction scenarios offer lowest BLTS and PLTS as these alternatives propose the best improvements to these facilities.





Initial lane configuration recommendations were prepared given the available right-of-way throughout the study area. These roadways are proposed to typically consist of three (3) vehicular travel lanes, one (1) transit-only lane along the right side of the roadways, one (1) bicycle lane, and sidewalks on either side of the roadway that are at least six (6) feet wide. The transit-only lanes would also operate as exclusive right-turn lanes at signalized intersections within the study area. Where right-of-way is available, exclusive left-turn lanes, transit shelter islands, two-way bicycle tracks, and wider sidewalks may be provided. At the four (4) north/south termini study intersections (Andrews Avenue and E 3rd/4th Avenue at Sunrise Boulevard and SE 17th Street), some vehicular travel lanes within the study area would convert to left-turn lanes based on the number of receiving lanes available for these approaches. Three (3) typical sections were prepared for Andrews Avenue and E 3rd Avenue and one (1) typical section was prepared for Flagler Drive under each analysis scenario. The different typical sections are summarized below:

- Andrews Avenue
    - 70-foot section (generally from Sunrise Boulevard to SE 11th Street)

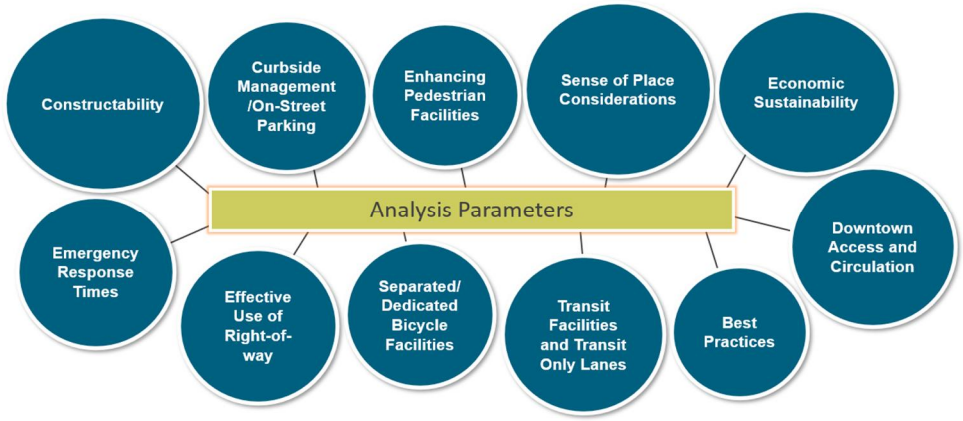
  - 100-foot section (generally from SE 11th Street to SE 17th Street) at transit shelter
  - 100-foot section (generally from SE 11th Street to SE 17th Street) no transit shelter within this section

- E 3rd Avenue
  - 80-foot section (generally from Sunrise Boulevard to Broward Boulevard and from SE 7th Street to SE 17th Street) at transit shelter
  - 80-foot section (generally from Sunrise Boulevard to Broward Boulevard and from SE 7th Street to SE 17th Street) no transit shelter within this section
  - 60-foot section (generally from SE 2nd Street to S New River Drive)
- Flagler Drive
  - 65-foot section (from Sunrise Boulevard to NE 3rd Avenue)

An opinion of probable costs (OPC) was prepared for each one-way pair scenario. Each OPC was determined by identifying a FDOT Long Range Estimating System Cost-Per-Mile (CPM) Model(s) most similar to each typical section in each alternative and adding additional pay items based on the differences between the CPM model(s) and the proposed section.

Alternative	Total Cost
Scenario 1 Within Existing Curb	$76,698,000
Scenario 1 Full Reconstruction	$156,255,000
Scenario 2 Within Existing Curb	$73,856,000
Scenario 2 Full Reconstruction	$150,468,000
Scenario 3 Full Reconstruction	$152,619,000
Scenario 4 Pedestrian and Bicycle Connectivity Improvements	$59,912,000

A strengths, weaknesses, opportunities, and threats (SWOT) assessment was prepared for the advantages and disadvantages of the existing and one-way pair roadway operations specific to the study corridors as well as generalized best practices based on a literature review prepared as a part of this study. The literature review was conducted to identify additional impacts of similar projects and one-way pairs.



A literature review was conducted as part of the feasibility analysis to identify impacts of similar projects on the parameters considered in the SWOT analysis. The review included 13 locations of similar projects throughout the United States. The literature review identified that existing one-way roadway pairs with counterclockwise circulation have increased roadway capacities but limited driveway access. Additionally, the conversion of two-way roadways to one-way roadways and the conversion of one-way roadways to two-way roadways resulted in reduction in off-peak vehicle speeding, negligible travel time increases, and an increase in multimodal traffic.

A ranking of each alternative was determined based on a composite score of the rankings of each transportation analysis variable analyzed. The following factors were included in the ranking of alternatives:

- 2024 and 2045 Network-Wide Total Vehicle Control Delay
- 2024 and 2045 Network-Wide Total Vehicle Queuing
- Planning-Level Construction Cost
- Average Multimodal Stress
    - Bicycle Level of Traffic Stress
    - Pedestrian Level of Traffic Stress
    - Transit Headway Evaluation

Based on the results of all analyses and input from City of Fort Lauderdale staff and residents, Scenario 4 is the recommended alternative as it provides enhanced multimodal facilities throughout the study area without significantly increasing vehicular delay or queuing. This alternative consists of lane removals along roadway segments with excess intersection capacity and the enhancement of multimodal facilities by utilizing available right-of-way. The proposed multimodal facilities part of this alternative provide a trail of enhanced facilities along E 3rd Avenue within the study area, along several segments of Andrews Avenue, and along several cross streets between Andrews Avenue and E 3rd Avenue.

Ranking	Alternative
1	Scenario 4
2	Scenario 2, Full Reconstruction
3	Scenario 2, Within Existing Curb
4	Scenario 1, Full Reconstruction
5	Scenario 1, Within Existing Curb
6	Scenario 3, Full Reconstruction

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INTRODUCTION

The City of Fort Lauderdale committed to assessing a range of multimodal treatments along Andrews Avenue and NE/SE 3rd Avenue to improve overall mobility and accessibility within the community. The evaluation consisted of various multimodal enhancements focused on pedestrian, bicycle, and transit improvements while balancing the need to accommodate vehicular traffic.

As part of the City's commitment, multimodal (bicycle, pedestrian, transit, and vehicular) level of service, access, circulation, construction costs, complete streets roadway design, each alternative's strengths, weaknesses, opportunities, and threats, and similar projects throughout the United States were compiled to evaluate and compare each alternative, were evaluated in considering the potential conversion of Andrews Avenue and NE/SE 3rd Avenue between SR 838/Sunrise Boulevard and SE 17th Street to one-way circulation. The study area is generally bounded by SR 838/Sunrise Boulevard to the north, SE 17th Street to the south, NE/SE 3rd/4th Avenues to the east, and N Andrews Avenue to the west.

As part of the study, a review of existing conditions including traffic operations (A.M. and P.M. peak periods) and planned/programmed improvements was performed. Future traffic conditions were developed accounting for background increases in traffic volumes and planned/committed developments for long-term (2045) conditions. Expected traffic volume diversions as a result of each proposed alternatives were also estimated and future traffic operations conditions were analyzed. Operational results, in conjunction with an analysis of pedestrian, bicycle, transit impacts, right-of-way needs, estimated construction costs, each alternative's strengths, weaknesses, opportunities, and threats, and similar projects throughout the United States were compiled to evaluate and compare each alternative.

The following alternatives were analyzed:

- No-Build Conditions (Two-Way Flow)
- Scenario 1 (Counterclockwise Flow): Andrews Avenue Southbound; 3rd Avenue Northbound
- Scenario 2 (Clockwise Flow): Andrews Avenue Northbound; 3rd Avenue Southbound
- Scenario 3 (Clockwise Flow): Scenario 2 with Flagler Drive used as the connection to Sunrise Boulevard instead of NE 3rd Avenue/NE 4th Avenue.
- Scenario 4 (Two-Way Flow): Roadway modifications to provide enhanced bicycle and pedestrian facilities while maintaining existing two-way circulation. This was an additional scenario developed by input from the residents and stakeholders.

This study was completed consistent with the requirements outlined in the methodology approved by the City of Fort Lauderdale. The approved methodology is included in Appendix A. Figure 1 provides a location map of the study area. Note that Scenario 4 was not analyzed as part of the initial analysis and was prepared in response to public feedback received regarding the results of the analyses of Scenarios 1, 2 and 3. A separate section in the report is included with analyses related to Scenario 4.

Note that a series of public workshops were held in 2024 and 2025 to present the initial study results. Feedback was specific to maintaining vehicular level of service while providing improved bicycle and pedestrian connectivity. These considerations were incorporated into this study and a final workshop as part of Scenario 4, an additional alternative. Presentation materials and meeting notes are provided in Appendix B.

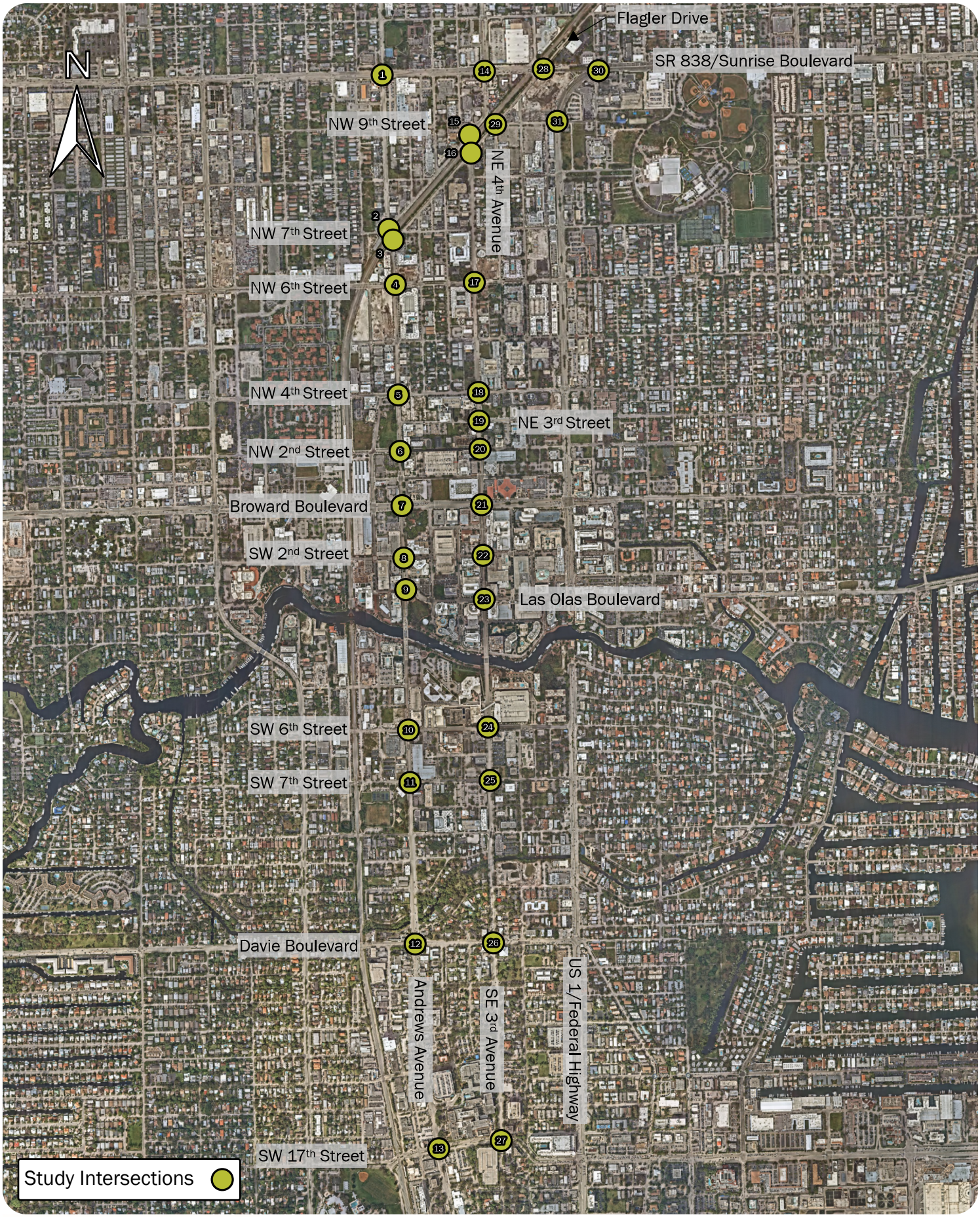

Figure 1: Location Map
Event 140 – One-Way Pairs Study for Andrews Avenue and SE 3rd Avenue
Fort Lauderdale, Florida

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NO-BUILD CONDITIONS

Study Intersections

The following 31 intersections were analyzed as part of this study:

- SR 838/Sunrise Boulevard at Andrews Avenue
- Progresso Drive at Andrews Avenue
- N. Flagler Drive at Andrews Avenue
- Sistrunk Boulevard/NE/NW 6th Street at Andrews Avenue
- NE/NW 4th Street at Andrews Avenue
- NE/NW 2nd Street at Andrews Avenue
- SR 842/Broward Boulevard at Andrews Avenue
- SE/SW 2nd Street at Andrews Avenue
- Las Olas Boulevard at Andrews Avenue
- SE/SW 6th Street at Andrews Avenue
- SE/SW 7th Street at Andrews Avenue
- Davie Boulevard at Andrews Avenue
- SE/SW 17th Street at Andrews Avenue
- SR 838/Sunrise Boulevard at NE 4th Avenue
- Progresso Drive at NE 3rd Avenue
- N. Flagler Drive at NE 3rd Avenue
- Sistrunk Boulevard/NE 6th Street at NE 3rd Avenue
- NE 4th Street at NE 3rd Avenue
- NE 3rd Street at NE 3rd Avenue
- NE 2nd Street at NE 3rd Avenue
- SR 842/Broward Boulevard at NE 3rd Avenue
- SE 2nd Street at SE 3rd Avenue
- Las Olas Boulevard at SE 3rd Avenue
- SE 6th Street at SE 3rd Avenue
- SE 7th Street at SE 3rd Avenue
- Davie Boulevard at SE 3rd Avenue
- SE 17th Street at SE 3rd Avenue
- Flagler Drive at SR 838/Sunrise Boulevard (Scenario 3 only)
- N Flagler Drive/NE 4th Avenue at NE 9th Street (Scenario 3 only)
- US 1/Federal Highway at SR 838/Sunrise Boulevard (Scenario 3 only)
- US 1/Federal Highway at NE 9th Street (Scenario 3 only)

Typical Sections

Andrews Avenue and E 3rd Avenue are currently 4-lane undivided roadways with exclusive left-turn lanes within the study area. Exclusive right-turn lanes are typically provided along the southern sections of these roadways between SE 6th Street and Davie Boulevard. The travel lanes north of SE 6th Street are typically 9.5 feet wide along Andrews Avenue and 10 feet wide along E 3rd Avenue. The travel lanes widen south of SE 6th Street to a standard 10 or 11 feet along both study roadways. On-street parking is provided along both sides of Andrews Avenue south of Davie Boulevard. The following typical sections were identified along the study roadways:

- Andrews Avenue
  - 70-foot section (generally from Sunrise Boulevard to SE 11th Street)
  - 100-foot section (generally from SE 11th Street to SE 17th Street) at transit shelter

  - 100-foot section (generally from SE 11th Street to SE 17th Street) no transit shelter within this section
- E 3rd Avenue
  - 80-foot section (generally from Sunrise Boulevard to Broward Boulevard and from SE 7th Street to SE 17th Street) at transit shelter
  - 80-foot section (generally from Sunrise Boulevard to Broward Boulevard and from SE 7th Street to SE 17th Street) no transit shelter within this section
  - 60-foot section (generally from SE 2nd Street to S New River Drive)
- Flagler Drive
  - 65-foot section (from Sunrise Boulevard to NE 3rd Avenue)

Figure 2 depicts the location of these typical sections throughout the study area.

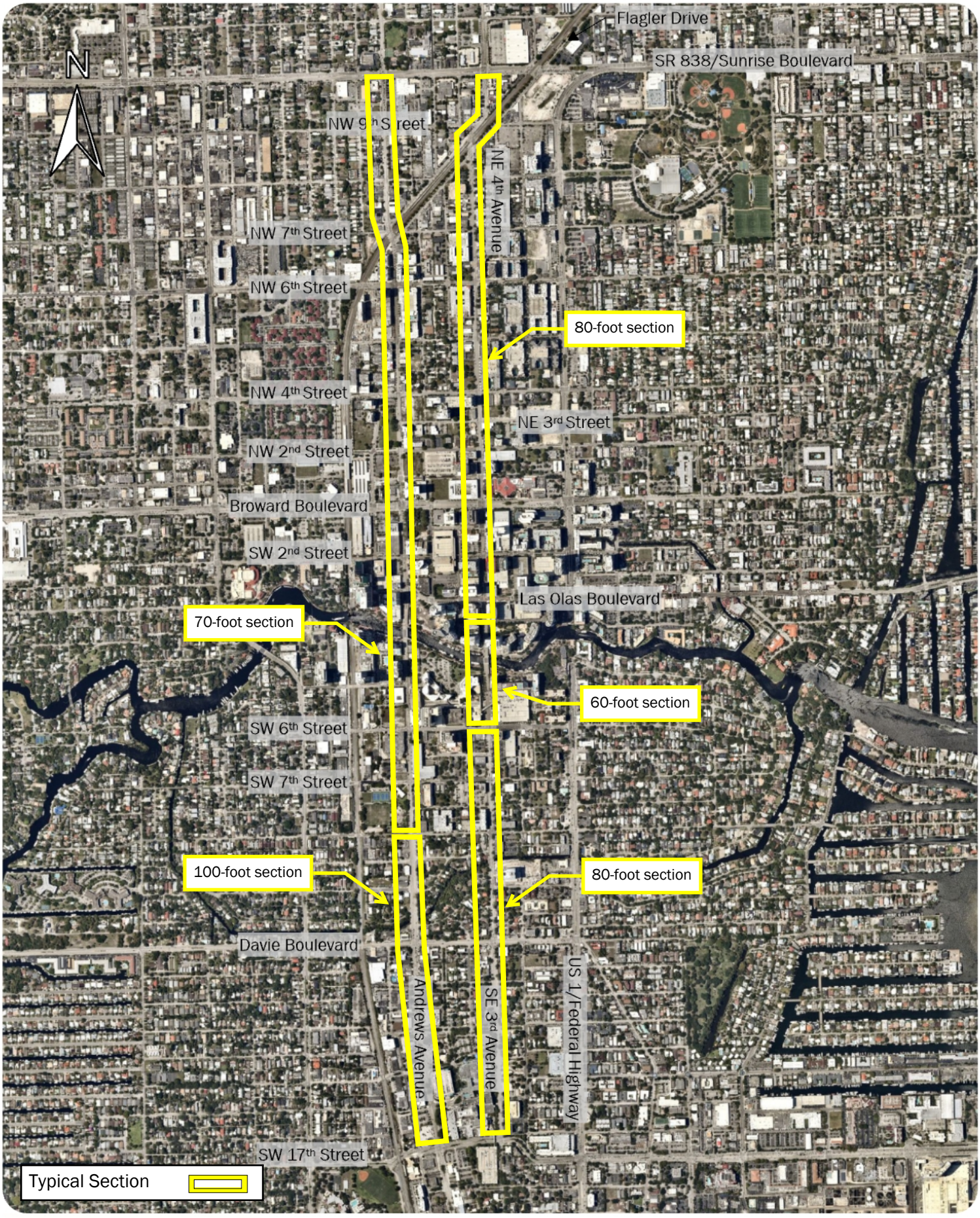

Figure 2: Typical Section Location Map
Event 140 – One-Way Pairs Study for Andrews Avenue and SE 3rd Avenue
Fort Lauderdale, Florida

Transit Facilities

Transit stops are currently provided along both Andrews Avenue and E 3rd Avenue within the study area. Stop facilities vary from having no amenities to having a shelter, bench, and sufficient landing pad. There are currently no exclusive transit lanes within the study area. The Brightline Fort Lauderdale station and Broward County Transit (BCT) central terminal are located adjacent to the study area west of Andrews Avenue and north of Broward Boulevard.

Bicycle Facilities

Currently, there are no bicycle facilities along Andrews Avenue or E 3rd Avenue within the study area. Bicycle lanes are provided along NE 4th Street within the study area and west of the study area.

Pedestrian Facilities

Continuous sidewalks are currently provided along both sides of Andrews Avenue and E 3rd Avenue within the study area. Sidewalk widths are typically six (6) feet or less throughout the study area.

Data Collection

Weekday A.M. peak period (7:00 to 9:00 A.M.) and P.M. peak period (4:00 to 6:00 P.M.) turning movement counts were collected on April 17, 2024 (Wednesday) at the study intersections. All traffic volumes were collected in 15-minute intervals and the peak hours were determined for each intersection. Turning movement counts also included pedestrian and bicycle data. The appropriate FDOT peak season conversion factor (PSCF) of 1.01 was applied to the traffic data collected based on the dates of data collection. Traffic signal timing information was obtained from Broward County Public Works Department (BCPWD). and depict peak hour volumes under 2024 and 2045 no-build conditions. The turning movement counts, FDOT peak season factor category reports, and signal timing information are included in Appendix C.

Background Area Growth Rate

To develop 2045 volumes, a growth rate of 1.67 percent (1.67%) was applied exponentially for the first ten (10) years and applied linearly for all additional years until year 2045 consistent with the approved methodology. Volumes were then diverted between study intersections for each build scenario based on the proposed one-way circulation in each scenario. Note a growth rate of 1.67 percent (1.67%) is typical for areas expected to experience high growth, such as Downtown Fort Lauderdale. Note as part of planned improvements within the study area, an exclusive southbound right-turn lane at the intersection of Andrews Avenue and Sunrise Boulevard was evaluated under future conditions. Detailed growth rate calculations are provided in Appendix D.

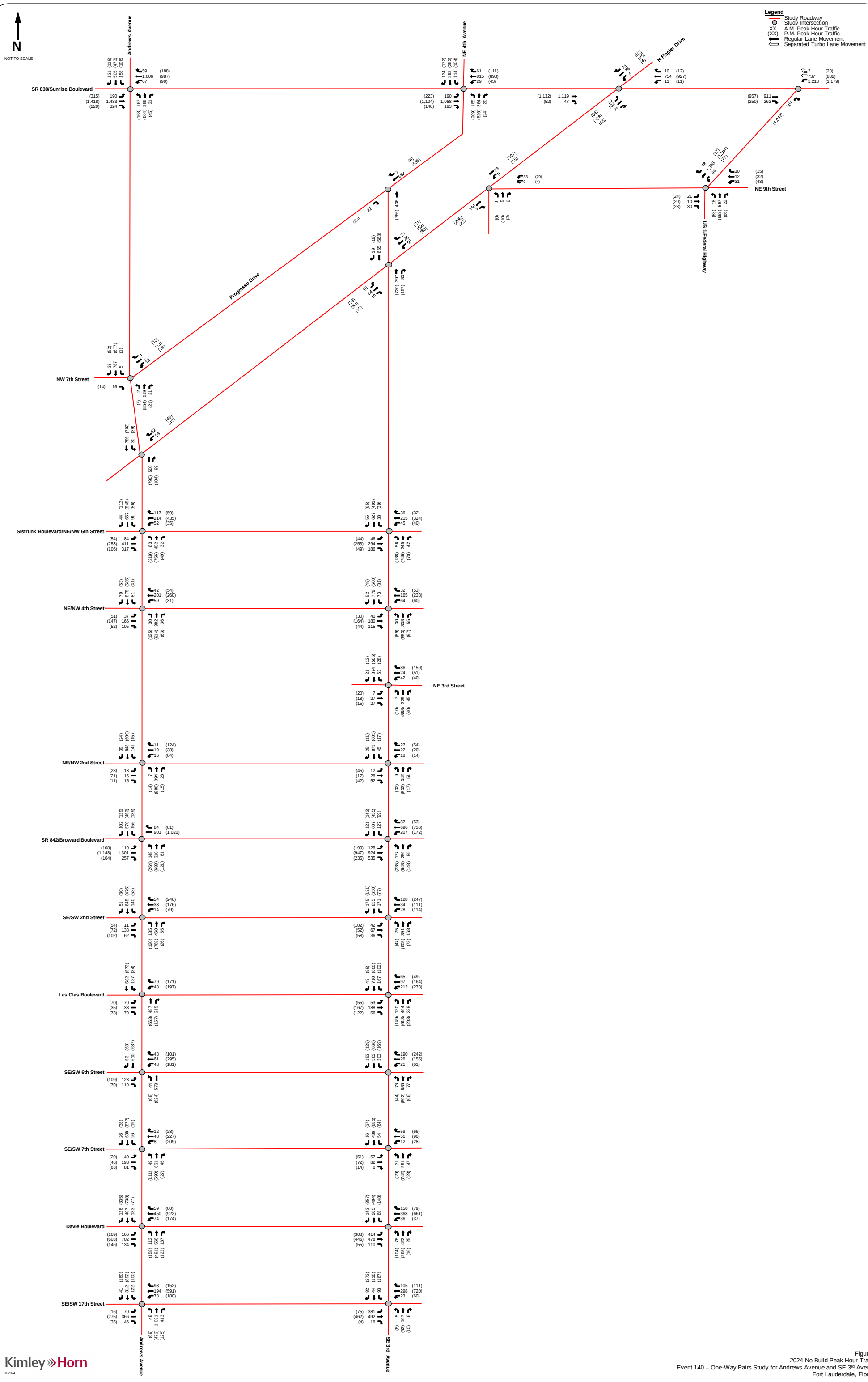

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Figure 3
2024 No Build Peak Hour Traffic
Event 140 – One-Way Pairs Study for Andrews Avenue and SE 3rd Avenue
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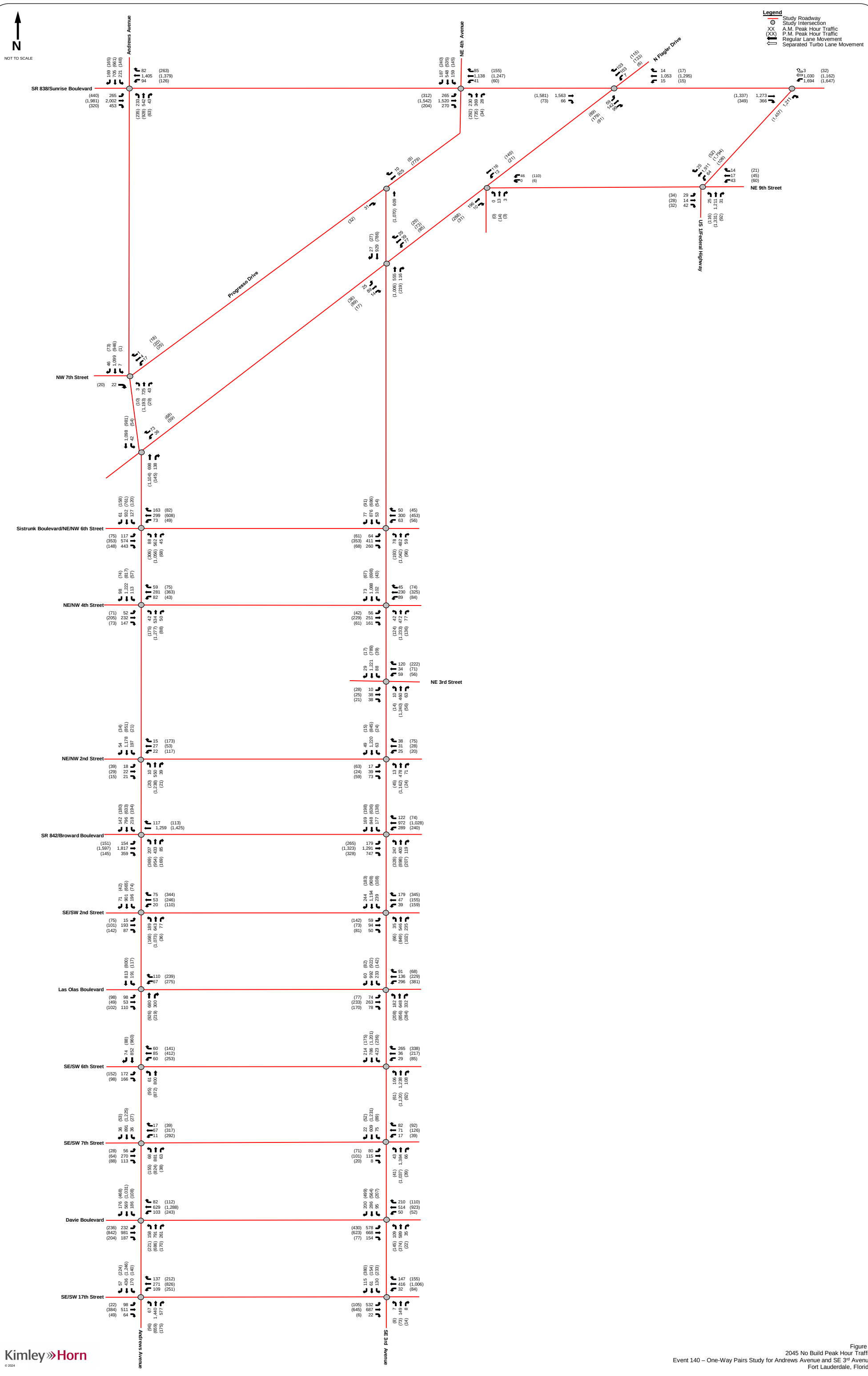

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Figure 4
2045 No Build Peak Hour Traffic
Event 140 – One-Way Pairs Study for Andrews Avenue and SE 3rd Avenue
Fort Lauderdale, Florida

Capacity Analysis

Intersection Capacity Analysis

Capacity analyses were conducted for the A.M. and P.M. peak hours under no-build 2024 and no-build 2045 scenarios for the study intersections. Note that a growth rate of 1.67 percent (1.67%) was applied exponentially for the first ten (10) years and applied linearly for all additional years until year 2045 to develop 2045 volumes, consistent with the methodology. Intersection analyses were performed using *Synchro 12* traffic engineering analysis software which applies the Transportation Research Board's (TRB's) *Highway Capacity Manual (HCM)* 2000 and 7th Edition methodologies. Note the network-wide total delay for both analysis scenarios are presented for the A.M. and P.M peak hours in Table 1 and Table 2. Synchro worksheets for the study intersections are included in Appendix E.

A summary of the intersection analyses is presented in Table 1 and Table 2. As these tables indicate, all overall study intersections are expected to operate at level of service (LOS) E or better under no-build 2024 and 2045 conditions with the exception of the following:

- The intersection of Davie Boulevard and Andrews Avenue (#12) during the A.M. and P.M. peak hours under no-build 2045 conditions
- The intersection of SR 842/Broward Boulevard and NE 3rd Avenue (#21) during the A.M. and P.M. peak hours under no-build 2045 conditions
- The intersection of SR 838/Sunrise Boulevard and Andrews Avenue (#1) during the P.M. peak hour under no-build 2045 conditions
- The intersection of SE/SW 6th Street and Andrews Avenue (#10) during the P.M. peak hour under no-build 2045 conditions
- The intersection of Davie Boulevard and SE 3rd Avenue (#26) during the P.M. peak hour under no-build 2045 conditions

Note signal timings were not optimized for no-build 2045 conditions as part of this analysis as the network will be optimized under future analyses when comparing alternative results.

Table 1: No-Build A.M. Peak Hour Intersection Capacity Analysis							
Intersection ID	Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
				EB	WB	NB	SB
No-Build 2024 (No-Build 2045)							
1	SR 838/Sunrise Boulevard and Andrews Avenue (1)	Signalized	D/46.8 sec (E/66.0 sec)	D (E)	C (E)	E (F)	E (E)
2	Progresso Drive and Andrews Avenue	Two-Way Stop	(2)	A (A)	B (B)	(3)	(3)
3	N Flagler Drive and Andrews Avenue	Two-Way Stop	(2)	(4)	A (A)	(3)	(3)
4	Sistrunk Boulevard/NE/NW 6th Street and Andrews Avenue	Signalized	B/17.0 sec (C/24.8 sec)	C (C)	C (C)	A (B)	B (C)
5	NE/NW 4th Street and Andrews Avenue	Signalized	B/10.8 sec (C/20.5 sec)	C (D)	C (D)	A (A)	A (B)
6	NE/NW 2nd Street and Andrews Avenue	Signalized	A/2.0 sec (A/2.1 sec)	C (C)	C (C)	A (A)	A (A)
7	SR 842/Broward Boulevard and Andrews Avenue	Signalized	C/33.2 sec (E/61.2 sec)	B (D)	B (C)	D (E)	E (F)
8	SE/SW 2nd Street and Andrews Avenue (1)	Signalized	B/18.8 sec (C/30.9 sec)	C (C)	C (C)	C (D)	B (C)
9	Las Olas Boulevard and Andrews Avenue (1)	Signalized	C/32.0 sec (D/42.8 sec)	E (E)	F (F)	C (D)	B (C)
10	SE/SW 6th Street and Andrews Avenue (1)	Signalized	C/20.4 sec (C/24.3 sec)	C (D)	D (D)	B (B)	B (C)
11	SE/SW 7th Street and Andrews Avenue	Signalized	A/8.6 sec (B/10.9 sec)	D (D)	C (C)	A (A)	A (A)
12	Davie Boulevard and Andrews Avenue	Signalized	D/45.1 sec (F/88.5 sec)	B (C)	B (C)	F (F)	E (F)
13	SE/SW 17th Street and Andrews Avenue (1)	Signalized	B/15.4 sec (C/24.3 sec)	C (C)	C (C)	A (C)	A (B)
14	SR 838/Sunrise Boulevard and NE 4th Avenue (1)	Signalized	D/43.2 sec (D/51.9 sec)	C (D)	C (D)	E (F)	E (E)
15	Progresso Drive and NE 3rd Avenue (1)	Signalized	A/4.4 sec (A/7.5 sec)	A (A)	(4)	A (A)	A (B)
16	N Flagler Drive and NE 3rd Avenue (1)	Signalized	A/9.0 sec (A/9.3 sec)	D (D)	D (D)	A (A)	A (A)
17	Sistrunk Boulevard/NE 6th Street and NE 3rd Avenue	Signalized	B/12.5 sec (B/15.1 sec)	C (C)	C (C)	A (A)	A (A)
18	NE 4th Street and NE 3rd Avenue	Signalized	B/12.4 sec (B/17.2 sec)	C (C)	C (C)	A (A)	A (B)
19	NE 3rd Street and NE 3rd Avenue	Signalized	A/3.1 sec (A/3.4 sec)	C (C)	C (C)	A (A)	A (A)
20	NE 2nd Street and NE 3rd Avenue	Signalized	A/2.7 sec (A/4.4 sec)	C (C)	C (C)	A (A)	A (A)
21	SR 842/Broward Boulevard and NE 3rd Avenue	Signalized	D/48.3 sec (F/116.9 sec)	C (F)	C (F)	E (E)	F (F)
22	SE 2nd Street and SE 3rd Avenue	Signalized	B/16.5 sec (C/24.4 sec)	E (E)	E (E)	B (C)	B (C)
23	Las Olas Boulevard and SE 3rd Avenue	Signalized	C/27.2 sec (D/37.6 sec)	E (E)	D (E)	B (C)	B (C)
24	SE 6th Street and SE 3rd Avenue	Signalized	A/4.8 sec (D/48.5 sec)	(4)	E (F)	A (A)	A (E)
25	SE 7th Street and SE 3rd Avenue	Signalized	B/16.2 sec (C/25.0 sec)	E (F)	F (F)	A (B)	A (B)
26	Davie Boulevard and SE 3rd Avenue	Signalized	C/32.9 sec (E/67.1 sec)	B (F)	B (C)	E (E)	E (E)
27	SE 17th Street and SE 3rd Avenue (1)	Signalized	B/17.1 sec (E/58.6 sec)	B (F)	A (B)	C (C)	C (D)

Notes:
(1) Intersection cannot be analyzed using HCM 7th Edition. Therefore, HCM 2000 was used.
(2) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
(3) Approach operates under free-flow conditions. LOS is not defined.
(4) Approach does not exist.
(5) EB approach reflects NWB approach results as shown in Synchro 12 reports due to unique intersection geometry.

Table 1: No-Build A.M. Peak Hour Intersection Capacity Analysis (Continued)							
Intersection ID	Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
				EB	WB	NB	SB
No-Build 2024 (No-Build 2045)							
28	Flagler Drive and SR 838/Sunrise Boulevard (1)	Signalized	E/57.5 sec (C/31.0 sec)	B (C)	B (B)	F (F)	F (F)
29	N Flagler Drive/NE 4th Avenue and NE 9th Street	Two-Way Stop	(2)	A (5) (A) (5)	B (B)	(3)	(3)
30	US 1/Federal Highway and SR 838/Sunrise Boulevard (1)	Signalized	D/39.8 sec (D/51.8 sec)	D (E)	D (D)	D (D)	(4)
31	US 1/Federal Highway and NE 9th Street	Signalized	A/3.2 sec (A/3.3 sec)	E (E)	E (E)	A (A)	A (A)
Network-Wide Total Delay			**492 hours (1,106 hours)**				

Notes:
(1) Intersection cannot be analyzed using HCM 7th Edition. Therefore, HCM 2000 was used.
(2) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
(3) Approach operates under free-flow conditions. LOS is not defined.
(4) Approach does not exist.
(5) EB approach reflects NWB approach results as shown in Synchro 12 reports due to unique intersection geometry.

Table 2: No-Build P.M. Peak Hour Intersection Capacity Analysis							
Intersection ID	Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
				EB	WB	NB	SB
No-Build 2024 (No-Build 2045)							
1	SR 838/Sunrise Boulevard and Andrews Avenue (1)	Signalized	D/53.7 sec (F/99.7 sec)	D (E)	D (F)	E (F)	E (F)
2	Progresso Drive and Andrews Avenue	Two-Way Stop	(2)	A (A)	B (C)	(3)	(3)
3	N Flagler Drive and Andrews Avenue	Two-Way Stop	(2)	(4)	B (B)	(3)	(3)
4	Sistrunk Boulevard/NE/NW 6th Street and Andrews Avenue	Signalized	B/17.4 sec (D/38.8 sec)	C (C)	C (C)	A (D)	B (D)
5	NE/NW 4th Street and Andrews Avenue	Signalized	B/14.1 sec (E/69.2 sec)	D (F)	C (E)	A (B)	A (A)
6	NE/NW 2nd Street and Andrews Avenue	Signalized	A/4.4 sec (A/7.0 sec)	C (C)	C (C)	A (A)	A (A)
7	SR 842/Broward Boulevard and Andrews Avenue	Signalized	D/37.8 sec (E/63.8 sec)	B (D)	C (F)	E (E)	E (E)
8	SE/SW 2nd Street and Andrews Avenue (1)	Signalized	C/30.8 sec (E/73.5 sec)	C (D)	D (F)	C (F)	B (C)
9	Las Olas Boulevard and Andrews Avenue (1)	Signalized	E/55.2 sec (E/79.0 sec)	E (E)	F (F)	C (E)	C (D)
10	SE/SW 6th Street and Andrews Avenue (1)	Signalized	C/31.2 sec (F/121.3 sec)	C (C)	D (C)	C (F)	C (F)
11	SE/SW 7th Street and Andrews Avenue	Signalized	B/13.5 sec (C/22.4 sec)	C (C)	D (E)	A (B)	A (A)
12	Davie Boulevard and Andrews Avenue	Signalized	D/37.5 sec (F/84.0 sec)	C (F)	C (F)	D (D)	E (E)
13	SE/SW 17th Street and Andrews Avenue (1)	Signalized	B/18.1 sec (C/25.5 sec)	C (C)	C (D)	A (B)	A (B)
14	SR 838/Sunrise Boulevard and NE 4th Avenue (1)	Signalized	D/52.3 sec (E/58.7 sec)	C (D)	E (D)	E (F)	E (E)
15	Progresso Drive and NE 3rd Avenue (1)	Signalized	A/4.1 sec (A/5.5 sec)	A (A)	(4)	A (A)	A (B)
16	N Flagler Drive and NE 3rd Avenue (1)	Signalized	A/9.6 sec (B/10.7 sec)	D (D)	D (C)	A (B)	A (A)
17	Sistrunk Boulevard/NE 6th Street and NE 3rd Avenue	Signalized	B/12.8 sec (B/17.2 sec)	C (C)	C (D)	A (B)	A (A)
18	NE 4th Street and NE 3rd Avenue	Signalized	B/12.1 sec (B/18.8 sec)	C (C)	C (D)	A (B)	A (A)
19	NE 3rd Street and NE 3rd Avenue	Signalized	A/5.5 sec (B/10.9 sec)	C (C)	C (C)	A (A)	A (A)
20	NE 2nd Street and NE 3rd Avenue	Signalized	A/2.8 sec (A/5.0 sec)	C (C)	C (C)	A (A)	A (A)
21	SR 842/Broward Boulevard and NE 3rd Avenue	Signalized	D/46.9 sec (F/93.3 sec)	C (D)	C (F)	E (F)	E (F)
22	**SE 2nd Street and SE 3rd Avenue**	**Signalized**	**C/28.2 sec (D/41.4 sec)**	**E (F)**	**E (F)**	**B (C)**	**B (C)**
23	Las Olas Boulevard and SE 3rd Avenue	Signalized	C/29.7 sec (D/45.6 sec)	E (E)	D (F)	C (C)	C (C)
24	SE 6th Street and SE 3rd Avenue	Signalized	A/8.3 sec (B/12.3 sec)	(4)	E (E)	A (A)	A (A)
25	SE 7th Street and SE 3rd Avenue	Signalized	C/20.2 sec (C/32.5 sec)	E (F)	F (F)	A (B)	B (C)
26	Davie Boulevard and SE 3rd Avenue	Signalized	C/34.6 sec (F/80.6 sec)	B (F)	B (C)	E (D)	E (E)
27	SE 17th Street and SE 3rd Avenue (1)	Signalized	C/22.7 sec (C/25.1 sec)	B (B)	B (B)	C (C)	D (D)

Notes:
(1) Intersection cannot be analyzed using HCM 7th Edition. Therefore, HCM 2000 was used.
(2) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
(3) Approach operates under free-flow conditions. LOS is not defined.
(4) Approach does not exist.
(5) EB approach reflects NWB approach results as shown in Synchro 12 reports due to unique intersection geometry.

Table 2: No-Build P.M. Peak Hour Intersection Capacity Analysis (Continued)							
Intersection ID	Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
				EB	WB	NB	SB
No-Build 2024 (No-Build 2045)							
28	Flagler Drive and SR 838/Sunrise Boulevard [1]	Signalized	C/34.7 sec (D/35.9 sec)	C (C)	C (C)	F (F)	E (E)
29	N Flagler Drive/NE 4th Avenue and NE 9th Street	Two-Way Stop	[2]	A [5] (A) [5]	B (C)	[3]	[3]
30	US 1/Federal Highway and SR 838/Sunrise Boulevard [1]	Signalized	D/43.1 sec (E/57.6 sec)	D (F)	D (D)	D (D)	[4]
31	US 1/Federal Highway and NE 9th Street	Signalized	A/6.3 sec (A/7.1 sec)	E (E)	E (E)	A (A)	A (A)
Network-Wide Total Delay			649 hours (1,485 hours)				

Notes:
[1] Intersection cannot be analyzed using HCM 7th Edition. Therefore, HCM 2000 was used.
[2] Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
[3] Approach operates under free-flow conditions. LOS is not defined.
[4] Approach does not exist.
[5] EB approach reflects NWB approach results as shown in Synchro 12 reports due to unique intersection geometry.

95th Percentile Queue Length Analysis

A 95th percentile queue length analysis was performed to determine if sufficient vehicle storage is provided to accommodate the no-build 2024 and no-build 2045 vehicle queue lengths of turn lanes at all signalized intersections. The 95th percentile queue lengths were calculated utilizing Trafficware's *Synchro 12* software based upon Highway Capacity Manual (HCM) methodologies. Note the network-wide total vehicle queuing for both analysis scenarios are presented for the A.M. and P.M peak hours in Table 3 and Table 4.

The results of the queue length analysis are summarized in Table 3 and Table 4. Synchro worksheets for the study intersection are included in Appendix E. Note the bolded numbers in these tables represent the 95th percentile queues that exceed the existing turn lane storage.

Table 3: No-Build A.M. Peak Hour Queuing Analysis

No-Build 2024 (No-Build 2045)

Intersection ID	Intersection	Movement	95th Percentile Queue (ft)	Existing Turn Lane Storage (ft)	Queue Length Sufficient?
1	SR 838/Sunrise Boulevard and Andrews Avenue	Eastbound Left-Turn	317 **(#530)**	475	Yes **(No)**
		Eastbound Right-Turn	**224 (465)**	130	**No (No)**
		Westbound Left-Turn	m#169 (m#184)	205	Yes (Yes)
		Northbound Left-Turn	**#376 (#451)**	95	**No (No)**
		Southbound Left-Turn	**203 (#263)**	95 (200)	**No (No)**
		Southbound Right-Turn	N/A 99	N/A (225)	N/A (Yes)
4	Sistrunk Boulevard/NE/NW 6th Street and Andrews Avenue	Eastbound Left-Turn	62 (88)	155	Yes (Yes)
		Westbound Left-Turn	26 (m#93)	130	Yes (Yes)
		Westbound Right-Turn	12 (46)	130	Yes (Yes)
		Northbound Left-Turn	70 (m87)	225	Yes (Yes)
		Southbound Left-Turn	75 (110)	155	Yes (Yes)
5	NE/NW 4th Street and Andrews Avenue	Eastbound Right-Turn	34 (88)	100	Yes (Yes)
		Westbound Left-Turn	**54 (m65)**	50	**No (No)**
		Northbound Left-Turn	28 (73)	110	Yes (Yes)
		Southbound Left-Turn	28 (m30)	150	Yes (Yes)
6	NE/NW 2nd Street and Andrews Avenue	Westbound Left-Turn	m20 (m21)	50	Yes (Yes)
		Northbound Left-Turn	m4 (m1)	165	Yes (Yes)
		Southbound Left-Turn	29 (m21)	150	Yes (Yes)
7	SR 842/Broward Boulevard and Andrews Avenue	Eastbound Left-Turn	**102 (#211)**	80	**No (No)**
		Westbound Right-Turn	m6 (m13)	160	Yes (Yes)
		Northbound Left-Turn	232 **(#362)**	260	Yes **(No)**
		Southbound Left-Turn	139 **(#237)**	225	Yes **(No)**

Notes: (#) 95th percentile volume exceeds capacity, queue may be longer. Queue shown in maximum after two cycles.
(m) Volume for 95th percentile queue is metered by upstream signal.

Table 3: No-Build A.M. Peak Hour Queuing Analysis (Continued)					
No-Build 2024 (No-Build 2045)					
Intersection ID	**Intersection**	**Movement**	**95th Percentile Queue (ft)**	**Existing Turn Lane Storage (ft)**	**Queue Length Sufficient?**
8	SE/SW 2nd Street and Andrews Avenue	Eastbound Left-Turn	16 (20)	80 Yes	(Yes)
		Northbound Left-Turn	**155 (m#283)**	75	**No (No)**
		Southbound Left-Turn	m48 (m75)	150	Yes (Yes)
9	Las Olas Boulevard and Andrews Avenue	Southbound Left-Turn	107 **(m176)**	135	Yes **(No)**
10	SE/SW 6th Street and Andrews Avenue	Northbound Left-Turn	53 (#104)	275	Yes (Yes)
11	SE/SW 7th Street and Andrews Avenue	Eastbound Left-Turn	45 (59)	95	Yes (Yes)
		Eastbound Right-Turn	24 (46)	50	Yes (Yes)
		Northbound Left-Turn	**39 (58)**	**135**	**Yes (Yes)**
		Southbound Left-Turn	16 (20)	275	Yes (Yes)
12	Davie Boulevard and Andrews Avenue	Eastbound Left-Turn	**144 (171)**	140	**No (No)**
		Westbound Left-Turn	108 (136)	160	Yes (Yes)
		Northbound Left-Turn	135 (#238)	250	Yes (Yes)
		Northbound Right-Turn	**177 (#330)**	90	**No (No)**
		Southbound Left-Turn	**156 (#333)**	125	**No (No)**
		Southbound Right-Turn	49 (71)	275	Yes (Yes)
13	SE/SW 17th Street and Andrews Avenue	Eastbound Left-Turn	**72 (97)**	60	**No (No)**
		Westbound Left-Turn	**92 (#173)**	70	**No (No)**
		Northbound Left-Turn	24 (32)	145	Yes (Yes)
		Northbound Right-Turn	**162 (#466)**	105	**No (No)**
		Southbound Left-Turn	51 (#148)	205	Yes (Yes)
		Southbound Right-Turn	1 (9)	145	Yes (Yes)
14	SR 838/Sunrise Boulevard and NE 4th Avenue	Eastbound Left-Turn	**343 (m398)**	260	**No (No)**
		Westbound Left-Turn	m57 (m88)	190	Yes (Yes)
		Westbound Right-Turn	m29 (m36)	210	Yes (Yes)
		Northbound Left-Turn	**243 (#499)**	140	**No (No)**
		Southbound Left-Turn	141 (202)	330	Yes (Yes)

Notes: (#) 95th percentile volume exceeds capacity, queue may be longer. Queue shown in maximum after two cycles.
(m) Volume for 95th percentile queue is metered by upstream signal.

Table 3: No-Build A.M. Peak Hour Queuing Analysis (Continued)					
No-Build 2024 (No-Build 2045)					
Intersection ID	**Intersection**	**Movement**	**95th Percentile Queue (ft)**	**Existing Turn Lane Storage (ft)**	**Queue Length Sufficient?**
16	N Flagler Drive and NE 3rd Avenue	Eastbound Left-Turn	m27 (m29)	50	Yes (Yes)
		Westbound Left-Turn	m66 (m85)	165	Yes (Yes)
		Northbound Right-Turn	18 (23)	185	Yes (Yes)
17	Sistrunk Boulevard/NE 6th Street and NE 3rd Avenue	Eastbound Left-Turn	m39 (m43)	170	Yes (Yes)
		Eastbound Right-Turn	78 (m131)	140	Yes (Yes)
		Westbound Left-Turn	46 (#73)	140	Yes (Yes)
		Westbound Right-Turn	19 (24)	115	Yes (Yes)
		Northbound Left-Turn	16 (m48)	175	Yes (Yes)
		Southbound Left-Turn	25 (35)	90	Yes (Yes)
18	NE 4th Street and NE 3rd Avenue	Eastbound Left-Turn	m27 (m33)	120	Yes (Yes)
		Westbound Left-Turn	59 **(#116)**	90	Yes **(No)**
		Northbound Left-Turn	36 (44)	110	Yes (Yes)
		Southbound Left-Turn	58 (76)	90	Yes (Yes)
19	NE 3rd Street and NE 3rd Avenue	Westbound Left-Turn	50 (62)	160	Yes (Yes)
		Northbound Left-Turn	3 (8)	105	Yes (Yes)
		Southbound Left-Turn	m6 (m10)	100	Yes (Yes)
20	NE 2nd Street and NE 3rd Avenue	Eastbound Left-Turn	15 (18)	50	Yes (Yes)
		Westbound Left-Turn	28 (34)	105	Yes (Yes)
		Northbound Left-Turn	m2 (m3)	170	Yes (Yes)
		Southbound Left-Turn	8 (m9)	100	Yes (Yes)

Notes: (#) 95th percentile volume exceeds capacity, queue may be longer. Queue shown in maximum after two cycles.
(m) Volume for 95th percentile queue is metered by upstream signal.

Table 3: No-Build A.M. Peak Hour Queuing Analysis (Continued)					
No-Build 2024 (No-Build 2045)					
Intersection ID	Intersection	Movement	95th Percentile Queue (ft)	Existing Turn Lane Storage (ft)	Queue Length Sufficient?
21	SR 842/Broward Boulevard and NE 3rd Avenue	Eastbound Left-Turn	m56 (m104)	140	Yes (Yes)
		Westbound Left-Turn	**#390 (#617)**	175	**No (No)**
		Northbound Left-Turn	**#271 (#458)**	125	**No (No)**
		Southbound Left-Turn	**136 (193)**	135	**No (No)**
22	SE 2nd Street and SE 3rd Avenue	Northbound Left-Turn	m12 (m16)	160	Yes (Yes)
		Southbound Left-Turn	**m77 (m76)**	75	**No (No)**
23	Las Olas Boulevard and SE 3rd Avenue	Eastbound Left-Turn	60 (m85)	110	Yes (Yes)
		Eastbound Right-Turn	40 (m40)	110	Yes (Yes)
		Northbound Left-Turn	53 **(#275)**	100	Yes **(No)**
		Southbound Left-Turn	147 **(m#299)**	200	Yes **(No)**
24	SE 6th Street and SE 3rd Avenue	Westbound Right-Turn	77 (216)	360	Yes (Yes)
		Northbound Left-Turn	65 (m20)	190	Yes (Yes)
		Northbound Right-Turn	51 (m3)	70	Yes (Yes)
24	SE 6th Street and SE 3rd Avenue	Southbound Left-Turn	**127 (m#757)**	105	**No (No)**
		Southbound Right-Turn	45 (m120)	150	Yes (Yes)
25	SE 7th Street and SE 3rd Avenue	Northbound Left-Turn	m25 (m38)	100	Yes (Yes)
		Southbound Left-Turn	72 **(#146)**	100	Yes **(No)**
26	Davie Boulevard and SE 3rd Avenue	Eastbound Left-Turn	**438 (m#1,272)**	140	**No (No)**
		Westbound Left-Turn	34 (53)	185	Yes (Yes)
		Northbound Left-Turn	m79 (m100)	150	Yes (Yes)
		Southbound Left-Turn	**136 (m141)**	110	**No (No)**
27	SE 17th Street and SE 3rd Avenue	Eastbound Left-Turn	59 **(#146)**	125	Yes **(No)**
		Westbound Left-Turn	45 (72)	50	Yes (Yes)
		Northbound Left-Turn	11 (12)	60	Yes (Yes)
		Southbound Left-Turn	217 **(m229)**	150	Yes **(No)**
28	Flagler Drive and SR 838/Sunrise Boulevard	Westbound Left-Turn	39 (48)	425	Yes (Yes)
30	US 1/Federal Highway and SR 838/Sunrise Boulevard	Westbound Left-Turn	**470 (629)**	400	**No (No)**

Notes: (#) 95th percentile volume exceeds capacity, queue may be longer. Queue shown in maximum after two cycles.
(m) Volume for 95th percentile queue is metered by upstream signal.

Table 3: No-Build A.M. Peak Hour Queuing Analysis (Continued)					
No-Build 2024 (No-Build 2045)					
Intersection ID	**Intersection**	**Movement**	**95th Percentile Queue (ft)**	**Existing Turn Lane Storage (ft)**	**Queue Length Sufficient?**
31	US 1/Federal Highway and NE 9th Street	Eastbound Left-Turn	55 (69)	160	Yes (Yes)
		Westbound Left-Turn	74 (93)	75	Yes (Yes)
		Northbound Left-Turn	52 (64)	375	Yes (Yes)
		Southbound Left-Turn	13 (19)	300	Yes (Yes)
Network-Wide Total Vehicle Queuing (ft)			**8,920 (15,492)**		

Notes: (#) 95th percentile volume exceeds capacity, queue may be longer. Queue shown in maximum after two cycles.
(m) Volume for 95th percentile queue is metered by upstream signal.

Table 4: No-Build P.M. Peak Hour Queuing Analysis					
No-Build 2024 (No-Build 2045)					
Intersection ID	Intersection	Movement	95th Percentile Queue (ft)	Existing Turn Lane Storage (ft)	Queue Length Sufficient?
1	SR 838/Sunrise Boulevard and Andrews Avenue	Eastbound Left-Turn	**#564 (#880)**	475	**No (No)**
		Eastbound Right-Turn	**135 (262)**	130	**No (No)**
		Westbound Left-Turn	m169 (m189)	205	Yes (Yes)
		Northbound Left-Turn	**#239 (#464)**	95	**No (No)**
		Southbound Left-Turn	**#197 (#354)**	95 (200)	**No (No)**
		Southbound Right-Turn	N/A (81)	N/A (225)	N/A (Yes)
4	Sistrunk Boulevard/NE/NW 6th Street and Andrews Avenue	Eastbound Left-Turn	57 (#124)	155	Yes (Yes)
		Westbound Left-Turn	m29 (m29)	130	Yes (Yes)
		Westbound Right-Turn	m14 (m15)	130	Yes (Yes)
		Northbound Left-Turn	m#131 **(m#337)**	225	Yes **(No)**
		Southbound Left-Turn	#89 **(#186)**	155	Yes **(No)**
5	NE/NW 4th Street and Andrews Avenue	Eastbound Right-Turn	25 (30)	100	Yes (Yes)
		Westbound Left-Turn	m26 (m28)	50	Yes (Yes)
		Northbound Left-Turn	108 **(#366)**	110	Yes **(No)**
		Southbound Left-Turn	m4 (m11)	150	Yes (Yes)
6	NE/NW 2nd Street and Andrews Avenue	Westbound Left-Turn	**75 (87)**	50	**No (No)**
		Northbound Left-Turn	m10 (m14)	165	Yes (Yes)
		Southbound Left-Turn	m15 (m12)	150	Yes (Yes)
7	SR 842/Broward Boulevard and Andrews Avenue	Eastbound Left-Turn	**116 (#255)**	80	**No (No)**
		Westbound Right-Turn	m3 (m20)	160	Yes (Yes)
		Northbound Left-Turn	**290 (m#327)**	260	**No (No)**
		Southbound Left-Turn	131 **(#332)**	225	Yes **(No)**
8	SE/SW 2nd Street and Andrews Avenue	Eastbound Left-Turn	**#83 (#132)**	80	**No (No)**
		Northbound Left-Turn	**133 (m118)**	75	**No (No)**
		Southbound Left-Turn	m35 (m47)	150	Yes (Yes)
9	Las Olas Boulevard and Andrews Avenue	Southbound Left-Turn	88 **(m#205)**	135	Yes **(No)**
10	SE/SW 6th Street and Andrews Avenue	Northbound Left-Turn	#122 (#192)	275	Yes (Yes)

Notes: (#) 95th percentile volume exceeds capacity, queue may be longer. Queue shown in maximum after two cycles.
(m) Volume for 95th percentile queue is metered by upstream signal.

Table 4: No-Build P.M. Peak Hour Queuing Analysis (Continued)					
No-Build 2024 (No-Build 2045)					
Intersection ID	Intersection	Movement	95th Percentile Queue (ft)	Existing Turn Lane Storage (ft)	Queue Length Sufficient?
11	SE/SW 7th Street and Andrews Avenue	Eastbound Left-Turn	30 (42)	95	Yes (Yes)
		Eastbound Right-Turn	14 (32)	50	Yes (Yes)
		Northbound Left-Turn	112 **(#202)**	135	Yes **(No)**
		Southbound Left-Turn	13 (16)	275	Yes (Yes)
12	Davie Boulevard and Andrews Avenue	Eastbound Left-Turn	**#219 (#449)**	140	**No (No)**
		Westbound Left-Turn	112 **(m#386)**	160	Yes **(No)**
		Northbound Left-Turn	171 **(#351)**	250	Yes **(No)**
		Northbound Right-Turn	**65 (117)**	90	**No (No)**
		Southbound Left-Turn	**80 (107)**	125	**No (No)**
		Southbound Right-Turn	183 **(429)**	275	Yes **(No)**
13	SE/SW 17th Street and Andrews Avenue	Eastbound Left-Turn	24 (36)	60	Yes (Yes)
		Westbound Left-Turn	**#197 (#332)**	70	**No (No)**
		Northbound Left-Turn	32 (48)	145	Yes (Yes)
		Northbound Right-Turn	30 (36)	105	Yes (Yes)
		Southbound Left-Turn	43 (58)	205	Yes (Yes)
		Southbound Right-Turn	33 (75)	145	Yes (Yes)
14	SR 838/Sunrise Boulevard and NE 4th Avenue	Eastbound Left-Turn	**m381 (m396)**	260	**No (No)**
		Westbound Left-Turn	m80 (m128)	190	Yes (Yes)
		Westbound Right-Turn	83 (m55)	210	Yes (Yes)
		Northbound Left-Turn	**#319 (#632)**	140	**No (No)**
		Southbound Left-Turn	125 (#175)	330	Yes (Yes)
16	N Flagler Drive and NE 3rd Avenue	Eastbound Left-Turn	m34 (m38)	50	Yes (Yes)
		Westbound Left-Turn	82 (m74)	165	Yes (Yes)
		Northbound Right-Turn	26 (33)	185	Yes (Yes)

Notes: (#) 95th percentile volume exceeds capacity, queue may be longer. Queue shown in maximum after two cycles.
(m) Volume for 95th percentile queue is metered by upstream signal.

Table 4: No-Build P.M. Peak Hour Queuing Analysis (Continued)					
No-Build 2024 (No-Build 2045)					
Intersection ID	Intersection	Movement	95th Percentile Queue (ft)	Existing Turn Lane Storage (ft)	Queue Length Sufficient?
17	Sistrunk Boulevard/NE 6th Street and NE 3rd Avenue	Eastbound Left-Turn	21 (m28)	170	Yes (Yes)
		Eastbound Right-Turn	7 (m5)	140	Yes (Yes)
		Westbound Left-Turn	37 (54)	140	Yes (Yes)
		Westbound Right-Turn	15 (24)	115	Yes (Yes)
		Northbound Left-Turn	19 (m12)	175	Yes (Yes)
		Southbound Left-Turn	29 (50)	90	Yes (Yes)
18	NE 4th Street and NE 3rd Avenue	Eastbound Left-Turn	m14 (m8)	120	Yes (Yes)
		Westbound Left-Turn	53 (75)	90	Yes (Yes)
		Northbound Left-Turn	25 (m40)	110	Yes (Yes)
		Southbound Left-Turn	35 (m#58)	90	Yes (Yes)
19	NE 3rd Street and NE 3rd Avenue	Westbound Left-Turn	38 (48)	160	Yes (Yes)
		Northbound Left-Turn	m8 (m4)	105	Yes (Yes)
		Southbound Left-Turn	m7 (m9)	100	Yes (Yes)
20	NE 2nd Street and NE 3rd Avenue	Eastbound Left-Turn	49 **(m57)**	50	Yes **(No)**
		Westbound Left-Turn	24 (30)	105	Yes (Yes)
		Northbound Left-Turn	m10 (m7)	170	Yes (Yes)
		Southbound Left-Turn	7 (m3)	100	Yes (Yes)
21	SR 842/Broward Boulevard and NE 3rd Avenue	Eastbound Left-Turn	139 **(m#260)**	140	Yes **(No)**
		Westbound Left-Turn	**#262 (#514)**	175	**No (No)**
		Northbound Left-Turn	**#324 (m#607)**	125	**No (No)**
		Southbound Left-Turn	**139 (#241)**	135	**No (No)**
22	SE 2nd Street and SE 3rd Avenue	Northbound Left-Turn	m14 (m17)	160	Yes (Yes)
		Southbound Left-Turn	m54 (m49)	75	Yes (Yes)
23	Las Olas Boulevard and SE 3rd Avenue	Eastbound Left-Turn	m100 (m99)	110	Yes (Yes)
		Eastbound Right-Turn	98 (m90)	110	Yes (Yes)
		Northbound Left-Turn	57 **(m283)**	100	Yes **(No)**
		Southbound Left-Turn	61 (m128)	200	Yes (Yes)

Notes: (#) 95th percentile volume exceeds capacity, queue may be longer. Queue shown in maximum after two cycles.
(m) Volume for 95th percentile queue is metered by upstream signal.

Table 4: No-Build P.M. Peak Hour Queuing Analysis (Continued)					
No-Build 2024 (No-Build 2045)					
Intersection ID	Intersection	Movement	95th Percentile Queue (ft)	Existing Turn Lane Storage (ft)	Queue Length Sufficient?
24	SE 6th Street and SE 3rd Avenue	Westbound Right-Turn	88 (315)	360	Yes (Yes)
		Northbound Left-Turn	m47 (m32)	190	Yes (Yes)
		Northbound Right-Turn	m70 (m26)	70	Yes (Yes)
		Southbound Left-Turn	**m125 (m193)**	105	**No (No)**
		Southbound Right-Turn	m71 (m57)	150	Yes (Yes)
25	SE 7th Street and SE 3rd Avenue	Northbound Left-Turn	m19 (m18)	100	Yes (Yes)
		Southbound Left-Turn	**102** (m36)	100	**No** (Yes)
26	Davie Boulevard and SE 3rd Avenue	Eastbound Left-Turn	**#434 (m#887)**	140	**No (No)**
		Westbound Left-Turn	43 (59)	185	Yes (Yes)
		Northbound Left-Turn	120 **(#203)**	150	Yes **(No)**
		Southbound Left-Turn	**237 (m204)**	110	**No (No)**
27	SE 17th Street and SE 3rd Avenue	Eastbound Left-Turn	59 **(#146)**	125	Yes **(No)**
		Westbound Left-Turn	45 (72)	50	Yes (Yes)
		Northbound Left-Turn	11 (12)	60	Yes (Yes)
		Southbound Left-Turn	217 **(m229)**	150	Yes **(No)**
28	Flagler Drive and SR 838/Sunrise Boulevard	Westbound Left-Turn	38 (48)	425	Yes (Yes)
30	US 1/Federal Highway and SR 838/Sunrise Boulevard	Westbound Left-Turn	**439 (586)**	400	**No (No)**
31	US 1/Federal Highway and NE 9th Street	Eastbound Left-Turn	59 (73)	160	Yes (Yes)
		Westbound Left-Turn	89 **(115)**	75	Yes **(No)**
		Northbound Left-Turn	147 (191)	375	Yes (Yes)
		Southbound Left-Turn	21 (32)	300	Yes (Yes)
Network-Wide Total Vehicle Queuing (ft)				**9,503 (15,678)**	

Notes: (#) 95th percentile volume exceeds capacity, queue may be longer. Queue shown in maximum after two cycles.
(m) Volume for 95th percentile queue is metered by upstream signal.

Roadway Segment Capacity Analysis

Roadway segment capacity analyses were conducted for the A.M. and P.M. peak hours under no-build 2024 and no-build 2045 scenarios utilizing FDOT's 2023 *Quality/LOS Handbook* – Generalized Tables. The analyses were conducted using the maximum peak hour directional volume calculated from the collected turning movement counts along each roadway segment. Appendix E contains the generalized tables used in the analysis along with detailed analysis calculations.

Table 5 and Table 6 provide a summary of the peak hour roadway segment analysis for no-build 2024 and no-build 2045 scenarios. The results of the analysis indicate that all study roadway segments are expected to operate at LOS D or better under no-build 2024 conditions and operate at LOS E or better under no-build 2045 conditions except for the segment of SE 3rd Avenue between SR 842/Broward Boulevard and SE 6th Street. This roadway segment is expected to operate at LOS F during the A.M. peak hour under no-build 2045 conditions.

Table 5: No-Build 2024 Roadway Segment Capacity Analysis

Roadway		Segment	LOS	
			A.M. Peak Hour	P.M. Peak Hour
1	Andrews Avenue	Between SR 838/Sunrise Boulevard & Sistrunk Boulevard/NE/NW 6th Street	C	C
2	Andrews Avenue	Between Sistrunk Boulevard/NE/NW 6th Street & SR 842/Broward Boulevard	D	D
3	Andrews Avenue	Between SR 842/Broward Boulevard & SE/SW 6th Street	D	D
4	Andrews Avenue	Between SE/SW 6th Street & Davie Boulevard	D	D
5	Andrews Avenue	Between Davie Boulevard & SE/SW 17th Street	D	D
6	NE 3rd Avenue	Between SR 838/Sunrise Boulevard & Sistrunk Boulevard/NE/NW 6th Street	C	C
7	NE 3rd Avenue	Between Sistrunk Boulevard/NE/NW 6th Street & SR 842/Broward Boulevard	D	D
8	SE 3rd Avenue	Between SR 842/Broward Boulevard & SE 6th Street	D	D
9	SE 3rd Avenue	Between SE 6th Street & Davie Boulevard	D	D
10	SE 3rd Avenue	Between Davie Boulevard & SE 17th Street	D	D

Table 6: No-Build 2045 Roadway Segment Capacity Analysis

Roadway		Segment	LOS	
			A.M. Peak Hour	P.M. Peak Hour
1	Andrews Avenue	Between SR 838/Sunrise Boulevard & Sistrunk Boulevard/NE/NW 6th Street	D	D
2	Andrews Avenue	Between Sistrunk Boulevard/NE/NW 6th Street & SR 842/Broward Boulevard	E	E
3	Andrews Avenue	Between SR 842/Broward Boulevard & SE/SW 6th Street	D	E
4	Andrews Avenue	Between SE/SW 6th Street & Davie Boulevard	D	E
5	Andrews Avenue	Between Davie Boulevard & SE/SW 17th Street	E	E
6	NE 3rd Avenue	Between SR 838/Sunrise Boulevard & Sistrunk Boulevard/NE/NW 6th Street	C	D
7	NE 3rd Avenue	Between Sistrunk Boulevard/NE/NW 6th Street & SR 842/Broward Boulevard	E	E
8	SE 3rd Avenue	Between SR 842/Broward Boulevard & SE 6th Street	F	E
9	SE 3rd Avenue	Between SE 6th Street & Davie Boulevard	E	D
10	SE 3rd Avenue	Between Davie Boulevard & SE 17th Street	D	D

Multimodal Facilities Evaluation

Bicycle and Pedestrian Level of Traffic Stress

Bicycle level of traffic stress (BLTS) is a performance measure that quantifies the amount of discomfort that people feel when they bicycle close to traffic. BLTS is designated into four (4) categories with BLTS 1 being the level that most children can confidently use and BLTS 4 being the level tolerated only by those with limited route or mode choice or cycling enthusiasts that choose to ride under stressful conditions.

Pedestrian level of traffic stress (PLTS) is a performance measure that quantifies the amount of discomfort that people feel when they walk along a road within the roadway right of way. PLTS is designated into four (4) categories with PLTS 1 being the level suitable for all users, with people feeling safe and comfortable on the pedestrian facility and PLTS 4 being the facility is difficult or impassable by a wheeled mobility device or users with other limitations in their movement.

The analysis utilized FDOT's *2023 Quality/LOS Handbook* – Generalized Tables. Existing roadway characteristics, pedestrian and bicycle infrastructure, and planned pedestrian and bicycle infrastructure improvements in the Broward County Mobility Advancement Program (MAP) and Broward Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) were reviewed to determine the existing and future BLTS and PLTS. Note that no planned pedestrian or bicycle infrastructure projects were identified along the study roadway segments. The results of the peak hour bicycle level of stress are presented in Table 7 and Table 8. As shown in these tables, all study roadways have a BLTS of 4. Additionally, all roadways have a PLTS of 2 or 3 except for the following roadway segments:

- Andrews Avenue between Broward Boulevard and SE 6th Street has a PLTS of 4
- SE 3rd Avenue between Broward Boulevard and SE 6th Street has a PLTS of 1

These scores indicate that, in general, these roadway segments provide inadequate bicycle facilities and pedestrian facilities that are adequate but not enhanced. Please refer to Appendix E for generalized tables used in the analysis.

Table 7: No-Build 2024 Bicycle and Pedestrian Level of Stress

Roadway		Segment	Level of Stress	
			Bicycle	Pedestrian
1	Andrews Avenue	Between SR 838/Sunrise Boulevard & Sistrunk Boulevard/NE/NW 6th Street	4	3
2	Andrews Avenue	Between Sistrunk Boulevard/NE/NW 6th Street & SR 842/Broward Boulevard	4	4(1)
3	Andrews Avenue	Between SR 842/Broward Boulevard & SE/SW 6th Street	4	4
4	Andrews Avenue	Between SE/SW 6th Street & Davie Boulevard	4	4(1)
5	Andrews Avenue	Between Davie Boulevard & SE/SW 17th Street	4	3
6	NE 3rd Avenue	Between SR 838/Sunrise Boulevard & Sistrunk Boulevard/NE/NW 6th Street	4	4(1)
7	NE 3rd Avenue	Between Sistrunk Boulevard/NE/NW 6th Street & SR 842/Broward Boulevard	4	3
8	SE 3rd Avenue	Between SR 842/Broward Boulevard & SE 6th Street	4	3(1)
9	SE 3rd Avenue	Between SE 6th Street & Davie Boulevard	4	3
10	SE 3rd Avenue	Between Davie Boulevard & SE 17th Street	4	3

Notes: (1) PLTS score deteriorated by 1 if the sidewalk width is less than or equal to 5 feet.

Table 8: No-Build 2045 Bicycle and Pedestrian Level of Stress				
Roadway		Segment	Level of Stress	
			Bicycle	Pedestrian
1	Andrews Avenue	Between SR 838/Sunrise Boulevard & Sistrunk Boulevard/NE/NW 6th Street	4	3
2	Andrews Avenue	Between Sistrunk Boulevard/NE/NW 6th Street & SR 842/Broward Boulevard	4	2(1)
3	Andrews Avenue	Between SR 842/Broward Boulevard & SE/SW 6th Street	4	4
4	Andrews Avenue	Between SE/SW 6th Street & Davie Boulevard	4	2(1)
5	Andrews Avenue	Between Davie Boulevard & SE/SW 17th Street	4	3
6	NE 3rd Avenue	Between SR 838/Sunrise Boulevard & Sistrunk Boulevard/NE/NW 6th Street	4	2(1)
7	NE 3rd Avenue	Between Sistrunk Boulevard/NE/NW 6th Street & SR 842/Broward Boulevard	4	3
8	SE 3rd Avenue	Between SR 842/Broward Boulevard & SE 6th Street	4	1(1)
9	SE 3rd Avenue	Between SE 6th Street & Davie Boulevard	4	3
10	SE 3rd Avenue	Between Davie Boulevard & SE 17th Street	4	3

Notes: (1) PLTS score deteriorated by 1 if the sidewalk width is less than or equal to 5 feet.

Transit Evaluation

The following Broward County Transit (BCT) bus routes currently operate along Andrews Avenue or E 3rd Avenue within the study area.

- BCT Route 11
- BCT Route 20
- BCT Route 40
- BCT Route 50
- BCT Route 60

The peak hour headways for each route are detailed in Table 9 below.

Table 9: Transit Route Headways		
Route #	A.M. Peak Hour Headways (mins)	P.M. Peak Hour Headways (mins)
11	25	20
20	50	50
40	25	30
50	30	35
60	30	30

ONE-WAY PAIR DIVERSIONS

To provide a conservative analysis, volume diversions were prepared for each proposed one-way network scenario by pairing diversions between intersections on the same cross-street along the one-way pair roadways (Andrews Avenue and E 3rd Avenue). For example, diversions were paired between the intersection of SE 7th Street and Andrews Avenue and the intersection of SE 7th Street and SE 3rd Avenue. Northbound and southbound volumes were diverted to the appropriate roadway based on the one-way pair circulation orientation. Eastbound and westbound volumes at each intersection pair were then diverted and balanced based on changes to the northbound and southbound volumes along with changes to permitted movements at the eastbound and westbound approaches. Volumes were not diverted at study intersections outside of the one-way pair roadways. Diversions were made to existing volumes to calculate 2024 build volumes and grown to 2045 to calculate 2045 build volumes. Below are examples of diversions between paired intersections under each analysis scenario:

- Scenario 1 (Counterclockwise flow)
  - Andrews Avenue Intersection
    - Northbound approach:
      - All volumes diverted to corresponding northbound movement at E 3rd Avenue intersection.
    - Southbound approach:
      - All southbound volumes from E 3rd Avenue intersection are diverted to corresponding southbound movement at Andrews Avenue intersection.
    - Eastbound approach:
      - Eastbound left-turn movement is diverted to Andrews Avenue eastbound through movement to E 3rd Avenue eastbound left-turn movement.
      - Eastbound right-turn movement at E 3rd Avenue intersection is diverted to Andrews Avenue eastbound through movement to eastbound right-turn movement.
    - Westbound approach:
      - Westbound left-turn movement at E 3rd Avenue is diverted to E 3rd Avenue westbound through movement to Andrews Avenue westbound left-turn movement.
      - Westbound through movement is the sum of E 3rd Avenue northbound left-turn and southbound right-turn diversions.
      - Westbound right-turn movement is diverted from E 3rd Avenue westbound through movement to E 3rd Avenue westbound right-turn movement.
  - E 3rd Avenue Intersection
    - Northbound approach:
      - All volumes from Andrews Avenue intersection are diverted to the corresponding northbound movement at this approach.
    - Southbound approach:

- All volumes diverted to corresponding southbound movements at Andrews Avenue intersection.

▪ Eastbound approach:

- Eastbound left-turn movement at Andrews Avenue is diverted to Andrews Avenue eastbound through movement to E 3rd Avenue eastbound left-turn movement.
- Eastbound through movement is the sum of Andrews Avenue northbound right-turn and southbound left-turn diversions.
- Eastbound right-turn movement is diverted from Andrews Avenue eastbound through movement to Andrews Avenue eastbound right-turn movement.

- Scenarios 2 and 3 (Clockwise Flow)
  - Andrews Avenue Intersection
    - Northbound approach
      - All northbound volumes from E 3rd Avenue intersection are diverted to corresponding northbound movement at Andrews Avenue approach.
    - Southbound approach
      - All volumes diverted to corresponding southbound movement at E 3rd Avenue intersection.
    - Eastbound approach:
      - Eastbound left-turn movement at E 3rd Avenue intersection is diverted to E 3rd Avenue eastbound through movement to Andrews Avenue eastbound left-turn movement.
      - Eastbound right-turn movement is diverted to eastbound through movement to E 3rd Avenue eastbound right-turn movement.
    - Westbound approach
      - Westbound left-turn movement is diverted from E 3rd Avenue westbound through movement to E 3rd Avenue westbound left-turn movement.
      - Westbound through movement is the sum of E 3rd Avenue northbound left-turn and southbound right-turn diversions.
      - Westbound right-turn movement at E 3rd Avenue is diverted to E 3rd Avenue westbound through movement to Andrews Avenue westbound right-turn movement.
  - E 3rd Avenue Intersection
    - Northbound approach
      - All volumes diverted to corresponding northbound movements at Andrews Avenue intersection.
    - Southbound approach
      - All volumes from Andrews Avenue intersection are diverted to the corresponding southbound movement at this approach.
    - Eastbound approach

- Eastbound left-turn movement is diverted from Andrews Avenue eastbound through movement to Andrews Avenue eastbound left-turn movement.
- Eastbound through movement is the sum of Andrews Avenue northbound right-turn and southbound left-turn diversions.
- Eastbound right-turn movement at Andrews Avenue is diverted to Andrews Avenue eastbound through movement to E 3rd Avenue eastbound right-turn movement.

▪ Westbound approach

- Westbound left-turn movement at Andrews Avenue intersection is diverted from E 3rd Avenue westbound through movement to westbound left-turn movement.
- Westbound right-turn movement is diverted to westbound through movement to Andrews Avenue westbound right-turn movement.

Figure 5 through Figure 10 depict 2024 and 2045 peak hour volumes for each build condition. Volume development worksheets for each build condition are included in Appendix G.

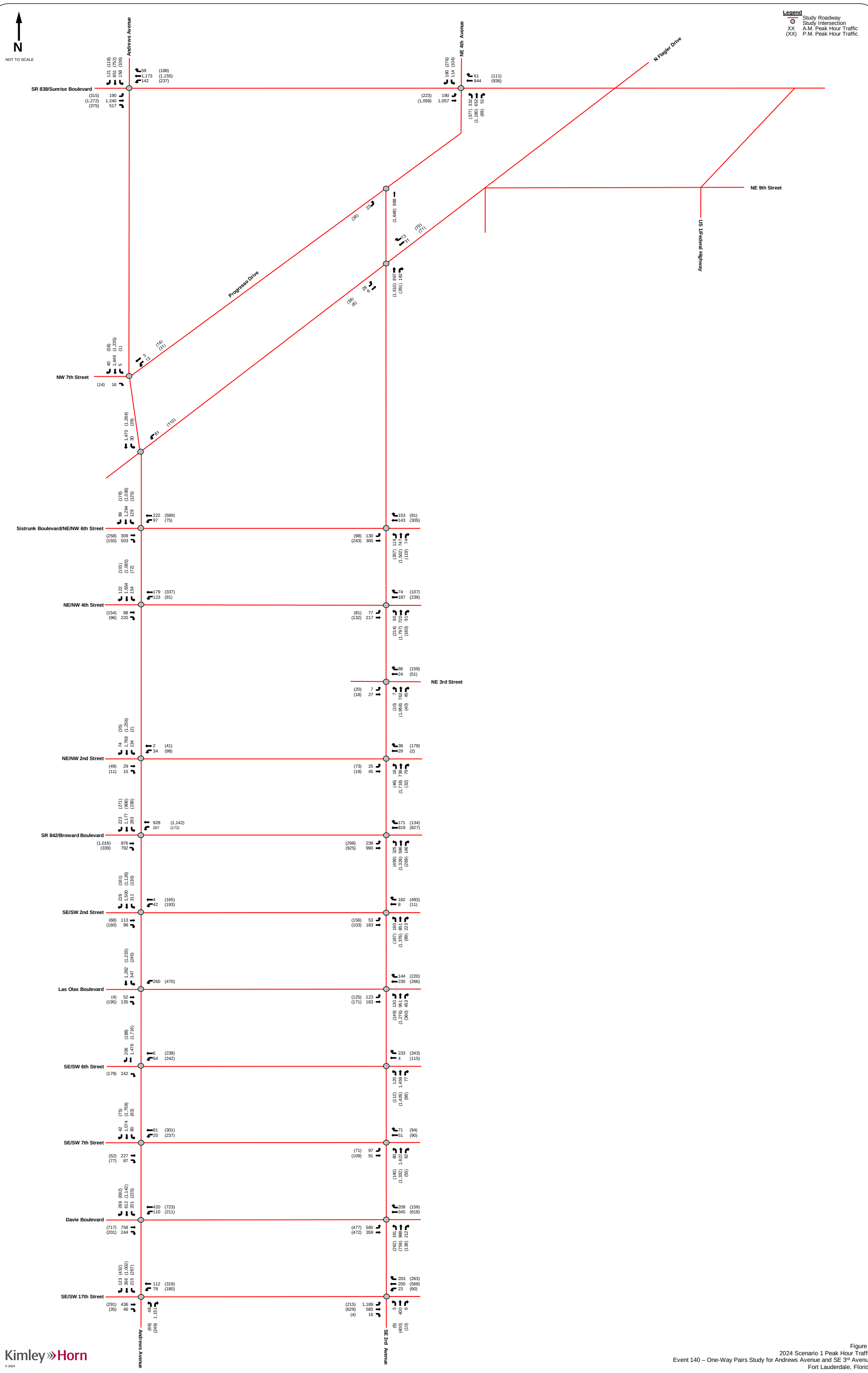

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Figure 5
2024 Scenario 1 Peak Hour Traffic
Event 140 – One-Way Pairs Study for Andrews Avenue and SE 3rd Avenue
Fort Lauderdale, Florida

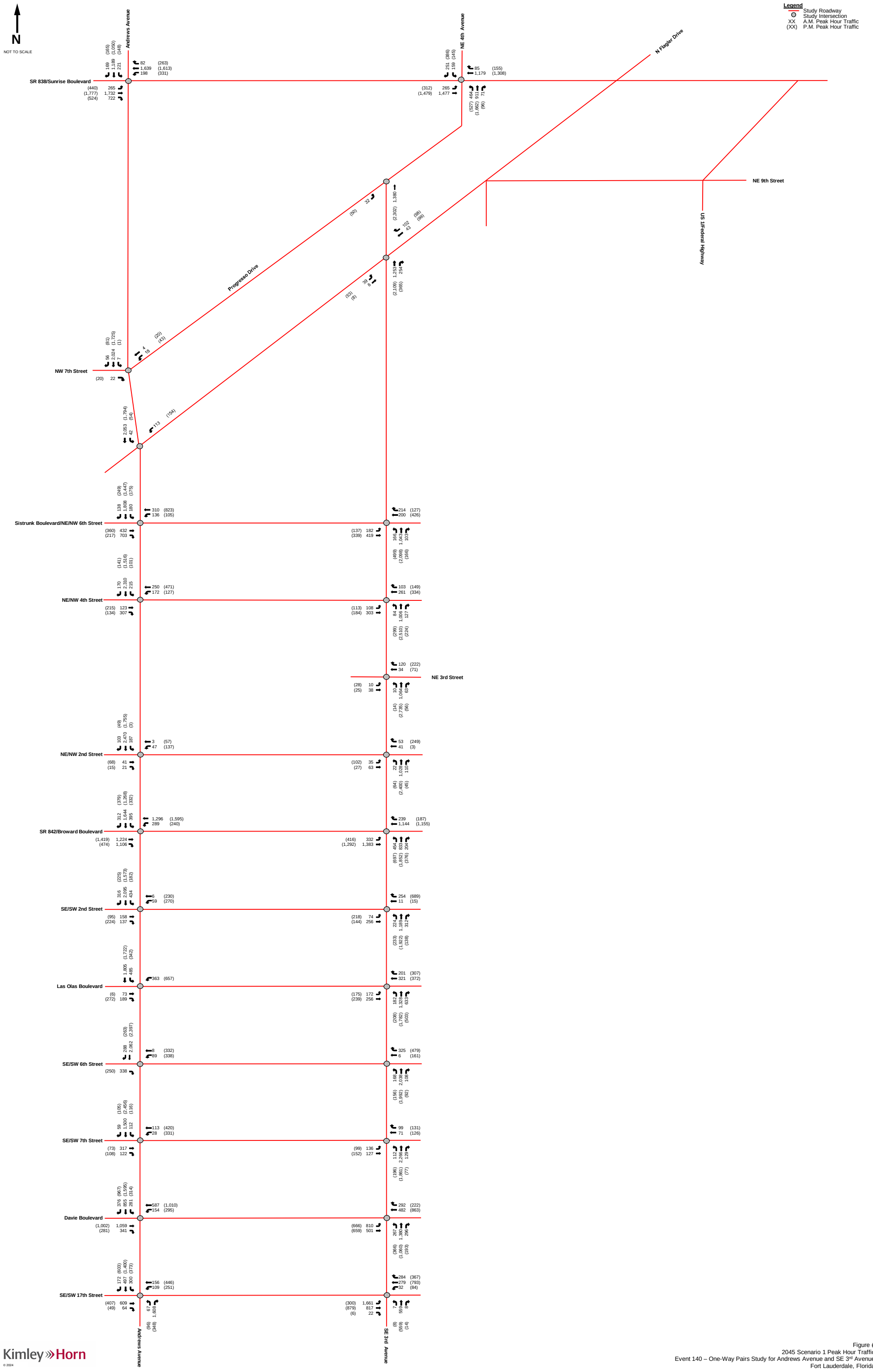

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Figure 6
2045 Scenario 1 Peak Hour Traffic
Event 140 – One-Way Pairs Study for Andrews Avenue and SE 3rd Avenue
Fort Lauderdale, Florida

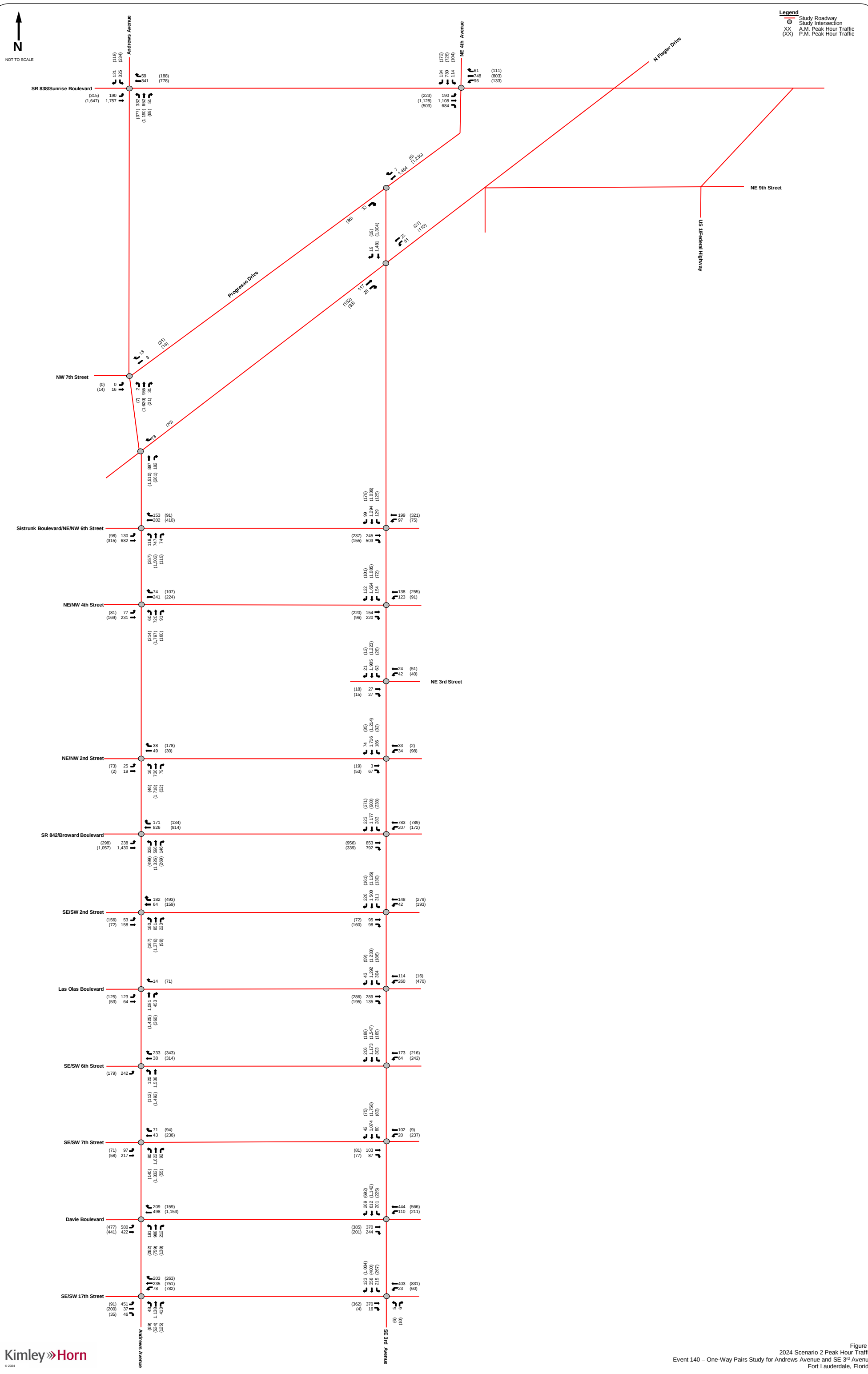

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Figure 7
2024 Scenario 2 Peak Hour Traffic
Event 140 – One-Way Pairs Study for Andrews Avenue and SE 3rd Avenue
Fort Lauderdale, Florida

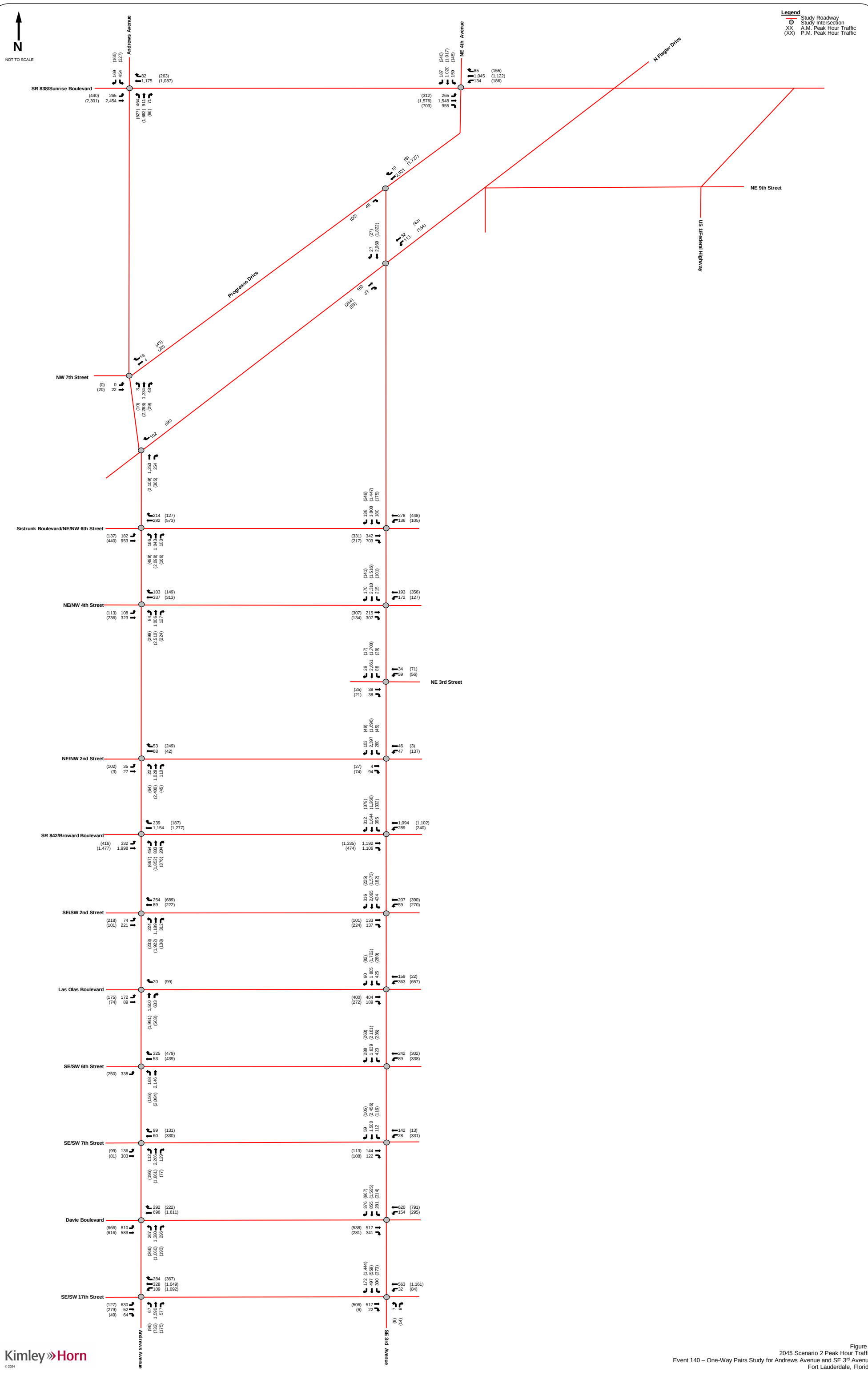

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Figure 8
2045 Scenario 2 Peak Hour Traffic
Event 140 – One-Way Pairs Study for Andrews Avenue and SE 3rd Avenue
Fort Lauderdale, Florida

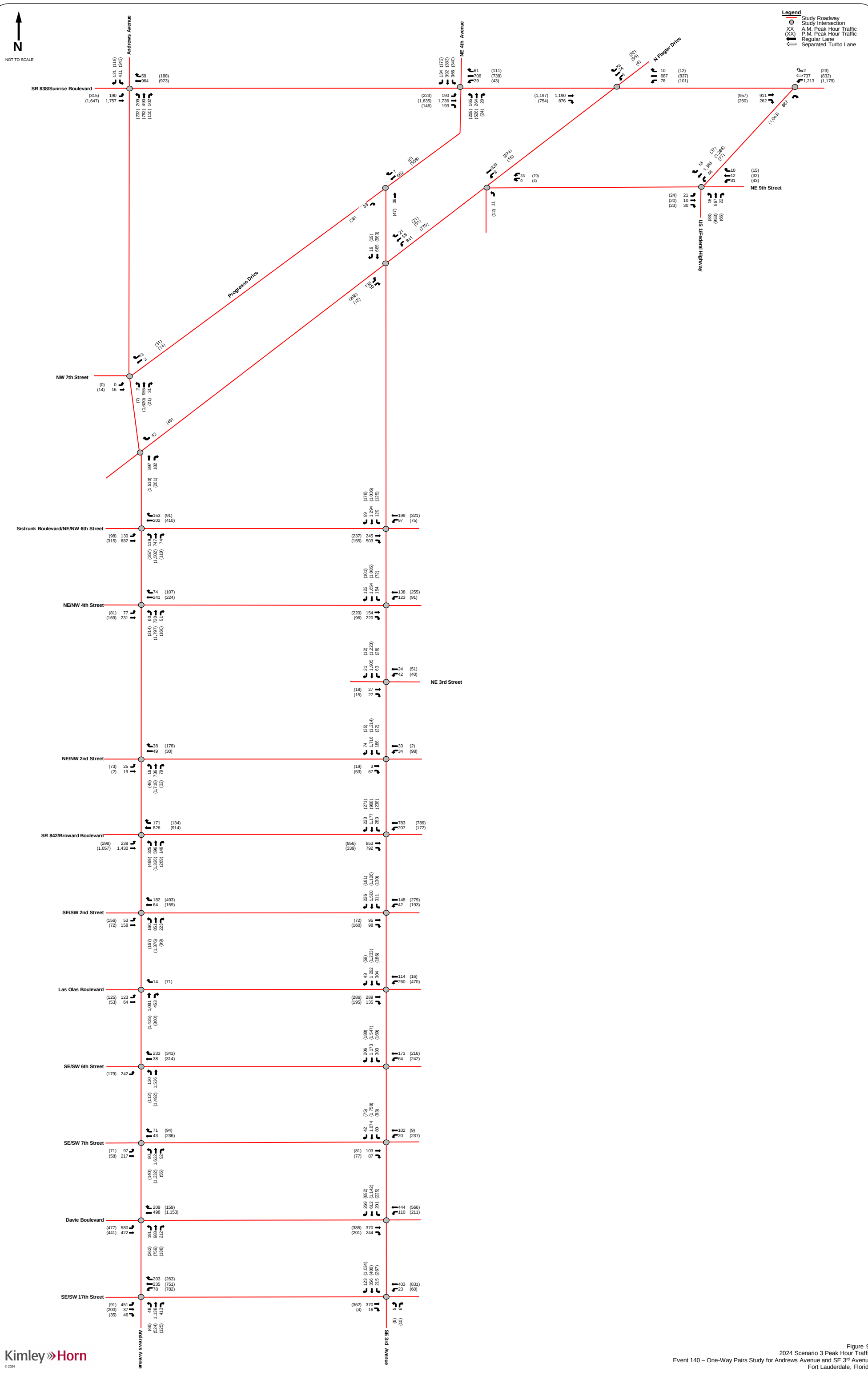

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Figure 9
2024 Scenario 3 Peak Hour Traffic
Event 140 – One-Way Pairs Study for Andrews Avenue and SE 3rd Avenue
Fort Lauderdale, Florida

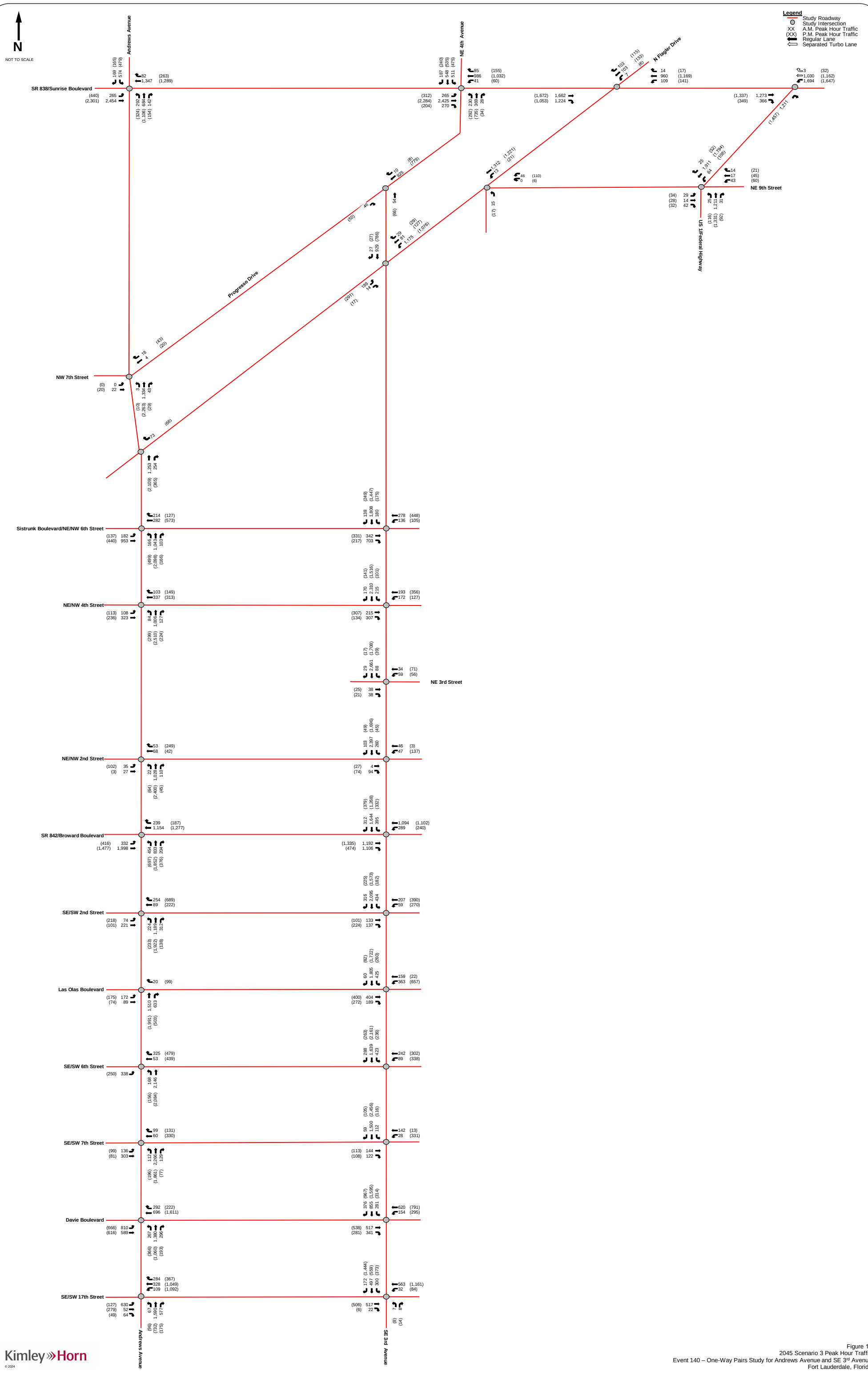

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Figure 10
2045 Scenario 3 Peak Hour Traffic
Event 140 – One-Way Pairs Study for Andrews Avenue and SE 3rd Avenue
Fort Lauderdale, Florida

2045 TRAFFIC DEMAND MODEL PROJECTIONS

Future traffic projections at study area intersections were developed for year 2045 traffic conditions under the existing two-way network and all proposed one-way network scenarios using the 2045 Florida Standard Urban Transportation Model Structure (FSUTMS) - Southeast Florida Regional Planning Model (SERPM), Version 8.531. SERPM output plots of the study area under each analysis scenario are provided in Appendix H. These plots were developed in order to compare the diversion patterns between the one-way pair volume development and SERPM results to confirm the accuracy of diversions in all scenarios.

The SERPM results indicate that daily roadway volumes along Andrews Avenue and E 3rd Avenue within the study area are expected to decrease within the study area under all build scenarios as a result of a reduction in roadway capacity associated with the construction of one way roadways. Currently, the Andrews Avenue/E 3rd Avenue pair provides four (4) travel lanes in the northbound and southbound directions within the study area. However, the number of travel lanes is proposed to be decreased to three (3) lanes in the northbound and southbound directions as a result of the one-way pair construction. This reduction is proposed to allow for enhanced multimodal infrastructure, such as exclusive bus lanes (XBLs) and bicycle lanes, along the study roadways.

As shown in Appendix H, the diversion patterns shown in the SERPM output plots are consistent with the diversion patterns shown in the build volume development figures under all analysis scenarios. Therefore, no further adjustments were made to the diversions.

ALTERNATIVE CONDITIONS

Capacity Analysis

Intersection Capacity Analysis

Capacity analyses were conducted for the A.M. and P.M. peak hours under all 2024 and 2045 build scenarios for the study intersections. Intersections analyses were performed using *Synchro 12* traffic engineering analysis software which applies the Transportation Research Board's (TRB's) *Highway Capacity Manual (HCM)* 2000 and 7th Edition methodologies. Note the network-wide total delay for all analysis scenarios are presented for the 2024 and 2045 A.M. and P.M peak hours in Table 10 through Table 13. Additionally note results that performed better than no-build conditions are displayed in green text, results that performed worse than no-build conditions by less than 10% are displayed in orange, and results that performed worse than no-build conditions by over 10% are displayed in red. Refer to Table 14 for a comparison of the average network vehicle control delays between scenarios. Synchro worksheets for the study intersections are included in Appendix E.

The percentage changes for the 2024 network-wide total delay were calculated for each of the alternatives:

- Scenario 1 results in a 13 percent (13%) reduction in delay during the A.M. peak hour and a 16 percent (16%) increase in delay during the P.M. peak hour.
- Scenario 2 results in a 12 percent (12%) increase in delay during the A.M. peak hour and a 3 percent (3%) increase in delay during the P.M. peak hour.
- Scenario 3 results in a 35 percent (35%) increase in delay during the A.M. peak hour and a 31 percent (31%) increase in delay during the P.M. peak hour.

The percentage changes for the 2045 network-wide total delay were calculated for each of the alternatives:

- Scenario 1 results in a 34 percent (34%) increase in delay during the A.M. peak hour and a 51 percent (51%) increase in delay during the P.M. peak hour.
- Scenario 2 results in a 41 percent (41%) increase in delay during the A.M. peak hour and a 35 percent (35%) increase in delay during the P.M. peak hour.
- Scenario 3 results in a 57 percent (57%) increase in delay during the A.M. peak hour and an 55 percent (55%) increase in delay during the P.M. peak hour.

Note signal timings were optimized under 2045 no-build conditions as it is expected that signalized intersections will be optimized as traffic volumes increase in the future. Additionally, signal timings were optimized for all build conditions as the geometry of all signalized study intersections will change under each build scenario.

Table 10: 2024 A.M. Peak Hour Intersection Capacity Analysis							
Intersection ID	Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
				EB	WB	NB	SB
No-Build (Scenario 1) <Scenario 2> {Scenario 3}							
1	SR 838/Sunrise Boulevard and Andrews Avenue (1)	Signalized	D/46.8 sec (D/48.3 sec) <D/45.6 sec> {D/47.0 sec}	D (D) <D> {D}	C (D) <C> {C}	E ((4)) <E> {E}	E (E) <F> {F}
2	Progresso Drive and Andrews Avenue	Two-Way Stop	(2) ((2)) <(2)> {(2)}	A (A) <A> {A}	B (B) <A> {A}	(3) ((3)) <(3)> {(3)}	(3) ((3)) <(3)> {(3)}
3	N Flagler Drive and Andrews Avenue	Two-Way Stop	(2) ((2)) <(2)> {(2)}	(4) ((4)) <(4)> {A}	A (B) <A> {A}	(3) ((3)) <(3)> {(3)}	(3) ((3)) <(3)> {(3)}
4	Sistrunk Boulevard/NE/NW 6th Street and Andrews Avenue (1)	Signalized	B/19.6 sec (B/17.9 sec) <B/16.1 sec> {B/17.6 sec}	C (C) <C> {C}	B (B) <C> {C}	B ((4)) <A> {B}	B (B) <(4)> {(4)}
5	NE/NW 4th Street and Andrews Avenue (1)	Signalized	B/15.6 sec (A/9.5 sec) <B/14.7 sec> {B/15.7 sec}	C (C) <B> {B}	D (C) <C> {C}	A ((4)) <A> {A}	A (A) <(4)> {(4)}
6	NE/NW 2nd Street and Andrews Avenue (1)	Signalized	A/4.5 sec (A/2.4 sec) <A/6.1 sec> {A/5.8 sec}	D (C) <D> {D}	C (C) <D> {C}	A ((4)) <A> {A}	A (A) <(4)> {(4)}
7	SR 842/Broward Boulevard and Andrews Avenue	Signalized	C/33.2 sec (E/66.9 sec) <C/20.9 sec> {C/20.9 sec}	B (F) <A> {A}	B (C) <A> {A}	D ((4)) <E> {E}	E (E) <(4)> {(4)}
8	SE/SW 2nd Street and Andrews Avenue (1)	Signalized	B/18.8 sec (B/14.5 sec) <B/19.6 sec> {B/19.8 sec}	C (D) <D> {D}	C (D) <E> {E}	C ((4)) <A> {A}	B (B) <(4)> {(4)}
9	Las Olas Boulevard and Andrews Avenue (1)	Signalized	C/32.0 sec (C/24.3 sec) <B/16.4 sec> {B/19.1 sec}	E (D) <E> {E}	F (D) <E> {E}	C ((4)) <B> {B}	B (B) <(4)> {(4)}
10	SE/SW 6th Street and Andrews Avenue (1)	Signalized	C/20.4 sec (B/11.4 sec) <C/30.5 sec> {D/37.3 sec}	C (E) <E> {E}	D (D) <F> {F}	B ((4)) <B> {C}	B (A) <(4)> {(4)}
11	SE/SW 7th Street and Andrews Avenue (1)	Signalized	B/14.4 sec (B/15.5 sec) <C/20.2 sec> {B/17.7 sec}	D (D) <E> {E}	C (C) <E> {E}	B ((4)) <A> {A}	A (A) <(4)> {(4)}
12	Davie Boulevard and Andrews Avenue	Signalized	D/45.1 sec (D/43.5 sec) <E/56.4 sec> {E/57.7 sec}	B (D) <D> {D}	B (C) <E> {E}	F ((4)) <E> {E}	E (D) <(4)> {(4)}
13	SE/SW 17th Street and Andrews Avenue (1)	Signalized	B/19.4 sec (B/16.7 sec) <C/28.1 sec> {D/38.8 sec}	D (C) <C> {E}	D (B) <D> {D}	B (B) <C> {C}	A (B) <(4)> {(4)}
14	SR 838/Sunrise Boulevard and NE 4th Avenue (1)	Signalized	D/43.2 sec (D/45.2 sec) <D/40.4 sec> {F/104.2 sec}	C (C) <C> {D}	C (D) <D> {D}	E (E) <(4)> {F}	E (E) <E> {E}

Notes:
(1) Intersection cannot be analyzed using HCM 7th Edition. Therefore, HCM 2000 was used.
(2) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
(3) Approach operates under free-flow conditions. LOS is not defined.
(4) Approach does not exist.
(5) EB approach reflects NWB approach results as shown in Synchro 12 reports due to unique intersection geometry.
(6) Intersection not analyzed under this scenario.

Table 10: 2024 A.M. Peak Hour Intersection Capacity Analysis (Continued)							
Intersection ID	Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
				EB	WB	NB	SB
No-Build (Scenario 1) <Scenario 2> {Scenario 3}							
15	Progresso Drive and NE 3rd Avenue (1)	Signalized (Two-Way Stop) <Signalized> {Signalized}	A/4.4 sec ((2)) <B/12.0 sec> {C/23.1 sec}	(3) (B) <(3)> {(3)}	(4) ((4)) <(4)> {(4)}	(3) ((3)) <(4)> {C}	A ((4)) <B> {C}
16	N Flagler Drive and NE 3rd Avenue (1)	Signalized	A/9.0 sec (B/11.9 sec) <A/6.2 sec> {C/23.6 sec}	D (C) <D> {F}	D (C) <D> {C}	A (B) <(4)> {(4)}	A ((4)) <A> {A}
17	Sistrunk Boulevard/NE 6th Street and NE 3rd Avenue (1)	Signalized	C/24.9 sec (B/14.0 sec) <B/16.1 sec> {B/19.8 sec}	E (C) <C> {C}	C (C) <B> {B}	A (A) <(4)> {(4)}	A ((4)) <A> {B}
18	NE 4th Street and NE 3rd Avenue (1)	Signalized	B/16.7 sec (B/15.1 sec) <C/29.5 sec> {D/51.5 sec}	D (B) <E> {D}	C (D) <C> {B}	A (A) <(4)> {(4)}	A ((4)) <C> {E}
19	NE 3rd Street and NE 3rd Avenue (1)	Signalized	A/6.8 sec (A/6.8 sec) <A/3.1 sec> {A/6.3 sec}	C (C) <D> {C}	D (D) <D> {C}	A (A) <(4)> {(4)}	A ((4)) <A> {A}
20	NE 2nd Street and NE 3rd Avenue (1)	Signalized	A/5.7 sec (A/6.0 sec) <A/3.6 sec> {A/3.7 sec}	C (D) <D> {C}	D (D) <D> {C}	A (A) <(4)> {(4)}	A ((4)) <A> {A}
21	SR 842/Broward Boulevard and NE 3rd Avenue	Signalized	D/48.3 sec (C/24.1 sec) <E/67.6 sec> {E/67.6 sec}	C (A) <F> {F}	C (B) <C> {C}	E (E) <(4)> {(4)}	F ((4)) <E> {E}
22	SE 2nd Street and SE 3rd Avenue (1)	Signalized	C/22.4 sec (B/16.9 sec) <C/27.0 sec> {C/28.6 sec}	E (D) <D> {D}	E (D) <D> {E}	A (A) <(4)> {(4)}	B ((4)) <C> {C}
23	Las Olas Boulevard and SE 3rd Avenue (1)	Signalized	C/27.2 sec (B/13.7 sec) <B/18.0 sec> {C/20.2 sec}	D (C) <D> {D}	D (C) <C> {D}	B (A) <(4)> {(4)}	C ((4)) <A> {A}
24	SE 6th Street and SE 3rd Avenue (1)	Signalized	C/20.5 sec (A/7.6 sec) <A/8.5 sec> {A/9.6 sec}	(4) ((4)) <(4)> {(4)}	E (D) <D> {D}	B (A) <(4)> {(4)}	B ((4)) <A> {A}
25	SE 7th Street and SE 3rd Avenue (1)	Signalized	C/30.5 sec (C/22.1 sec) <B/16.3 sec> {C/21.1 sec}	F (D) <E> {E}	F (D) <E> {E}	C (B) <(4)> {(4)}	B ((4)) <A> {A}
26	Davie Boulevard and SE 3rd Avenue (1)	Signalized	D/45.2 sec (D/54.6 sec) <C/33.7 sec> {C/33.6 sec}	C (E) <B> {B}	D (E) <A> {A}	E (D) <(4)> {(4)}	E ((4)) <E> {E}

Notes:
(1) Intersection cannot be analyzed using HCM 7th Edition. Therefore, HCM 2000 was used.
(2) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
(3) Approach operates under free-flow conditions. LOS is not defined.
(4) Approach does not exist.
(5) EB approach reflects NWB approach results as shown in Synchro 12 reports due to unique intersection geometry.
(6) Intersection not analyzed under this scenario.

Table 10: 2024 A.M. Peak Hour Intersection Capacity Analysis (Continued)							
Intersection ID	Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
				EB	WB	NB	SB
No-Build (Scenario 1) <Scenario 2> {Scenario 3}							
27	SE 17th Street and SE 3rd Avenue (1)	Signalized	B/17.1 sec (D/53.5 sec) <F/369.7sec> {F/366.7 sec}	B (D) <D> {C}	A (E) <C> {C}	C (E) <E> {E}	C ((4)) <F> {F}
28	Flagler Drive and SR 838/Sunrise Boulevard (1)	Signalized	E/57.5 sec ((6)) <(6)> {B/11.2}	B ((6)) <(6)> {A}	B ((6)) <(6)> {B}	F ((6)) <(6)> {(4)}	F ((6)) <(6)> {F}
29	N Flagler Drive/NE 4th Avenue and NE 9th Street	Two-Way Stop	(2) ((6)) <(6)> {(2)}	A (5) ((6)) <(6)> {B}(5)	B ((6)) <(6)> {B}	(3) ((6)) <(6)> {(3)}	(3) ((6)) <(6)> {(3)}
30	US 1/Federal Highway and SR 838/Sunrise Boulevard (1)	Signalized	D/39.8 sec ((6)) <(6)> {D/39.0 sec}	D ((6)) <(6)> {D}	D ((6)) <(6)> {D}	D ((6)) <(6)> {D}	(4) ((6)) <(6)> {(4)}
31	US 1/Federal Highway and NE 9th Street	Signalized	A/7.8 sec ((6)) <(6)> {A/7.8 sec}	E ((6)) <(6)> {E}	E ((6)) <(6)> {E}	A ((6)) <(6)> {A}	A ((6)) <(6)> {A}
Network-Wide Total Delay			492 hours (429 hours) <553 hours> {655 hours}				

Notes:
(1) Intersection cannot be analyzed using HCM 7th Edition. Therefore, HCM 2000 was used.
(2) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
(3) Approach operates under free-flow conditions. LOS is not defined.
(4) Approach does not exist.
(5) EB approach reflects NWB approach results as shown in Synchro 12 reports due to unique intersection geometry.
(6) Intersection not analyzed under this scenario.

Table 11: 2045 A.M. Peak Hour Intersection Capacity Analysis							
Intersection ID	Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
				EB	WB	NB	SB
No-Build (Scenario 1) <Scenario 2> {Scenario 3}							
1	SR 838/Sunrise Boulevard and Andrews Avenue (1)	Signalized	E/66.0 sec (E/78.0 sec) <E/78.6 sec> {F/85.7 sec}	E (F) <F> {E}	E (F) <D> {E}	F ((4)) <E> {E}	E (E) <F> {F}
2	Progresso Drive and Andrews Avenue	Two-Way Stop	(2) ((2)) <(2)> {(2)}	A (A) <A> {A}	B (B) <A> {A}	(3) ((4)) <(3)> {(3)}	(3) ((3)) <(4)> {(4)}
3	N Flagler Drive and Andrews Avenue	Two-Way Stop	(2) ((2)) <(2)> {(2)}	(4) ((4)) <(4)> {(4)}	A (B) <A> {A}	(3) ((4)) <(3)> {(3)}	(3) ((3)) <(4)> {(4)}
4	Sistrunk Boulevard/NE/NW 6th Street and Andrews Avenue (1)	Signalized	C/26.2 sec (D/35.7 sec) <C/24.4 sec> {C/24.4 sec}	C (D) <C> {C}	C (B) <B> {B}	C ((4)) <C> {C}	C (C) <(4)> {(4)}
5	NE/NW 4th Street and Andrews Avenue (1)	Signalized	C/20.9 sec (B/16.1 sec) <B/18.2 sec> {B/18.2 sec}	E (E) <B> {B}	D (C) <C> {C}	A ((4)) <B> {B}	A (A) <(4)> {(4)}
6	NE/NW 2nd Street and Andrews Avenue (1)	Signalized	A/6.2 sec (A/3.2 sec) <A/5.9 sec> {A/5.9 sec}	D (D) <D> {D}	D (C) <C> {C}	A ((4)) <A> {A}	A (A) <(4)> {(4)}
7	SR 842/Broward Boulevard and Andrews Avenue	Signalized	E/58.8 sec (F/222.8 sec) <C/30.1 sec> {C/30.1 sec}	D (F) <B> {B}	D (F) <C> {C}	E ((4)) <D> {D}	F (F) <(4)> {(4)}
8	SE/SW 2nd Street and Andrews Avenue (1)	Signalized	C/36.0 sec (B/19.7 sec) <C/20.7 sec> {C/20.7 sec}	C (E) <D> {D}	C (E) <E> {E}	D ((4)) <A> {A}	C (B) <(4)> {(4)}
9	Las Olas Boulevard and Andrews Avenue (1)	Signalized	D/39.7 sec (D/38.2 sec) <B/19.0 sec> {B/19.0 sec}	E (E) <E> {E}	F (F) <E> {E}	D ((4)) <B> {B}	C (C) <(4)> {(4)}
10	SE/SW 6th Street and Andrews Avenue (1)	Signalized	C/24.2 sec (C/32.3 sec) <E/76.4 sec> {E/76.4 sec}	D (F) <F> {F}	D (D) <F> {F}	B ((4)) <E> {E}	C (C) <(4)> {(4)}
11	SE/SW 7th Street and Andrews Avenue (1)	Signalized	B/17.8 sec (C/23.5 sec) <C/25.9 sec> {C/25.9 sec}	D (E) <E> {E}	C (D) <D> {D}	B ((4)) <B> {B}	A (A) <(4)> {(4)}
12	Davie Boulevard and Andrews Avenue	Signalized	D/50.4 sec (D/45.3 sec) <F/169.5 sec> {F/169.5 sec}	D (D) <F> {F}	C (B) <F> {F}	E ((4)) <F> {F}	E (E) <(4)> {(4)}
13	SE/SW 17th Street and Andrews Avenue (1)	Signalized	D/38.4 sec (F/208.7 sec) <E/63.5 sec> {E/63.5 sec}	C / D (E) / (F) <F> / <E> {F} / {E}	D (F) <E> {E}	B (B) <(4)> {(4)}	

Notes:
(1) Intersection cannot be analyzed using HCM 7th Edition. Therefore, HCM 2000 was used.
(2) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
(3) Approach operates under free-flow conditions. LOS is not defined.
(4) Approach does not exist.
(5) EB approach reflects NWB approach results as shown in Synchro 12 reports due to unique intersection geometry.
(6) Intersection not analyzed under this scenario.

Table 11: 2045 A.M. Peak Hour Intersection Capacity Analysis (Continued)							
Intersection ID	Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
				EB	WB	NB	SB
No-Build (Scenario 1) <Scenario 2> {Scenario 3}							
14	SR 838/Sunrise Boulevard and NE 4th Avenue (1)	Signalized	E/55.5 sec (D/52.4 sec) <F/90.7 sec> {F/185.1 sec}	D (D) <F> {F}	D (E) <E> {D}	F (D) <(4)> {F}	E (E) <F> {F}
15	Progresso Drive and NE 3rd Avenue (1)	Signalized (Two-Way Stop) <Signalized> {Signalized}	A/7.5 sec (B/13.0 sec) <B/16.3 sec> {D/41.6 sec}	(3) (B) <(3)> {(3)}	(4) ((4)) <(4)> {(4)}	A ((3)) <(4)> {D}	B ((4)) <B> {D}
16	N Flagler Drive and NE 3rd Avenue (1)	Signalized	A/9.3 sec (A/9.8 sec) <B/15.8 sec> {D/35.4 sec}	D (D) <E> {F}	D (D) <F> {D}	A (A) <(4)> {(4)}	A ((4)) <A> {A}
17	Sistrunk Boulevard/NE 6th Street and NE 3rd Avenue (1)	Signalized	C/20.0 sec (B/14.8 sec) <D/47.1 sec> {D/46.0 sec}	D (B) <E> {E}	C (D) <C> {C}	A (A) <(4)> {(4)}	B ((4)) <D> {D}
18	NE 4th Street and NE 3rd Avenue (1)	Signalized	C/21.7 sec (C/21.2 sec) <F/115.8 sec> {F/120.4 sec}	D (C) <F> {F}	C (D) <F> {F}	B (B) <(4)> {(4)}	B ((4)) <F> {F}
19	NE 3rd Street and NE 3rd Avenue (1)	Signalized	A/7.3 sec (A/8.7 sec) <A/8.1 sec> {A/7.3 sec}	C (C) <F> {E}	C (D) <F> {E}	A (A) <(4)> {(4)}	A ((4)) <A> {A}
20	NE 2nd Street and NE 3rd Avenue (1)	Signalized	A/6.5 sec (A/8.4 sec) <A/8.2 sec> {A/6.7 sec}	C (D) <F> {E}	C (D) <F> {E}	A (A) <(4)> {(4)}	A ((4)) <A> {A}
21	SR 842/Broward Boulevard and NE 3rd Avenue	Signalized	F/110.0 sec (C/34.3 sec) <F/166.3 sec> {F/166.3 sec}	F (B) <F> {F}	F (C) <E> {E}	F (E) <(4)> {(4)}	F ((4)) <F> {F}
22	SE 2nd Street and SE 3rd Avenue (1)	Signalized	C/28.7 sec (D/44.2 sec) <E/72.8 sec> {E/72.8 sec}	E (F) <D> {D}	E (E) <E> {E}	B (B) <(4)> {(4)}	C ((4)) <E> {E}
23	Las Olas Boulevard and SE 3rd Avenue (1)	Signalized	D/39.4 sec (C/28.1 sec) <D/46.6 sec> {D/46.6 sec}	E (D) <E> {E}	E (F) <F> {F}	C (B) <(4)> {(4)}	D ((4)) <C> {C}
24	SE 6th Street and SE 3rd Avenue (1)	Signalized	C/32.8 sec (B/13.9 sec) <A/9.8 sec> {A/9.8 sec}	(4) ((4)) <(4)> {(4)}	E (F) <D> {D}	C (A) <(4)> {(4)}	D ((4)) <A> {A}
25	SE 7th Street and SE 3rd Avenue (1)	Signalized	D/48.4 sec (D/35.4 sec) <C/24.9 sec> {C/24.9 sec}	F (F) <E> {E}	F (F) <E> {E}	D (C) <(4)> {(4)}	B ((4)) <B> {B}
26	Davie Boulevard and SE 3rd Avenue (1)	Signalized	E/67.9 sec (F/148.3 sec) <D/36.2 sec> {D/36.2 sec}	D (F) <C> {C}	F (F) <B> {B}	F (F) <(4)> {(4)}	F ((4)) <D> {D}

Notes:
(1) Intersection cannot be analyzed using HCM 7th Edition. Therefore, HCM 2000 was used.
(2) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
(3) Approach operates under free-flow conditions. LOS is not defined.
(4) Approach does not exist.
(5) EB approach reflects NWB approach results as shown in Synchro 12 reports due to unique intersection geometry.
(6) Intersection not analyzed under this scenario.

Table 11: 2045 A.M. Peak Hour Intersection Capacity Analysis (Continued)							
Intersection ID	Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
				EB	WB	NB	SB
No-Build (Scenario 1) <Scenario 2> {Scenario 3}							
27	SE 17th Street and SE 3rd Avenue (1)	Signalized	E/60.6 sec (F/981.1 sec) <D/50.8 sec> {D/50.8 sec}	F (F) <C> {C}	B (C) <D> {D}	C (D) <E> {E}	E ((4)) <E> {E}
28	Flagler Drive and SR 838/Sunrise Boulevard (1)	Signalized	C/31.1 sec ((6)) <(6)> {C/21.9 sec}	C ((6)) <(6)> {B}	B ((6)) <(6)> {B}	F ((6)) <(6)> {(4)}	F ((6)) <(6)> {F}
29	N Flagler Drive/NE 4th Avenue and NE 9th Street	Two-Way Stop	(2) ((6)) <(6)> {(2)}	A(5) ((6)) <(6)> {A}(5)	B ((6)) <(6)> {B}	(3) ((6)) <(6)> {(3)}	(3) ((6)) <(6)> {(3)}
30	US 1/Federal Highway and SR 838/Sunrise Boulevard (1)	Signalized	D/52.0 sec ((6)) <(6)> {D/51.0 sec}	E ((6)) <(6)> {E}	D ((6)) <(6)> {D}	D ((6)) <(6)> {D}	(4) ((6)) <(6)> {(4)}
31	US 1/Federal Highway and NE 9th Street	Signalized	A/3.3 sec ((6)) <(6)> {A/3.3 sec}	E ((6)) <(6)> {E}	E ((6)) <(6)> {E}	A ((6)) <(6)> {A}	A ((6)) <(6)> {A}
Network-Wide Total Delay			1,106 hours (1,478 hours) <1,561 hours> {1,731 hours}				

Notes:
(1) Intersection cannot be analyzed using HCM 7th Edition. Therefore, HCM 2000 was used.
(2) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
(3) Approach operates under free-flow conditions. LOS is not defined.
(4) Approach does not exist.
(5) EB approach reflects NWB approach results as shown in Synchro 12 reports due to unique intersection geometry.
(6) Intersection not analyzed under this scenario.

Table 12: 2024 P.M. Peak Hour Intersection Capacity Analysis							
Intersection ID	Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
				EB	WB	NB	SB
No-Build (Scenario 1) <Scenario 2> {Scenario 3}							
1	SR 838/Sunrise Boulevard and Andrews Avenue [1]	Signalized	D/53.7 sec (E/60.2 sec) <E/63.7 sec> {E/58.9 sec}	D (D) <E> {D}	D (E) <E> {E}	E ([4]) <D> {E}	E (E) <F> {F}
2	Progresso Drive and Andrews Avenue	Two-Way Stop	[2] ([2]) <[2]> {[2]}	A (A) <A> {A}	B (B) <B> {B}	[3] ([3]) <[3]> {[3]}	[3] ([3]) <[3]> {[3]}
3	N Flagler Drive and Andrews Avenue	Two-Way Stop	[2] ([2]) <[2]> {[2]}	[4] ([4]) <[4]> {A}	B (B) <A> {A}	[3] ([3]) <[3]> {[3]}	[3] ([3]) <[3]> {[3]}
4	Sistrunk Boulevard/NE/NW 6th Street and Andrews Avenue [1]	Signalized	C/26.4 sec (B/19.9 sec) <B/12.3 sec> {C/25.2 sec}	C (B) <C> {D}	E (C) <D> {E}	B ([4]) <A> {A}	C (B) <[4]> {[4]}
5	NE/NW 4th Street and Andrews Avenue [1]	Signalized	B/17.9 sec (B/12.7 sec) <C/21.8 sec> {C/30.7 sec}	D (C) <C> {D}	D (C) <D> {F}	B ([4]) <B> {C}	A (A) <[4]> {[4]}
6	NE/NW 2nd Street and Andrews Avenue [1]	Signalized	B/14.5 sec (A/6.5 sec) <B/12.1 sec> {C/20.9 sec}	C (C) <C> {E}	C (D) <D> {F}	B ([4]) <A> {B}	A (A) <[4]> {[4]}
7	SR 842/Broward Boulevard and Andrews Avenue	Signalized	D/37.8 sec (C/27.7 sec) <C/33.6 sec> {C/33.6 sec}	B (B) <B> {B}	C (A) <C> {C}	E ([4]) <D> {D}	E (E) <[4]> {[4]}
8	SE/SW 2nd Street and Andrews Avenue [1]	Signalized	C/30.8 sec (C/21.3 sec) <C/24.9 sec> {D/37.3 sec}	C (D) <C> {D}	D (D) <E> {F}	C ([4]) <A> {B}	B (B) <[4]> {[4]}
9	Las Olas Boulevard and Andrews Avenue [1]	Signalized	E/55.2 sec (D/41.0 sec) <B/19.4 sec> {C/23.9 sec}	E (D) <D> {E}	F (D) <D> {E}	C ([4]) <B> {B}	C (D) <[4]> {[4]}
10	SE/SW 6th Street and Andrews Avenue [1]	Signalized	C/31.2 sec (B/19.5 sec) <D/43.6 sec> {E/57.2 sec}	C (E) <E> {F}	D (D) <E> {F}	C ([4]) <C> {D}	C (A) <[4]> {[4]}
11	SE/SW 7th Street and Andrews Avenue [1]	Signalized	B/19.8 sec (B/17.7 sec) <C/22.4 sec> {C/32.3 sec}	C (D) <E> {F}	D (E) <E> {F}	B ([4]) <A> {A}	A (A) <[4]> {[4]}
12	Davie Boulevard and Andrews Avenue	Signalized	D/37.5 sec (D/35.4 sec) <D/51.9 sec> {D/51.9 sec}	C (D) <D> {D}	C (B) <D> {D}	D ([4]) <E> {E}	E (D) <[4]> {[4]}
13	SE/SW 17th Street and Andrews Avenue [1]	Signalized	C/21.5 sec (B/18.7 sec) <C/21.9 sec> {C/22.4 sec}	C (C) <C> {C}	D (C) <B> {C}	B (A) <C> {C}	B (B) <[4]> {[4]}

Notes:
[1] Intersection cannot be analyzed using HCM 7th Edition. Therefore, HCM 2000 was used.
[2] Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
[3] Approach operates under free-flow conditions. LOS is not defined.
[4] Approach does not exist.
[5] EB approach reflects NWB approach results as shown in Synchro 12 reports due to unique intersection geometry.
[6] Intersection not analyzed under this scenario.

Table 12: 2024 P.M. Peak Hour Intersection Capacity Analysis (Continued)							
Intersection ID	Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
				EB	WB	NB	SB
No-Build (Scenario 1) <Scenario 2> {Scenario 3}							
14	SR 838/Sunrise Boulevard and NE 4th Avenue (1)	Signalized	D/52.3 sec (D/50.5 sec) <D/45.4 sec> {F/138.9 sec}	C (D) <D> {C}	E (E) <D> {D}	E (D) <(4)> {F}	E (D) <E> {F}
15	Progresso Drive and NE 3rd Avenue (1)	Signalized (Two-Way Stop) <Signalized> {Signalized}	A/4.1 sec ((2)) <B/24.6 sec> {C/24.9 sec}	(3) (B) <(3)> {(3)}	(4) ((4)) <(4)> {(4)}	(3) ((3)) <(4)> {C}	A ((4)) <C> {C}
16	N Flagler Drive and NE 3rd Avenue (1)	Signalized	A/9.6 sec (A/6.8 sec) <A/6.7 sec> {D/35.7 sec}	D (D) <C> {F}	D (D) <C> {C}	A (A) <(4)> {(4)}	A ((4)) <A> {A}
17	Sistrunk Boulevard/NE 6th Street and NE 3rd Avenue (1)	Signalized	B/13.8 sec (B/13.4 sec) <B/16.7 sec> {B/15.0 sec}	C (C) <C> {C}	C (D) <C> {C}	A (A) <(4)> {(4)}	A ((4)) <A> {B}
18	NE 4th Street and NE 3rd Avenue (1)	Signalized	B/13.8 sec (C/24.2 sec) <B/17.1 sec> {B/15.3 sec}	B (C) <D> {C}	D (E) <B> {B}	A (B) <(4)> {(4)}	B ((4)) <B> {B}
19	NE 3rd Street and NE 3rd Avenue (1)	Signalized	B/10.1 sec (B/11.6 sec) <A/3.8 sec> {A/3.5 sec}	C (C) <C> {C}	C (D) <C> {C}	A (A) <(4)> {(4)}	A ((4)) <A> {A}
20	NE 2nd Street and NE 3rd Avenue (1)	Signalized	A/6.7 sec (B/13.1 sec) <A/5.8 sec> {A/5.2 sec}	C (D) <C> {C}	C (D) <D> {C}	A (A) <(4)> {(4)}	A ((4)) <A> {A}
21	SR 842/Broward Boulevard and NE 3rd Avenue	Signalized	D/46.9 sec (D/39.2 sec) <C/29.6 sec> {C/29.6 sec}	C (C) <B> {B}	C (D) <A> {A}	E (D) <(4)> {(4)}	E ((4)) <E> {E}
22	SE 2nd Street and SE 3rd Avenue (1)	Signalized	D/39.6 sec (F/306.8 sec) <C/34.3 sec> {D/43.8 sec}	F (F) <C> {E}	E (E) <D> {E}	B (F) <(4)> {(4)}	C ((4)) <C> {C}
23	Las Olas Boulevard and SE 3rd Avenue (1)	Signalized	D/43.7 sec (B/18.3 sec) <C/23.1 sec> {D/51.9 sec}	F (C) <C> {F}	D (D) <D> {E}	C (B) <(4)> {(4)}	C ((4)) <B> {C}
24	SE 6th Street and SE 3rd Avenue (1)	Signalized	C/27.0 sec (B/12.9 sec) <B/11.7 sec> {B/18.2 sec}	(4) ((4)) <(4)> {(4)}	E (D) <D> {E}	B (A) <(4)> {(4)}	B ((4)) <A> {A}
25	SE 7th Street and SE 3rd Avenue (1)	Signalized	C/33.9 sec (C/24.4 sec) <C/21.0 sec> {C/31.2 sec}	F (D) <D> {F}	F (D) <D> {F}	B (B) <(4)> {(4)}	C ((4)) <B> {B}
26	Davie Boulevard and SE 3rd Avenue (1)	Signalized	E/61.0 sec (E/56.1 sec) <D/35.8 sec> {D/35.8 sec}	D (D) <D> {D}	D (D) <C> {C}	D (E) <(4)> {(4)}	F ((4)) <C> {C}

Notes:
(1) Intersection cannot be analyzed using HCM 7th Edition. Therefore, HCM 2000 was used.
(2) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
(3) Approach operates under free-flow conditions. LOS is not defined.
(4) Approach does not exist.
(5) EB approach reflects NWB approach results as shown in Synchro 12 reports due to unique intersection geometry.
(6) Intersection not analyzed under this scenario.

Table 12: 2024 P.M. Peak Hour Intersection Capacity Analysis (Continued)							
Intersection ID	Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
				EB	WB	NB	SB
No-Build (Scenario 1) <Scenario 2> {Scenario 3}							
27	SE 17th Street and SE 3rd Avenue (1)	Signalized	C/22.7 sec (D/37.7 sec) <D/53.7 sec> {D/53.7 sec}	B (C) <D> {D}	B (C) <C> {C}	C (E) <E> {E}	D ((4)) <E> {E}
28	Flagler Drive and SR 838/Sunrise Boulevard (1)	Signalized	C/34.7 sec ((6)) <(6)> {B/15.0 sec}	C ((6)) <(6)> {A}	C ((6)) <(6)> {B}	F ((6)) <(6)> {(4)}	E ((6)) <(6)> {E}
29	N Flagler Drive/NE 4th Avenue and NE 9th Street	Two-Way Stop	(2) ((6)) <(6)> {(2)}	A (5) ((6)) <(6)> {B}(5)	B ((6)) <(6)> {B}	(3) ((6)) <(6)> {(3)}	(3) ((6)) <(6)> {(3)}
30	US 1/Federal Highway and SR 838/Sunrise Boulevard (1)	Signalized	D/43.1 sec ((6)) <(6)> {D/41.9 sec}	D ((6)) <(6)> {D}	D ((6)) <(6)> {D}	D ((6)) <(6)> {D}	(4) ((6)) <(6)> {(4)}
31	US 1/Federal Highway and NE 9th Street	Signalized	B/12.1 sec ((6)) <(6)> {B/12.1 sec}	E ((6)) <(6)> {E}	E ((6)) <(6)> {E}	B ((6)) <(6)> {B}	A ((6)) <(6)> {A}
Network-Wide Total Delay			649.0 hours (754.0 hours) <670.0 hours> {850.0 hours}				

Notes: (1) Intersection cannot be analyzed using HCM 7th Edition. Therefore, HCM 2000 was used.
(2) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
(3) Approach operates under free-flow conditions. LOS is not defined.
(4) Approach does not exist.
(5) EB approach reflects NWB approach results as shown in Synchro 12 reports due to unique intersection geometry.
(6) Intersection not analyzed under this scenario.

Table 13: 2045 P.M. Peak Hour Intersection Capacity Analysis							
Intersection ID	Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
				EB	WB	NB	SB
No-Build (Scenario 1) <Scenario 2> {Scenario 3}							
1	SR 838/Sunrise Boulevard and Andrews Avenue (1)	Signalized	F/99.7 sec (F/106.6 sec) <F/168.0 sec> {F/173.1 sec}	E (F) <F> {F}	F (F) <F> {F}	F ((4)) <F> {E}	F (E) <F> {F}
2	Progresso Drive and Andrews Avenue	Two-Way Stop	0/0.5 sec (0/0.5 sec) <0/0.5 sec> {0/0.5 sec}	A (A) <A> {A}	C (B) <B> {B}	(3) ((4)) <(3)> {(3)}	(3) ((3)) <(4)> {(4)}
3	N Flagler Drive and Andrews Avenue	Two-Way Stop	0/1.8 sec (0/1.7 sec) <0/0.4 sec> {0/0.3 sec}	(4) ((4)) <(4)> {(4)}	B (B) <B> {B}	(3) ((4)) <(3)> {(3)}	(3) ((3)) <(4)> {(4)}
4	Sistrunk Boulevard/NE/NW 6th Street and Andrews Avenue (1)	Signalized	D/40.7 sec (D/41.1 sec) <C/27.4 sec> {C/27.4 sec}	C (B) <E> {E}	E (F) <E> {E}	C ((4)) <A> {A}	D (C) <(4)> {(4)}
5	NE/NW 4th Street and Andrews Avenue (1)	Signalized	D/43.7 sec (B/17.3 sec) <E/71.2 sec> {E/71.2 sec}	F (B) <F> {F}	D (D) <F> {F}	D ((4)) <E> {E}	A (A) <(4)> {(4)}
6	NE/NW 2nd Street and Andrews Avenue (1)	Signalized	B/17.6 sec (A/6.9 sec) <C/21.0 sec> {C/21.0 sec}	C (C) <E> {E}	D (D) <F> {F}	B ((4)) <B> {B}	B (A) <(4)> {(4)}
7	SR 842/Broward Boulevard and Andrews Avenue	Signalized	E/64.8 sec (E/62.6 sec) <E/60.0 sec> {E/60.0 sec}	D (B) <D> {D}	E (F) <F> {F}	E ((4)) <E> {E}	F (F) <(4)> {(4)}
8	SE/SW 2nd Street and Andrews Avenue (1)	Signalized	E/77.9 sec (C/34.5 sec) <F/95.1 sec> {F/95.1 sec}	D (D) <F> {F}	F (E) <F> {F}	F ((4)) <E> {E}	D (C) <(4)> {(4)}
9	Las Olas Boulevard and Andrews Avenue (1)	Signalized	F/84.3 sec (F/91.5 sec) <C/22.3 sec> {C/22.3 sec}	E (E) <F> {F}	F (F) <E> {E}	F ((4)) <B> {B}	D (F) <(4)> {(4)}
10	SE/SW 6th Street and Andrews Avenue (1)	Signalized	E/78.3 sec (E/79.5 sec) <F/126.1 sec> {F/126.1 sec}	D (F) <F> {F}	D (F) <F> {F}	E ((4)) <F> {F}	F (E) <(4)> {(4)}
11	SE/SW 7th Street and Andrews Avenue (1)	Signalized	D/46.1 sec (D/36.4 sec) <D/42.1 sec> {D/42.1 sec}	C (E) <F> {F}	F (F) <F> {F}	D ((4)) <C> {C}	B (B) <(4)> {(4)}
12	Davie Boulevard and Andrews Avenue	Signalized	E/73.4 sec (F/88.5 sec) <F/155.8 sec> {F/155.8 sec}	E (F) <F> {F}	E (E) <F> {F}	E ((4)) <F> {F}	F (E) <(4)> {(4)}
13	SE/SW 17th Street and Andrews Avenue (1)	Signalized	C/26.3 sec (C/29.9 sec) <D/38.5 sec> {D/38.5 sec}	C (E) <D> {D}	C (D) <D> {D}	B (C) <D> {D}	C (B) <(4)> {(4)}

Notes: (1) Intersection cannot be analyzed using HCM 7th Edition. Therefore, HCM 2000 was used.
(2) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
(3) Approach operates under free-flow conditions. LOS is not defined.
(4) Approach does not exist.
(5) EB approach reflects NWB approach results as shown in Synchro 12 reports due to unique intersection geometry.

Table 13: 2045 P.M. Peak Hour Intersection Capacity Analysis (Continued)							
Intersection ID	Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
				EB	WB	NB	SB
No-Build (Scenario 1) <Scenario 2> {Scenario 3}							
14	SR 838/Sunrise Boulevard and NE 4th Avenue (1)	Signalized	E/58.2 sec (F/100.6 sec) <F/81.6 sec> {F/231.9 sec}	D (F) <F> {E}	D (F) <D> {D}	F (F) <(4)> {F}	E (F) <F> {F}
15	Progresso Drive and NE 3rd Avenue (1)	Signalized (Two-Way Stop) <Signalized> {Signalized}	A/5.4 sec (C/18.6 sec) <D/44.9 sec> {D/45.7 sec}	(3) (C) <(3)> {(3)}	(4) ((4)) <(4)> {(4)}	A ((3)) <(4)> {D}	B ((4)) <D> {D}
16	N Flagler Drive and NE 3rd Avenue (1)	Signalized	B/10.6 sec (B/12.0 sec) <B/17.8 sec> {C/31.2 sec}	D (F) <D> {E}	C (F) <F> {D}	B (A) <(4)> {(4)}	A ((4)) <A> {A}
17	Sistrunk Boulevard/NE 6th Street and NE 3rd Avenue (1)	Signalized	B/15.4 sec (D/43.5 sec) <C/33.1 sec> {C/20.2 sec}	B (E) <C> {C}	D (F) <D> {D}	A (C) <(4)> {(4)}	B ((4)) <C> {A}
18	NE 4th Street and NE 3rd Avenue (1)	Signalized	B/19.9 sec (F/103.9 sec) <D/42.4 sec> {C/26.2 sec}	B (F) <E> {E}	D (F) <C> {C}	B (F) <(4)> {(4)}	B ((4)) <D> {B}
19	NE 3rd Street and NE 3rd Avenue (1)	Signalized	B/15.1 sec (C/26.4 sec) <A/5.6 sec> {A/5.1 sec}	C (D) <D> {D}	D (F) <D> {D}	B (B) <(4)> {(4)}	A ((4)) <A> {A}
20	NE 2nd Street and NE 3rd Avenue (1)	Signalized	A/6.8 sec (C/30.7 sec) <A/9.0 sec> {A/8.0 sec}	C (F) <D> {D}	C (F) <E> {E}	A (B) <(4)> {(4)}	A ((4)) <A> {A}
21	SR 842/Broward Boulevard and NE 3rd Avenue	Signalized	F/94.0 sec (F/120.5 sec) <E/59.5 sec> {E/59.5 sec}	E (F) <E> {E}	E (F) <C> {C}	F (F) <(4)> {(4)}	F ((4)) <E> {E}
22	SE 2nd Street and SE 3rd Avenue (1)	Signalized	D/42.8 sec (F/471.9 sec) <E/57.5 sec> {E/57.5 sec}	F (F) <E> {E}	E (F) <E> {E}	B (F) <(4)> {(4)}	C ((4)) <D> {D}
23	Las Olas Boulevard and SE 3rd Avenue (1)	Signalized	E/70.2 sec (C/32.6 sec) <F/119.5 sec> {F/119.5 sec}	F (D) <F> {F}	E (F) <F> {F}	E (B) <(4)> {(4)}	D ((4)) <F> {F}
24	SE 6th Street and SE 3rd Avenue (1)	Signalized	C/28.3 sec (C/32.2 sec) <C/23.9 sec> {C/23.9 sec}	(4) ((4)) <(4)> {(4)}	E (E) <E> {E}	B (C) <(4)> {(4)}	C ((4)) <B> {B}
25	SE 7th Street and SE 3rd Avenue (1)	Signalized	D/38.2 sec (E/76.6 sec) <E/73.0 sec> {E/73.0 sec}	F (D) <F> {F}	F (D) <F> {F}	C (F) <(4)> {(4)}	C ((4)) <E> {E}
26	Davie Boulevard and SE 3rd Avenue (1)	Signalized	F/87.3 sec (F/96.4 sec) <E/73.9 sec> {E/73.9 sec}	E (E) <F> {F}	F (F) <E> {E}	E (F) <(4)> {(4)}	F ((4)) <E> {E}

Notes: (1) Intersection cannot be analyzed using HCM 7th Edition. Therefore, HCM 2000 was used.
(2) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
(3) Approach operates under free-flow conditions. LOS is not defined.
(4) Approach does not exist.
(5) EB approach reflects NWB approach results as shown in Synchro 12 reports due to unique intersection geometry.

Table 13: 2045 P.M. Peak Hour Intersection Capacity Analysis (Continued)							
Intersection ID	Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
				EB	WB	NB	SB
No-Build (Scenario 1) <Scenario 2> {Scenario 3}							
27	SE 17th Street and SE 3rd Avenue (1)	Signalized	C/26.0 sec (E/62.7 sec) <D/51.7 sec> {D/51.7 sec}	B (E) <E> {E}	B (E) <E> {E}	C (D) <E> {E}	D ((4)) <D> {D}
28	Flagler Drive and SR 838/Sunrise Boulevard (1)	Signalized	D/35.8 sec ((6)) <(6)> {F/82.3 sec}	C ((6)) <(6)> {F}	C ((6)) <(6)> {C}	F ((6)) <(6)> {(4)}	E ((6)) <(6)> {E}
29	N Flagler Drive/NE 4th Avenue and NE 9th Street	Two-Way Stop	(2) ((6)) <(6)> {(2)}	A(5) ((6)) <(6)> {B}(5)	C ((6)) <(6)> {C}	(3) ((6)) <(6)> {(3)}	(3) ((6)) <(6)> {(3)}
30	US 1/Federal Highway and SR 838/Sunrise Boulevard (1)	Signalized	E/57.6 sec ((6)) <(6)> {E/55.6 sec}	F ((6)) <(6)> {E}	D ((6)) <(6)> {D}	D ((6)) <(6)> {D}	(4) ((6)) <(6)> {(4)}
31	US 1/Federal Highway and NE 9th Street	Signalized	A/7.1 sec ((6)) <(6)> {B/14.9 sec}	E ((6)) <(6)> {E}	E ((6)) <(6)> {E}	A ((6)) <(6)> {B}	A ((6)) <(6)> {B}
Network-Wide Total Delay			1,485.0 sec (2,246.0 sec) <2,010.0 sec> {2,307.0 sec}				

Notes: (1) Intersection cannot be analyzed using HCM 7th Edition. Therefore, HCM 2000 was used.
(2) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
(3) Approach operates under free-flow conditions. LOS is not defined.
(4) Approach does not exist.
(5) EB approach reflects NWB approach results as shown in Synchro 12 reports due to unique intersection geometry.
(6) Intersection not analyzed under this scenario.

Table 14: Peak Hour Intersection Capacity Analysis Total Delay Comparison (hours)				
A.M. Peak Hour (P.M. Peak Hour)				
Year	No-Build	Scenario 1	Scenario 2	Scenario 3
2024	492 (649)	429 (754)	553 (670)	665 (850)
2045	1,106 (1,485)	1,478 (2,246)	1,561 (2,010)	1,731 (2,307)
Average	933	1,227	1,199	1,388

95th Percentile Queue Length Analysis

A 95th percentile queue length analysis was performed to determine if sufficient vehicle storage is provided to accommodate the no-build 2024 and no-build 2045 vehicle queue lengths of turn lanes at all signalized intersections. The 95th percentile queue lengths were calculated utilizing Trafficware's Synchro 12 software based upon Highway Capacity Manual (HCM) methodologies. The results of this analysis for each analysis scenario's peak hours are summarized in Table 15 through Table 20. See Table 3 and Table 4 in the existing conditions section for the A.M. and P.M. Peak Hour Queueing Analysis respectively. Note the bolded values in Table 15 through Table 20 represent the 95th percentile queues that exceed the existing turn lane storage. Additionally, note results that performed better than no-build conditions are displayed in green text, results that performed worse than no-build conditions by less than 10% are displayed in orange, and results that performed worse than no-build conditions by over 10% are displayed in red. Refer to Table 21 for a comparison of the average network queue lengths between scenarios. Note that given the difference in number of movements with exclusive turn lanes at signalized study intersections between scenarios, it is likely that a scenario with a higher number of analysis movements (such as no-build conditions) generates a higher network-wide total queue than the other scenarios. Additionally, note that a comparison of total queues for all movements at all study intersections will be summarized in future documentation. Synchro worksheets for the study intersection are included in Appendix E.

The percentage changes for the analysis year 2024 were calculated for each of the alternatives:

- Scenario 1 results in a 38 percent (38%) reduction in queue during the A.M. peak hour and a 33 percent (33%) reduction in queue during the P.M. peak hour.
- Scenario 2 results in a 26 percent (26%) reduction in queue during the A.M. peak hour and a 26 percent (26%) reduction in queue during the P.M. peak hour.
- Scenario 3 results in a 10 percent (10%) reduction in queue during the A.M. peak hour and a 7 percent (7%) reduction in queue during the P.M. peak hour.

The percentage changes for the analysis year 2045 were calculated for each of the alternatives:

- Scenario 1 results in a 12 percent (12%) reduction in queue during the A.M. peak hour and a 33 percent (33%) reduction in queue during the P.M. peak hour.
- Scenario 2 results in a 25 percent (25%) reduction in queue during the A.M. peak hour and a 21 percent (21%) reduction in queue during the P.M. peak hour.
- Scenario 3 results in an 14 percent (14%) reduction in queue during the A.M. peak hour and a 8 percent (8%) reduction in queue during the P.M. peak hour.

Table 15: 2024 Scenario 1 Queuing Analysis					
A.M. Peak Hour (P.M. Peak Hour)					
Intersection ID	Intersection	Movement	95th Percentile Queue (ft)	Turn Lane Storage (ft)	Queue Length Sufficient?
1	SR 838/Sunrise Boulevard and Andrews Avenue	Eastbound Left-Turn	#329 (#552)	475	Yes (No)
		Eastbound Right-Turn	620 (369)	130	No (No)
		Westbound Left-Turn	#304 (403)	205	No (No)
4	Sistrunk Boulevard/NE/NW 6th Street and Andrews Avenue	Westbound Left-Turn	55 (46)	130	Yes (Yes)
		Southbound Right-Turn	24 (42)	150	Yes (Yes)
5	NE/NW 4th Street and Andrews Avenue	Eastbound Right-Turn	107 (50)	100	No (Yes)
		Westbound Left-Turn	77 (65)	50	No (No)
		Southbound Right-Turn	m1 (m1)	150	Yes (Yes)
6	NE/NW 2nd Street and Andrews Avenue	Westbound Left-Turn	34 (94)	50	Yes (No)
		Southbound Right-Turn	m1 (m1)	150	Yes (Yes)
7	SR 842/Broward Boulevard and Andrews Avenue	Southbound Right-Turn	179 (188)	150	No (No)
8	SE/SW 2nd Street and Andrews Avenue	Southbound Right-Turn	46 (48)	150	Yes (Yes)
10	SE/SW 6th Street and Andrews Avenue	Southbound Right-Turn	m15 (m10)	150	Yes (Yes)
11	SE/SW 7th Street and Andrews Avenue	Eastbound Right-Turn	47 (50)	50	Yes (Yes)
		Southbound Right-Turn	m0 (m0)	150	Yes (Yes)
12	Davie Boulevard and Andrews Avenue	Westbound Left-Turn	m149 (m#315)	160	Yes (No)
		Southbound Right-Turn	170 (#882)	150	No (No)
13	SE/SW 17th Street and Andrews Avenue	Westbound Left-Turn	58 (122)	70	Yes (No)
		Northbound Left-Turn	33 (42)	145	Yes (Yes)
		Northbound Right-Turn	174 (14)	105	No (Yes)
		Southbound Right-Turn	29 (137)	150	Yes (Yes)
14	SR 838/Sunrise Boulevard and NE 4th Avenue	Eastbound Left-Turn	343 (#462)	260	No (No)
		Westbound Right-Turn	2 (59)	210	Yes (Yes)
		Southbound Left-Turn	139 (#214)	330	Yes (Yes)
16	N Flagler Drive and NE 3rd Avenue	Eastbound Left-Turn	29 (54)	50	Yes (No)
		Northbound Right-Turn	32 (m1)	150	Yes (Yes)

Notes: (#) 95th percentile volume exceeds capacity, queue may be longer. Queue shown in maximum after two cycles.
(m) Volume for 95th percentile queue is metered by upstream signal.

Table 15: 2024 Scenario 1 Queuing Analysis (Continued)					
A.M. Peak Hour (P.M. Peak Hour)					
Intersection ID	**Intersection**	**Movement**	**95th Percentile Queue (ft)**	**Existing Turn Lane Storage (ft)**	**Queue Length Sufficient?**
17	Sistrunk Boulevard/NE 6th Street and NE 3rd Avenue	Eastbound Left-Turn	87 (79)	170	Yes (Yes)
		Westbound Right-Turn	51 (36)	115	Yes (Yes)
		Northbound Right-Turn	0 (m0)	150	Yes (Yes)
18	NE 4th Street and NE 3rd Avenue	Eastbound Left-Turn	46 (68)	120	Yes (Yes)
		Northbound Right-Turn	0 (m5)	150	Yes (Yes)
19	NE 3rd Street and NE 3rd Avenue	Northbound Right-Turn	0 (m2)	150	Yes (Yes)
20	NE 2nd Street and NE 3rd Avenue	Eastbound Left-Turn	36 **(88)**	50	Yes **(No)**
		Northbound Right-Turn	m2 (11)	150	Yes (Yes)
21	SR 842/Broward Boulevard and NE 3rd Avenue	Eastbound Left-Turn	m83 **(#468)**	140	Yes **(No)**
		Northbound Right-Turn	101 **(234)**	150	Yes **(No)**
22	SE 2nd Street and SE 3rd Avenue	Northbound Right-Turn	64 (m7)	150	Yes (Yes)
23	Las Olas Boulevard and SE 3rd Avenue	Eastbound Left-Turn	94 (90)	110	Yes (Yes)
		Northbound Right-Turn	3 (5)	150	Yes (Yes)
24	SE 6th Street and SE 3rd Avenue	Westbound Right-Turn	202 (277)	360	Yes (Yes)
		Northbound Right-Turn	m0 (m0)	150	Yes (Yes)
25	SE 7th Street and SE 3rd Avenue	Northbound Right-Turn	29 (8)	150	Yes (Yes)
26	Davie Boulevard and SE 3rd Avenue	Eastbound Left-Turn	**#788 (583)**	140	**No (No)**
		Northbound Right-Turn	**m159 (153)**	150	**No (No)**
27	SE 17th Street and SE 3rd Avenue	Eastbound Left-Turn	**#837 (164)**	125	**No (No)**
		Westbound Left-Turn	**58 (89)**	50	**No (No)**
		Northbound Left-Turn	18 (16)	60	Yes (Yes)
Network-Wide Total Vehicle Queuing (ft)			**5,525 (6,340)**		

Notes: (#) 95th percentile volume exceeds capacity, queue may be longer. Queue shown in maximum after two cycles.
(m) Volume for 95th percentile queue is metered by upstream signal.

Table 16: 2045 Scenario 1 Queuing Analysis					
A.M. Peak Hour (P.M. Peak Hour)					
Intersection ID	**Intersection**	**Movement**	**95th Percentile Queue (ft)**	**Turn Lane Storage (ft)**	**Queue Length Sufficient?**
1	SR 838/Sunrise Boulevard and Andrews Avenue	Eastbound Left-Turn	**#545 (#892)**	475	**No (No)**
		Eastbound Right-Turn	**#1168 (677)**	130	**No (No)**
		Westbound Left-Turn	**m#417 (m#513)**	205	**No (No)**
4	Sistrunk Boulevard/NE/NW 6th Street and Andrews Avenue	Westbound Left-Turn	126 (79)	130	Yes (Yes)
		Southbound Right-Turn	m22 (128)	150	Yes (Yes)
5	NE/NW 4th Street and Andrews Avenue	Eastbound Right-Turn	**#320** (75)	100	**No** (Yes)
		Westbound Left-Turn	**m#164 (96)**	50	**No (No)**
		Southbound Right-Turn	m0 (m1)	150	Yes (Yes)
6	NE/NW 2nd Street and Andrews Avenue	Westbound Left-Turn	36 **(123)**	50	Yes **(No)**
		Southbound Right-Turn	m0 (m0)	150	Yes (Yes)
7	SR 842/Broward Boulevard and Andrews Avenue	Southbound Right-Turn	**344 (#326)**	150	**No (No)**
8	SE/SW 2nd Street and Andrews Avenue	Southbound Right-Turn	91 **(160)**	150	Yes **(No)**
10	SE/SW 6th Street and Andrews Avenue	Southbound Right-Turn	m48 (m58)	150	Yes (Yes)
11	SE/SW 7th Street and Andrews Avenue	Eastbound Right-Turn	**115 (139)**	50	**No (No)**
		Southbound Right-Turn	m1 (m0)	150	Yes (Yes)
12	Davie Boulevard and Andrews Avenue	Westbound Left-Turn	m146 **(m#338)**	160	Yes **(No)**
		Southbound Right-Turn	**344 (#1591)**	150	**No (No)**
13	SE/SW 17th Street and Andrews Avenue	Westbound Left-Turn	**#366 (m147)**	70	**No (No)**
		Northbound Left-Turn	53 (91)	145	Yes (Yes)
		Northbound Right-Turn	**#3,595** (27)	105	**No** (Yes)
		Southbound Right-Turn	34 **(m298)**	150	Yes **(No)**
14	SR 838/Sunrise Boulevard and NE 4th Avenue	Eastbound Left-Turn	**m#438 (m#532)**	260	**No (No)**
		Westbound Right-Turn	29 (117)	210	Yes (Yes)
		Southbound Left-Turn	#315 **(#342)**	330	Yes **(No)**
16	N Flagler Drive and NE 3rd Avenue	Eastbound Left-Turn	m24 **(117)**	50	Yes **(No)**
		Northbound Right-Turn	4 (m0)	150	Yes (Yes)

Notes: (#) 95th percentile volume exceeds capacity, queue may be longer. Queue shown in maximum after two cycles.
(m) Volume for 95th percentile queue is metered by upstream signal.

Table 16: 2045 Scenario 1 Queuing Analysis (Continued)					
A.M. Peak Hour (P.M. Peak Hour)					
Intersection ID	**Intersection**	**Movement**	**95th Percentile Queue (ft)**	**Existing Turn Lane Storage (ft)**	**Queue Length Sufficient?**
17	Sistrunk Boulevard/NE 6th Street and NE 3rd Avenue	Eastbound Left-Turn	m60 **(#271)**	170	Yes **(No)**
		Westbound Right-Turn	**131 (132)**	115	**No (No)**
		Northbound Right-Turn	m0 (m0)	150	Yes (Yes)
18	NE 4th Street and NE 3rd Avenue	Eastbound Left-Turn	m49 **(#274)**	120	Yes **(No)**
		Northbound Right-Turn	16 (m22)	150	Yes (Yes)
19	NE 3rd Street and NE 3rd Avenue	Northbound Right-Turn	3 (m6)	150	Yes (Yes)
20	NE 2nd Street and NE 3rd Avenue	Eastbound Left-Turn	m28 **(#240)**	50	Yes **(No)**
		Northbound Right-Turn	13 (26)	150	Yes (Yes)
21	SR 842/Broward Boulevard and NE 3rd Avenue	Eastbound Left-Turn	**m283 (m#739)**	140	**No (No)**
		Northbound Right-Turn	m21 **(379)**	150	Yes **(No)**
22	SE 2nd Street and SE 3rd Avenue	Northbound Right-Turn	**m205** (m20)	150	**No** (Yes)
23	Las Olas Boulevard and SE 3rd Avenue	Eastbound Left-Turn	**#242 (#216)**	110	**No (No)**
		Northbound Right-Turn	**261** (m26)	150	**No** (Yes)
24	SE 6th Street and SE 3rd Avenue	Westbound Right-Turn	**449 (#535)**	360	**No (No)**
		Northbound Right-Turn	m0 (m0)	150	Yes (Yes)
25	SE 7th Street and SE 3rd Avenue	Northbound Right-Turn	m4 (25)	150	Yes (Yes)
26	Davie Boulevard and SE 3rd Avenue	Eastbound Left-Turn	**m#1,375 (m#677)**	140	**No (No)**
		Northbound Right-Turn	m48 (m121)	150	Yes (Yes)
27	SE 17th Street and SE 3rd Avenue	Eastbound Left-Turn	**#2,027 (#513)**	125	**No (No)**
		Westbound Left-Turn	42 **(#113)**	50	Yes **(No)**
		Northbound Left-Turn	11 (12)	60	Yes (Yes)
Network-Wide Total Vehicle Queuing (ft)		**13,645 (10,460)**			

Notes: (#) 95th percentile volume exceeds capacity, queue may be longer. Queue shown in maximum after two cycles.
(m) Volume for 95th percentile queue is metered by upstream signal.

Table 17: 2024 Scenario 2 Queuing Analysis *A.M. Peak Hour (P.M. Peak Hour)*					
Intersection ID	Intersection	Movement	95th Percentile Queue (ft)	Existing Turn Lane Storage (ft)	Queue Length Sufficient?
1	SR 838/Sunrise Boulevard and Andrews Avenue	Eastbound Left-Turn	319 **(#696)**	475	Yes **(No)**
		Southbound Left-Turn	**262** (198)	95	**No** **(No)**
4	Sistrunk Boulevard/NE/NW 6th Street and Andrews Avenue	Eastbound Left-Turn	57 (76)	155	Yes (Yes)
		Westbound Right-Turn	42 (34)	130	Yes (Yes)
		Northbound Right-Turn	1 (m0)	150	Yes (Yes)
5	NE/NW 4th Street and Andrews Avenue	Eastbound Left-Turn	43 (71)	100	Yes (Yes)
		Northbound Right-Turn	0 (19)	150	Yes (Yes)
6	NE/NW 2nd Street and Andrews Avenue	Northbound Right-Turn	5 (10)	150	Yes (Yes)
7	SR 842/Broward Boulevard and Andrews Avenue	Eastbound Left-Turn	**179** **(#323)**	80	**No** **(No)**
		Westbound Right-Turn	17 (123)	160	Yes (Yes)
		Northbound Left-Turn	**455** **(632)**	150	**No** **(No)**
		Northbound Right-Turn	100 **(252)**	150	Yes **(No)**
8	SE/SW 2nd Street and Andrews Avenue	Eastbound Left-Turn	**82** **(138)**	80	**No** **(No)**
		Northbound Right-Turn	0 (m1)	150	Yes (Yes)
9	Las Olas Boulevard and Andrews Avenue	Northbound Right-Turn	67 (m18)	150	Yes (Yes)
11	SE/SW 7th Street and Andrews Avenue	Eastbound Left-Turn	**151** **(#141)**	95	**No** **(No)**
		Northbound Right-Turn	m30 (21)	150	Yes (Yes)
12	Davie Boulevard and Andrews Avenue	Eastbound Left-Turn	**#937** **(#761)**	140	**No** **(No)**
		Northbound Right-Turn	**188** (125)	150	**No** (Yes)
13	SE/SW 17th Street and Andrews Avenue	Eastbound Left-Turn	**#218** (53)	60	**No** (Yes)
		Westbound Left-Turn	46 **(#341)**	70	Yes **(No)**
		Northbound Left-Turn	40 (64)	145	Yes (Yes)
		Northbound Right-Turn	**201** (38)	105	**No** (Yes)
14	SR 838/Sunrise Boulevard and NE 4th Avenue	Eastbound Left-Turn	**m341** **(m354)**	260	**No** **(No)**
		Westbound Left-Turn	**m#222** **(#252)**	190	**No** **(No)**
		Westbound Right-Turn	m36 (96)	210	Yes (Yes)
		Southbound Left-Turn	156 (144)	330	Yes (Yes)

Notes: (#) 95th percentile volume exceeds capacity, queue may be longer. Queue shown in maximum after two cycles.
(m) Volume for 95th percentile queue is metered by upstream signal.

Table 17: 2024 Scenario 2 Queuing Analysis (Continued)					
A.M. Peak Hour (P.M. Peak Hour)					
Intersection ID	Intersection	Movement	95th Percentile Queue (ft)	Existing Turn Lane Storage (ft)	Queue Length Sufficient?
15	Progresso Drive and NE 3rd Avenue	Southbound Right-Turn	m1 (7)	150	Yes (Yes)
16	N Flagler Drive and NE 3rd Avenue	Westbound Left-Turn	m97 (88)	165	Yes (Yes)
		Southbound Right-Turn	m0 (m0)	25	Yes (Yes)
17	Sistrunk Boulevard/NE 6th Street and NE 3rd Avenue	Eastbound Right-Turn	**366** (87)	140	**No** (Yes)
		Westbound Left-Turn	69 (61)	140	Yes (Yes)
		Southbound Right-Turn	10 (31)	150	Yes (Yes)
18	NE 4th Street and NE 3rd Avenue	Westbound Left-Turn	**#91** (51)	90	**No** (Yes)
		Southbound Right-Turn	m7 (4)	150	Yes (Yes)
19	NE 3rd Street and NE 3rd Avenue	Westbound Left-Turn	56 (38)	160	Yes (Yes)
		Southbound Right-Turn	m0 (m0)	150	Yes (Yes)
20	NE 2nd Street and NE 3rd Avenue	Westbound Left-Turn	48 (92)	105	Yes (Yes)
		Southbound Right-Turn	m0 (0)	150	Yes (Yes)
21	SR 842/Broward Boulevard and NE 3rd Avenue	Westbound Left-Turn	**#378** (171)	175	**No** (Yes)
		Southbound Right-Turn	**181** (146)	150	**No** (Yes)
22	SE 2nd Street and SE 3rd Avenue	Southbound Right-Turn	127 (76)	150	Yes (Yes)
23	Las Olas Boulevard and SE 3rd Avenue	Eastbound Right-Turn	108 **(136)**	110	Yes **(No)**
		Southbound Right-Turn	m0 (m0)	150	Yes (Yes)
24	SE 6th Street and SE 3rd Avenue	Westbound Left-Turn	83 **(223)**	160	Yes **(No)**
		Southbound Right-Turn	m0 (m1)	150	Yes (Yes)
25	SE 7th Street and SE 3rd Avenue	Southbound Right-Turn	m0 (m4)	150	Yes (Yes)
26	Davie Boulevard and SE 3rd Avenue	Westbound Left-Turn	76 **(231)**	185	Yes **(No)**
		Southbound Right-Turn	**154 (684)**	150	**No (No)**
27	SE 17th Street and SE 3rd Avenue	Westbound Left-Turn	45 **(88)**	50	Yes **(No)**
		Northbound Left-Turn	21 (22)	60	Yes (Yes)
		Southbound Left-Turn	**329 (348)**	150	**No (No)**
		Southbound Right-Turn	46 **(328)**	150	Yes **(No)**
Network-Wide Total Vehicle Queuing (ft)			**6,659 (7,068)**		

Notes: (#) 95th percentile volume exceeds capacity, queue may be longer. Queue shown in maximum after two cycles.
(m) Volume for 95th percentile queue is metered by upstream signal.

Table 18: 2045 Scenario 2 Queuing Analysis					
A.M. Peak Hour (P.M. Peak Hour)					
Intersection ID	Intersection	Movement	95th Percentile Queue (ft)	Existing Turn Lane Storage (ft)	Queue Length Sufficient?
1	SR 838/Sunrise Boulevard and Andrews Avenue+	Eastbound Left-Turn	**#521 (#1036)**	475	**No (No)**
		Southbound Left-Turn	**#436 (#318)**	95	**No (No)**
4	Sistrunk Boulevard/NE/NW 6th Street and Andrews Avenue	Eastbound Left-Turn	75 **(#231)**	155	Yes **(No)**
		Westbound Right-Turn	77 **(141)**	130	Yes **(No)**
		Northbound Right-Turn	0 (m0)	150	Yes (Yes)
5	NE/NW 4th Street and Andrews Avenue	Eastbound Left-Turn	55 **(#257)**	100	Yes **(No)**
		Northbound Right-Turn	15 (m18)	150	Yes (Yes)
6	NE/NW 2nd Street and Andrews Avenue	Northbound Right-Turn	m5 (m4)	150	Yes (Yes)
7	SR 842/Broward Boulevard and Andrews Avenue	Eastbound Left-Turn	**#449 (#725)**	80	**No (No)**
		Westbound Right-Turn	**241 (m205)**	160	**No (No)**
		Northbound Left-Turn	**#669 (#1110)**	150	**No (No)**
		Northbound Right-Turn	64 (406)	150	Yes **(No)**
8	SE/SW 2nd Street and Andrews Avenue	Eastbound Left-Turn	**95 (#519)**	80	**No (No)**
		Northbound Right-Turn	42 (m47)	150	Yes (Yes)
9	Las Olas Boulevard and Andrews Avenue	Northbound Right-Turn	**m261** (m29)	150	**No** (Yes)
11	SE/SW 7th Street and Andrews Avenue	Eastbound Left-Turn	192 (#297)	95	No (No)
		Northbound Right-Turn	m12 (57)	150	Yes (Yes)
12	Davie Boulevard and Andrews Avenue	Eastbound Left-Turn	**#1,517 (#1,209)**	140	**No (No)**
		Northbound Right-Turn	**m219 (197)**	150	**No (No)**
13	SE/SW 17th Street and Andrews Avenue	Eastbound Left-Turn	**#510 (#92)**	60	**No (No)**
		Westbound Left-Turn	69 **(#650)**	70	Yes **(No)**
		Northbound Left-Turn	71 (105)	145	Yes (Yes)
		Northbound Right-Turn	**568** (94)	105	**No** (Yes)
14	SR 838/Sunrise Boulevard and NE 4th Avenue	Eastbound Left-Turn	**m325 (m356)**	260	**No (No)**
		Westbound Left-Turn	**m#334 (m#418)**	190	**No (No)**
		Westbound Right-Turn	m50 (m38)	210	Yes (Yes)
		Southbound Left-Turn	211 (193)	330	Yes (Yes)

Notes: (#) 95th percentile volume exceeds capacity, queue may be longer. Queue shown in maximum after two cycles.
(m) Volume for 95th percentile queue is metered by upstream signal.

Table 18: 2045 Scenario 2 Queuing Analysis (Continued)					
A.M. Peak Hour (P.M. Peak Hour)					
Intersection ID	Intersection	Movement	95th Percentile Queue (ft)	Existing Turn Lane Storage (ft)	Queue Length Sufficient?
15	Progresso Drive and NE 3rd Avenue	Southbound Right-Turn	m1 (10)	150	Yes (Yes)
16	N Flagler Drive and NE 3rd Avenue	Westbound Left-Turn	**m#272 (#277)**	165	**No (No)**
		Southbound Right-Turn	m0 (m0)	25	Yes (Yes)
17	Sistrunk Boulevard/NE 6th Street and NE 3rd Avenue	Eastbound Right-Turn	**#1,199 (175)**	140	**No (No)**
		Westbound Left-Turn	**172** (118)	140	**No** (Yes)
		Southbound Right-Turn	m61 (m119)	150	Yes (Yes)
18	NE 4th Street and NE 3rd Avenue	Westbound Left-Turn	**#400 (98)**	90	**No (No)**
		Southbound Right-Turn	m35 (m114)	150	Yes (Yes)
19	NE 3rd Street and NE 3rd Avenue	Westbound Left-Turn	128 (78)	160	Yes (Yes)
		Southbound Right-Turn	m0 (m0)	150	Yes (Yes)
20	NE 2nd Street and NE 3rd Avenue	Westbound Left-Turn	**110 (172)**	105	**No (No)**
		Southbound Right-Turn	m0 (1)	150	Yes (Yes)
21	SR 842/Broward Boulevard and NE 3rd Avenue	Westbound Left-Turn	**#589 (#438)**	175	**No (No)**
		Southbound Right-Turn	**337 (453)**	150	**No (No)**
22	SE 2nd Street and SE 3rd Avenue	Southbound Right-Turn	**207 (196)**	150	**No (No)**
23	Las Olas Boulevard and SE 3rd Avenue	Eastbound Right-Turn	**#243 (#566)**	110	**No (No)**
		Southbound Right-Turn	m0 (m2)	150	Yes (Yes)
24	SE 6th Street and SE 3rd Avenue	Westbound Left-Turn	129 **(542)**	160	Yes **(No)**
		Southbound Right-Turn	m1 (m18)	150	Yes (Yes)
25	SE 7th Street and SE 3rd Avenue	Southbound Right-Turn	m3 (m16)	150	Yes (Yes)
26	Davie Boulevard and SE 3rd Avenue	Westbound Left-Turn	129 **(#535)**	185	Yes **(No)**
		Southbound Right-Turn	**289 (#1470)**	150	**No (No)**
27	SE 17th Street and SE 3rd Avenue	Westbound Left-Turn	**58 (122)**	50	**No (No)**
		Northbound Left-Turn	25 (27)	60	Yes (Yes)
		Southbound Left-Turn	**442 (m438)**	150	**No (No)**
		Southbound Right-Turn	m60 **(m634)**	150	Yes **(No)**
Network-Wide Total Vehicle Queuing (ft)			**11,623 (12,388)**		

Notes: (#) 95th percentile volume exceeds capacity, queue may be longer. Queue shown in maximum after two cycles.
(m) Volume for 95th percentile queue is metered by upstream signal.

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Table 19: 2024 Scenario 3 Queuing Analysis					
A.M. Peak Hour (P.M. Peak Hour)					
Intersection ID	Intersection	Movement	95th Percentile Queue (ft)	Existing Turn Lane Storage (ft)	Queue Length Sufficient?
1	SR 838/Sunrise Boulevard and Andrews Avenue+	Eastbound Left-Turn	317 **(#631)**	475	Yes **(No)**
		Southbound Left-Turn	**#375 (#339)**	95	**No (No)**
4	Sistrunk Boulevard/NE/NW 6th Street and Andrews Avenue	Eastbound Left-Turn	55 (136)	155	Yes (Yes)
		Westbound Right-Turn	35 (90)	130	Yes (Yes)
		Northbound Right-Turn	0 (m1)	150	Yes (Yes)
5	NE/NW 4th Street and Andrews Avenue	Eastbound Left-Turn	46 **(122)**	100	Yes **(No)**
		Northbound Right-Turn	0 (53)	150	Yes (Yes)
6	NE/NW 2nd Street and Andrews Avenue	Northbound Right-Turn	2 (m3)	150	Yes (Yes)
7	SR 842/Broward Boulevard and Andrews Avenue	Eastbound Left-Turn	**179 (#323)**	80	**No (No)**
		Westbound Right-Turn	17 (122)	160	Yes (Yes)
		Northbound Left-Turn	**456 (632)**	150	**No (No)**
		Northbound Right-Turn	90 **(252)**	150	Yes **(No)**
8	SE/SW 2nd Street and Andrews Avenue	Eastbound Left-Turn	**86 (194)**	80	**No (No)**
		Northbound Right-Turn	0 (12)	150	Yes (Yes)
9	Las Olas Boulevard and Andrews Avenue	Northbound Right-Turn	**m310** (m17)	150	**No** (Yes)
11	SE/SW 7th Street and Andrews Avenue	Eastbound Left-Turn	**151 (#212)**	95	**No (No)**
		Northbound Right-Turn	m0 (29)	150	Yes (Yes)
12	Davie Boulevard and Andrews Avenue	Eastbound Left-Turn	**#937 (#761)**	140	**No (No)**
		Northbound Right-Turn	**168** (125)	150	**No** (Yes)
13	SE/SW 17th Street and Andrews Avenue	Eastbound Left-Turn	**312** (53)	60	**No** (Yes)
		Westbound Left-Turn	40 **(271)**	70	Yes **(No)**
		Northbound Left-Turn	54 (66)	145	Yes (Yes)
		Northbound Right-Turn	**306** (44)	105	**No** (Yes)

Notes: (#) 95th percentile volume exceeds capacity, queue may be longer. Queue shown in maximum after two cycles.
(m) Volume for 95th percentile queue is metered by upstream signal.

Table 19: 2024 Scenario 3 Queuing Analysis (Continued)					
A.M. Peak Hour (P.M. Peak Hour)					
Intersection ID	Intersection	Movement	95th Percentile Queue (ft)	Existing Turn Lane Storage (ft)	Queue Length Sufficient?
14	SR 838/Sunrise Boulevard and NE 4th Avenue	Eastbound Left-Turn	**m328 (m364)**	260	**No (No)**
		Westbound Left-Turn	m75 (m100)	190	Yes (Yes)
		Westbound Right-Turn	m6 (63)	210	Yes (Yes)
		Northbound Left-Turn	#514 (#623)	140	**No (No)**
		Southbound Left-Turn	**#717 (#735)**	330	**No (No)**
16	N Flagler Drive and NE 3rd Avenue	Eastbound Left-Turn	**#236 (#351)**	50	**No (No)**
17	Sistrunk Boulevard/NE 6th Street and NE 3rd Avenue	Eastbound Right-Turn	**#345** (74)	140	**No** (Yes)
		Westbound Left-Turn	58 (53)	140	Yes (Yes)
		Southbound Right-Turn	27 (31)	150	Yes (Yes)
18	NE 4th Street and NE 3rd Avenue	Westbound Left-Turn	53 (41)	90	Yes (Yes)
		Southbound Right-Turn	m18 (1)	150	Yes (Yes)
19	NE 3rd Street and NE 3rd Avenue	Westbound Left-Turn	45 (31)	160	Yes (Yes)
		Southbound Right-Turn	m0 (m0)	150	Yes (Yes)
20	NE 2nd Street and NE 3rd Avenue	Westbound Left-Turn	39 (81)	105	Yes (Yes)
		Southbound Right-Turn	m1 (m0)	150	Yes (Yes)
21	SR 842/Broward Boulevard and NE 3rd Avenue	Westbound Left-Turn	**#378** (171)	175	**No** (Yes)
		Southbound Right-Turn	**181 (199)**	150	**No (No)**
22	SE 2nd Street and SE 3rd Avenue	Southbound Right-Turn	121 (112)	150	Yes (Yes)
23	Las Olas Boulevard and SE 3rd Avenue	Eastbound Right-Turn	**135 (#291)**	110	**No (No)**
		Southbound Right-Turn	m0 (m13)	150	Yes (Yes)
24	SE 6th Street and SE 3rd Avenue	Westbound Left-Turn	98 **(391)**	160	Yes **(No)**
		Southbound Right-Turn	m0 (m17)	150	Yes (Yes)
25	SE 7th Street and SE 3rd Avenue	Southbound Right-Turn	6 (6)	150	Yes (Yes)
26	Davie Boulevard and SE 3rd Avenue	Westbound Left-Turn	76 **(231)**	185	Yes **(No)**
		Southbound Right-Turn	**154 (684)**	150	**No (No)**

Notes: (#) 95th percentile volume exceeds capacity, queue may be longer. Queue shown in maximum after two cycles.
(m) Volume for 95th percentile queue is metered by upstream signal.

Table 19: 2024 Scenario 3 Queuing Analysis (Continued)					
A.M. Peak Hour (P.M. Peak Hour)					
Intersection ID	Intersection	Movement	95th Percentile Queue (ft)	Existing Turn Lane Storage (ft)	Queue Length Sufficient?
27	SE 17th Street and SE 3rd Avenue	Westbound Left-Turn	45 **(88)**	50	Yes **(No)**
		Northbound Left-Turn	21 (22)	60	Yes (Yes)
		Southbound Left-Turn	**329 (348)**	150	**No (No)**
		Southbound Right-Turn	46 **(328)**	150	Yes **(No)**
28	Flagler Drive and SR 838/Sunrise Boulevard	Westbound Left-Turn	158 (190)	425	Yes (Yes)
30	US 1/Federal Highway and SR 838/Sunrise Boulevard	Westbound Left-Turn	**470 (439)**	400	**No (No)**
31	US 1/Federal Highway and NE 9th Street	Eastbound Left-Turn	55 (59)	160	Yes (Yes)
		Westbound Left-Turn	74 **(89)**	75	Yes **(No)**
		Northbound Left-Turn	52 (147)	375	Yes (Yes)
		Southbound Left-Turn	13 (21)	300	Yes (Yes)
Network-Wide Total Vehicle Queuing (ft)			**7,994 (8,874)**		

Notes: (#) 95th percentile volume exceeds capacity, queue may be longer. Queue shown in maximum after two cycles.
(m) Volume for 95th percentile queue is metered by upstream signal.

Table 20: 2045 Scenario 3 Queuing Analysis					
A.M. Peak Hour (P.M. Peak Hour)					
Intersection ID	Intersection	Movement	95th Percentile Queue (ft)	Existing Turn Lane Storage (ft)	Queue Length Sufficient?
1	SR 838/Sunrise Boulevard and Andrews Avenue+	Eastbound Left-Turn	#521 (#1,036)	475	No (No)
		Southbound Left-Turn	#600 (#529)	95	No (No)
4	Sistrunk Boulevard/NE/NW 6th Street and Andrews Avenue	Eastbound Left-Turn	75 (#231)	155	Yes (No)
		Westbound Right-Turn	77 (141)	130	Yes (No)
		Northbound Right-Turn	0 (m0)	150	Yes (Yes)
5	NE/NW 4th Street and Andrews Avenue	Eastbound Left-Turn	55 (#257)	100	Yes (No)
		Northbound Right-Turn	15 (m18)	150	Yes (Yes)
6	NE/NW 2nd Street and Andrews Avenue	Northbound Right-Turn	m5 (m4)	150	Yes (Yes)
7	SR 842/Broward Boulevard and Andrews Avenue	Eastbound Left-Turn	#449 (#725)	80	No (No)
		Westbound Right-Turn	241 (m205)	160	No (No)
		Northbound Left-Turn	#669 (#1110)	150	No (No)
		Northbound Right-Turn	64 (406)	150	Yes (No)
8	SE/SW 2nd Street and Andrews Avenue	Eastbound Left-Turn	95 (#519)	80	No (No)
		Northbound Right-Turn	42 (m47)	150	Yes (Yes)
9	Las Olas Boulevard and Andrews Avenue	Northbound Right-Turn	m261 (m29)	150	No (Yes)
11	SE/SW 7th Street and Andrews Avenue	Eastbound Left-Turn	192 (#297)	95	No (No)
		Northbound Right-Turn	m12 (57)	150	Yes (Yes)
12	Davie Boulevard and Andrews Avenue	Eastbound Left-Turn	#1,517 (#1,209)	140	No (No)
		Northbound Right-Turn	m219 (197)	150	No (No)
13	SE/SW 17th Street and Andrews Avenue	Eastbound Left-Turn	#510 (#92)	60	No (No)
		Westbound Left-Turn	69 (#650)	70	Yes (No)
		Northbound Left-Turn	71 (105)	145	Yes (Yes)
		Northbound Right-Turn	568 (94)	105	No (Yes)

Notes: (#) 95th percentile volume exceeds capacity, queue may be longer. Queue shown in maximum after two cycles.
(m) Volume for 95th percentile queue is metered by upstream signal.

Table 20: 2045 Scenario 3 Queuing Analysis (Continued)					
A.M. Peak Hour (P.M. Peak Hour)					
Intersection ID	Intersection	Movement	95th Percentile Queue (ft)	Existing Turn Lane Storage (ft)	Queue Length Sufficient?
14	SR 838/Sunrise Boulevard and NE 4th Avenue	Eastbound Left-Turn	**m320 (m341)**	260	**No (No)**
		Westbound Left-Turn	m93 (104)	190	Yes (Yes)
		Westbound Right-Turn	m34 (109)	210	Yes (Yes)
		Northbound Left-Turn	**#705 (#851)**	140	**No (No)**
		Southbound Left-Turn	**#1161 (#1157)**	330	**No (No)**
16	N Flagler Drive and NE 3rd Avenue	Eastbound Left-Turn	**#303 (#386)**	50	**No (No)**
17	Sistrunk Boulevard/NE 6th Street and NE 3rd Avenue	Eastbound Right-Turn	**#1046 (163)**	140	**No (No)**
		Westbound Left-Turn	**153** (110)	140	**No** (Yes)
		Southbound Right-Turn	m77 (m44)	150	Yes (Yes)
18	NE 4th Street and NE 3rd Avenue	Westbound Left-Turn	**#350 (92)**	90	**No (No)**
		Southbound Right-Turn	m26 (m9)	150	Yes (Yes)
19	NE 3rd Street and NE 3rd Avenue	Westbound Left-Turn	109 (71)	160	Yes (Yes)
		Southbound Right-Turn	m0 (m0)	150	Yes (Yes)
20	NE 2nd Street and NE 3rd Avenue	Westbound Left-Turn	93 **(158)**	105	Yes **(No)**
		Southbound Right-Turn	m0 (m0)	150	Yes (Yes)
21	SR 842/Broward Boulevard and NE 3rd Avenue	Westbound Left-Turn	**#589 (#438)**	175	**No (No)**
		Southbound Right-Turn	**337 (453)**	150	**No (No)**
22	SE 2nd Street and SE 3rd Avenue	Southbound Right-Turn	**207 (196)**	150	**No (No)**
23	Las Olas Boulevard and SE 3rd Avenue	Eastbound Right-Turn	**#243 (#566)**	110	**No (No)**
		Southbound Right-Turn	m0 (m2)	150	Yes (Yes)
24	SE 6th Street and SE 3rd Avenue	Westbound Left-Turn	129 **(542)**	160	Yes **(No)**
		Southbound Right-Turn	m1 (m18)	150	Yes (Yes)
25	SE 7th Street and SE 3rd Avenue	Southbound Right-Turn	m3 (m16)	150	Yes (Yes)
26	Davie Boulevard and SE 3rd Avenue	Westbound Left-Turn	129 **(#535)**	185	Yes **(No)**
		Southbound Right-Turn	**289 (#1470)**	150	**No (No)**

Notes: (#) 95th percentile volume exceeds capacity, queue may be longer. Queue shown in maximum after two cycles.
(m) Volume for 95th percentile queue is metered by upstream signal.

Table 20: 2045 Scenario 3 Queuing Analysis (Continued)					
A.M. Peak Hour (P.M. Peak Hour)					
Intersection ID	**Intersection**	**Movement**	**95th Percentile Queue (ft)**	**Existing Turn Lane Storage (ft)**	**Queue Length Sufficient?**
27	SE 17th Street and SE 3rd Avenue	Westbound Left-Turn	**58 (122)**	50	**No (No)**
		Northbound Left-Turn	25 (27)	60	Yes (Yes)
		Southbound Left-Turn	**442 (m438)**	150	**No (No)**
		Southbound Right-Turn	m60 **(m634)**	150	Yes **(No)**
28	Flagler Drive and SR 838/Sunrise Boulevard	Westbound Left-Turn	206 (248)	425	Yes (Yes)
30	US 1/Federal Highway and SR 838/Sunrise Boulevard	Westbound Left-Turn	**629 (586)**	400	**No (No)**
31	US 1/Federal Highway and NE 9th Street	Eastbound Left-Turn	69 (73)	160	Yes (Yes)
		Westbound Left-Turn	**93 (115)**	75	**No (No)**
		Northbound Left-Turn	64 (191)	375	Yes (Yes)
		Southbound Left-Turn	19 (32)	300	Yes (Yes)
Network-Wide Total Vehicle Queuing (ft)			**13,279 (14,394)**		

Notes: (#) 95th percentile volume exceeds capacity, queue may be longer. Queue shown in maximum after two cycles.
(m) Volume for 95th percentile queue is metered by upstream signal.

Table 21: Total Network Queue Comparison (feet)				
A.M. Peak Hour (P.M. Peak Hour)				
Year	**No-Build**	**Scenario 1**	**Scenario 2**	**Scenario 3**
2024	8,920 (9,503)	5,525 (6,340)	6,559 (7,068)	7,994 (8,874)
2045	15,492 (15,678)	13,645 (10,460)	11,623 (12,388)	13,279 (14,394)
Average	**12,398**	**8,993**	**9,410**	**11,135**

Roadway Segment Capacity Analysis

Note that a roadway segment capacity analysis was not prepared for any of the build conditions as the intersection capacity analysis and 95th percentile queue length analysis provide more detailed results of operating conditions. It is expected that failures will occur first at intersections before occurring along roadway segments.

Multimodal Facilities Evaluation

Bicycle and Pedestrian Level of Traffic Stress

The results of the PLTS and BLTS analysis are presented in Table 22 and Table 23. As shown in these tables, all reconstruction alternatives offer the lowest PLTS as these alternatives allow for the construction of wider sidewalks which lowers PLTS scores. Additionally, all alternatives offer the lowest BLTS as they allow for the construction of bicycle infrastructure which lowers BLTS scores. No-build conditions offer the highest BLTS as there is little to no existing bicycle infrastructure.

Appendix E contains the generalized tables used in the analysis.

Table 22: Pedestrian Level of Stress								
Roadway		Segment	Analysis Scenario					
			No-Build	Scenario 1, Within Existing Right-of-Way	Scenario 1, Full Reconstruction	Scenario 2, Within Existing Right-of-Way	Scenario 2, Full Reconstruction	Scenario 3, Full Reconstruction
1	Andrews Avenue	Between SR 838/Sunrise Boulevard & Sistrunk Boulevard/NE/NW 6th Street	3	3 (1)	2	3 (1)	2	2
2	Andrews Avenue	Between Sistrunk Boulevard/NE/NW 6th Street & SR 842/Broward Boulevard	4 (1)	3 (1)	2	3 (1)	2	2
3	Andrews Avenue	Between SR 842/Broward Boulevard & SE/SW 6th Street	4	5 (1)	2	5 (1)	2	2
4	Andrews Avenue	Between SE/SW 6th Street & Davie Boulevard	4 (1)	3 (1)	2	3 (1)	2	2
5	Andrews Avenue	Between Davie Boulevard & SE/SW 17th Street	3	2 (1)	1	2 (1)	1	1
6	NE 3rd Avenue	Between SR 838/Sunrise Boulevard & Sistrunk Boulevard/NE/NW 6th Street	4 (1)	2 (1)	1	2 (1)	1	1
7	NE 3rd Avenue	Between Sistrunk Boulevard/NE/NW 6th Street & SR 842/Broward Boulevard	3	2 (1)	1	2 (1)	1	1
8	SE 3rd Avenue	Between SR 842/Broward Boulevard & SE 6th Street	3 (1)	2	2	2	2	2
9	SE 3rd Avenue	Between SE 6th Street & Davie Boulevard	3	2 (1)	1	2 (1)	1	1
10	SE 3rd Avenue	Between Davie Boulevard & SE 17th Street	3	2 (1)	1	2 (1)	1	1
Average PLTS Score			3.4	2.6	1.5	2.6	1.5	1.5

Notes: (1) PLTS score deteriorated by 1 if the sidewalk width is less than or equal to 5 feet.

Table 23: Bicycle Level of Stress								
Roadway		Segment	Scenario					
			No-Build	Scenario 1, Within Existing Right-of-Way	Scenario 1, Full Reconstruction	Scenario 2, Within Existing Right-of-Way	Scenario 2, Full Reconstruction	Scenario 3, Full Reconstruction
1	Andrews Avenue	Between SR 838/Sunrise Boulevard & Sistrunk Boulevard/NE/NW 6th Street	4	3	3	3	3	3
2	Andrews Avenue	Between Sistrunk Boulevard/NE/NW 6th Street & SR 842/Broward Boulevard	4	2	2	2	2	2
3	Andrews Avenue	Between SR 842/Broward Boulevard & SE/SW 6th Street	4	2	2	2	2	2
4	Andrews Avenue	Between SE/SW 6th Street & Davie Boulevard	4	2	2	2	2	2
5	Andrews Avenue	Between Davie Boulevard & SE/SW 17th Street	4	1	1	1	1	1
6	NE 3rd Avenue	Between SR 838/Sunrise Boulevard & Sistrunk Boulevard/NE/NW 6th Street	4	1	1	1	1	1
7	NE 3rd Avenue	Between Sistrunk Boulevard/NE/NW 6th Street & SR 842/Broward Boulevard	4	1	1	1	1	1
8	SE 3rd Avenue	Between SR 842/Broward Boulevard & SE 6th Street	4	4	4	4	4	4
9	SE 3rd Avenue	Between SE 6th Street & Davie Boulevard	4	1	1	1	1	1
10	SE 3rd Avenue	Between Davie Boulevard & SE 17th Street	4	1	1	1	1	1
Average BLTS Score			4	1.8	1.8	1.8	1.8	1.8

FEASIBILITY REVIEW

A feasibility review was prepared for the study area which consisted of identifying initial lane configuration recommendations, calculating planning-level opinions of probable costs, preparing a strengths, weaknesses, opportunities, and threats (SWOT) assessment, and reviewing similar roadway projects throughout the United States. The following sections summarize the feasibility review.

Initial Lane Configuration Recommendations

Given the available right-of-way along Andrews Avenue and E 3rd Avenue throughout the study area, these roadways are proposed to typically consist of three (3) vehicular travel lanes, one (1) transit-only lane along the right side of the roadways, one (1) bicycle lane, and sidewalks on either side of the roadway that are at least six (6) feet wide. The transit-only lanes would also operate as exclusive right-turn lanes at signalized intersections within the study area. Where right-of-way is available, exclusive left-turn lanes, transit shelter islands, two-way bicycle tracks, and wider sidewalks may be provided. At the four (4) north/south termini study intersections (Andrews Avenue and E 3rd/4th Avenue at Sunrise Boulevard and SE 17th Street), some vehicular travel lanes within the study area will convert to left-turn lanes based on the number of receiving lanes available for these approaches. Appendix I contains figures depicting the recommended initial lane configurations along the study roadways with different right-of-way sections under each analysis scenario.

Three (3) typical sections were prepared for Andrews Avenue and E 3rd Avenue and one (1) typical section was prepared for Flagler Drive under each analysis scenario. The different typical sections are summarized below:

- Andrews Avenue
  - 70-foot section (generally from Sunrise Boulevard to SE 11th Street)
  - 100-foot section (generally from SE 11th Street to SE 17th Street) at transit shelter
  - 100-foot section (generally from SE 11th Street to SE 17th Street) no transit shelter within this section
- E 3rd Avenue
  - 80-foot section (generally from Sunrise Boulevard to Broward Boulevard and from SE 7th Street to SE 17th Street) at transit shelter
  - 80-foot section (generally from Sunrise Boulevard to Broward Boulevard and from SE 7th Street to SE 17th Street) no transit shelter within this section
  - 60-foot section (generally from SE 2nd Street to S New River Drive)
- Flagler Drive
  - 65-foot section (from Sunrise Boulevard to NE 3rd Avenue)

Note that the typical sections along each study roadway represent the most common roadway geometries found throughout each roadway. Other sections along the roadway may occur along short segments of each study roadway due to right-of-way differences or right-of-way dedications from adjacent developments. Below are segments of each study roadway with atypical roadway sections:

- Andrews Avenue
  - NE 6th Street to NE 5th Street (80-foot section)
  - NE 4th Street to NE 3rd Street (50-foot section)
  - NE 3rd Street to NE 1st Street (65-foot section)
  - Las Olas Boulevard to SE 6th Street (60-foot section)
  - SE 11th Street to Davie Boulevard (80-foot section)

- E 3rd Avenue
  - NE 9th Street to NE 8th Street (45-foot section)
  - North of NE 5th Street to north of NE 4th Street (80-foot section)
  - Courthouse Drive to SE 6th Street (100-foot section)

The 70-foot Andrews Avenue section currently consists of five (5) 9-to-10-foot vehicular travel lanes bounded by 4-foot sidewalks and 4-foot planting strips on either side of the roadway. The sidewalks are immediately adjacent to the roadway. With one-way pair construction within the existing curb, this section is proposed to change to three (3) 11-foot vehicular travel lanes, one (1) 12-foot transit lane, one (1) 5-foot bicycle lane, and no changes to the existing sidewalks, planting strips, or curbs and gutters. In addition to these roadway changes, full reconstruction will include sidewalks widened to six (6) feet, the planting strips reduced to two (2) feet, 2-foot curbs and gutters, and the planting strip placed between the sidewalk and roadway to serve as a buffer.

The 100-foot Andrews Avenue at transit shelter section currently consists of five (5) 11-foot vehicular travel lanes with a 5-foot median bounded by 10-foot on-street parking lanes, 5-foot sidewalks, and 4-foot planting strips on either side of the roadway. The planting strips are located between the roadway and sidewalk. With one-way pair construction within the existing curb, this section is proposed to change to three (3) 11-foot vehicular travel lanes, one (1) 11-foot left-turn lane, one (1) 12 foot transit lane, one (1) 10-foot transit shelter island, one (1) 12-foot two-way bicycle track, and no changes to the existing sidewalks, planting strips, or curbs and gutters. In addition to these roadway changes, full reconstruction will include sidewalks widened to six (6) feet, 2-foot curbs and gutters, and the planting strips reduced to three (3) feet.

For areas along the 100-foot Andrews Avenue section where there are no transit shelters, the construction within the existing curb is proposed to change to three (3) 11-foot vehicular travel lanes, one (1) 11-foot left turn lane, one (1) 12-foot transit lane, one (1) 9-foot on-street parking lane, one (1) 3-foot buffer space between on-street parking lane and two-way bicycle track, one (1) 12-foot two-way bicycle track, and no changes to the existing sidewalks, planting strips, or curbs and gutters. In addition to these roadway changes, full reconstruction will include the removal of the on-street parking lane, sidewalks widened to nine (9) feet, 2-foot curbs and gutters, 2-foot buffer space between transit lane and two-way bicycle track, and the planting strips maintained at four (4) feet.

The 80-foot E 3rd Avenue at transit shelter section currently consists of five (5) 12-foot vehicular travel lanes bounded by 5-foot sidewalks and 3-foot planting strips on either side of the roadway. The planting strips are located between the roadway and sidewalk. With one-way pair construction within the existing curb, this section is proposed to change to three (3) 11-foot vehicular travel lanes, one (1) 12-foot transit lane, one (1) 9-foot transit shelter island, one (1) 6-foot bicycle lane, and no changes to the existing sidewalks, planting strips, or curbs and gutters. In addition to these roadway changes, full reconstruction will include sidewalks widened to six (6) feet, 2-foot curbs and gutters, and the planting strips reduced to two (2) feet.

For areas along the 80-foot E 3rd Avenue section where there are no transit shelters, the construction within the existing curb is proposed to change to three (3) 11-foot vehicular travel lanes, one (1) 12-foot transit lane, one (1) 9-foot on-street parking lane, one (1) 1-foot buffer space between transit lane and bicycle lane, one (1) 6-foot bicycle lane, and no changes to the existing sidewalks, planting strips, or curbs and gutters. In addition to these roadway changes, full reconstruction will include the removal of the on-street parking lane, the addition of one (1) 2-foot buffer between the transit lane and bicycle lane, sidewalks widened to nine (9) feet, 2-foot curbs and gutters, and the planting strips reduced to two (2) to three (3) feet.

The 60-foot E 3rd Avenue section currently consists of four (4) 11-foot vehicular travel lanes bounded by 6-foot sidewalks on either side of the roadway. Note that this section typically has additional

infrastructure from SE 2nd Street to SE 4th Street due to right-of-way dedications from developments along this segment. With one-way pair construction within the existing curb, this section is proposed to change to two (2) 11-foot vehicular travel lanes and one (1) 10-foot vehicular travel lane, one (1) 12-foot shared bicycle/transit lane, and no changes to the existing sidewalks or curbs and gutters. In addition to these roadway changes, full reconstruction will include the sidewalks widened to seven (7) feet and all vehicular travel lanes reduced to ten (10) feet.

Opinion Of Probable Costs

An opinion of probable costs (OPC) was prepared for each one-way pair scenario. Each OPC was determined by identifying a Florida Department of Transportation (FDOT) Long Range Estimating System Cost-Per-Mile (CPM) Model(s) most similar to each typical section in each alternative and adding additional pay items based on the differences between the CPM model(s) and the proposed section. Unit costs for each standard pay item were identified using the Florida Department of Transportation (FDOT) Market Area 12 12-month moving average unit costs dated January 1, 2024 to December 31, 2024. The following assumptions were applied in the OPC:

- No cost was applied to transit shelter furnishing, installation, and removal as it is expected to be funded and completed by Broward County Transit
- Bus island lengths are proposed to be 80 feet
- Cost for signalization modification was assumed to be $800,000 per intersection based on historical costs in similar projects
- Cost for red bus lane pavement was assumed to be $17 per square foot based on historical costs in similar projects

The following factors were applied to the OPC to account for additional costs related to construction, design, and other construction tasks of the proposed one-way pair scenarios:

- Maintenance of Traffic – 20 percent (20%)
- Contingency – 30 percent (30%)

A summary of the OPC for each one-way pair scenario is shown in Table 24 below.

Table 24: Opinion of Probable Cost Summary

Alternative	Total Cost
Scenario 1 Within Existing Curb	$76,698,000
Scenario 1 Full Reconstruction	$156,255,000
Scenario 2 Within Existing Curb	$73,856,000
Scenario 2 Full Reconstruction	$150,468,000
Scenario 3 Full Reconstruction	$152,619,000

As shown in Table 24, Scenario 1 Full Reconstruction is expected to be the most expensive alternative due to the implementation of more detailed signal modifications and more left-turn lanes as a result of the counterclockwise circulation. Scenario 2 Within Existing Curb is expected to be the least expensive alternative due to less detailed signal modifications and the scenario featuring right-turns as a result of the clockwise circulation. Detailed OPCs are included in Appendix J.

Strengths, Weaknesses, Opportunities, And Threats (SWOT) Assessment

A strengths, weaknesses, opportunities, and threats (SWOT) assessment was prepared for the advantages and disadvantages of the existing and one-way pair roadway operations specific to the study corridors as well as generalized best practices based on a literature review, prepared as part of this review. The SWOT assessment considered the following parameters:

1. Constructability evaluation
2. Downtown access and circulation impact evaluation, including access to and from major driveways.
3. Emergency response (police, fire-rescue and other emergency services response times)
4. Economic sustainability
5. Curbside Management
6. Retail storefront exposure
7. Sense of place considerations
8. Effective use of right-of-way
9. Multimodal Accommodations
10. Transit accommodations
11. Bicyclist accommodations
12. Pedestrian accommodations

All scenarios with roadway reconstruction will require the modification of most signals within the study area and will have significant economic impacts on study area businesses. The paired one-way roadways are also not adjacent to one another and have cross-streets between them, limiting their efficiency. These scenarios also include the removal of on-street parking and addition of transit-only lanes which may impact loading operations and parking supply within the study area. Note that these transit-only lanes could operate as exclusive right-turn lanes at signalized intersections and could be used by emergency vehicles to bypass vehicular traffic. Additionally, these scenarios offer the opportunity to enhance multimodal infrastructure throughout the study area which may help improve the local economy post-construction and improve the sense of place for this area.

In addition to the above advantages and disadvantages, Scenario 1 conditions offer counterclockwise circulation along the one-way pair. Given the location of fire stations and emergency room driveways within and adjacent to the study area, the counterclockwise circulation increases the response times for emergency vehicles. Additionally, the counterclockwise circulation would require vehicles to make left turns to access cross streets between the one-way pair. If exclusive left-turn lanes were required at one-way pair intersections, additional right-of-way would be required to install these lanes.

Unlike Scenario 1, Scenario 2 offers clockwise circulation along the one-way pair which would have a less significant impact on emergency vehicle response times compared to Scenario 1. This is due to the circulation of the Broward Health emergency vehicle driveway on SE 3rd Avenue matching the circulation of SE 3rd Avenue under this scenario (both southbound) and the location of Fire Rescue Station 8 southwest of the study area. As both SE 3rd Avenue and the Broward health emergency vehicle driveway would operate in the same direction, the Broward Health emergency vehicle driveway would not need to be redesigned for the one-way roadway conversion. Furthermore, emergency vehicles from Fire Rescue Station 8 can travel northbound on the western one-way roadway (Andrews Avenue) rather than having to circulate to SE 3rd Avenue to reach emergencies within the study area. Additionally, the clockwise circulation would require vehicles to make right turns to access cross streets between the one-way pair. As the transit-only lanes can operate as exclusive right-turn lanes at signalized intersections, additional right of way is not required for exclusive right-turn lanes.

Scenario 3 offers most of the same advantages and disadvantages as Scenario 2 but maintains NE 4th Avenue north of Flagler Drive as a two-way roadway and instead uses Flagler Drive as the

southbound connection from Sunrise Boulevard to NE 3rd Avenue. While maintaining NE 4th Avenue as a two-way roadway provides more circulation in the study area, this may be redundant as northbound traffic upstream of this segment would be diverted to Andrews Avenue, eliminating the need for some of the northbound capacity provided at the intersection of Sunrise Boulevard and NE 4th Avenue.

Appendix K contains tables summarizing the results of the SWOT assessment for each analysis scenario.

Literature Review and Case Studies

A literature review was conducted to identify additional impacts of similar projects and one-way pairs on the parameters considered in the SWOT assessment. The following locations and projects were reviewed:

- Downtown Cycle Length Analysis – Miami, Florida, April 2016
- Downtown Cycle Length implementation – Miami, Florida, August 2021
- Washington & Culver Boulevard Tactical Mobility Lane Post-Pilot Report, Culver City, California, April 2023
- SE 5th Avenue and SE 6th Avenue One-Way Pairs – Delray Beach, Florida
- W Kennedy Boulevard and E Jackson Street One-Way Pairs – Tampa, Florida
- Commerce Street and Elm Street One-Way Pairs – Dallas, Texas
- Market/John F Kennedy Vision Zero Pilot Project Evaluation Report – Philadelphia, Pennsylvania, February 2019
- Downtown Street Network Proposal – New Albany, Indiana, December 2014
- 2nd Avenue and 3rd Avenue, 4th Avenue and 5th Avenue – Cedar Rapids, Iowa
- First and Brook Street Study – Louisville, Kentucky, February 2010
- Collins Avenue and Harding Avenue – Miami Beach, Florida
- W Adams Street and W Forsyth Street – Jacksonville, Florida
- North Quarter Vision Study – Orlando, Florida

Figure 11 depicts the location of all projects reviewed. Excerpts of available traffic studies are included in Appendix L.

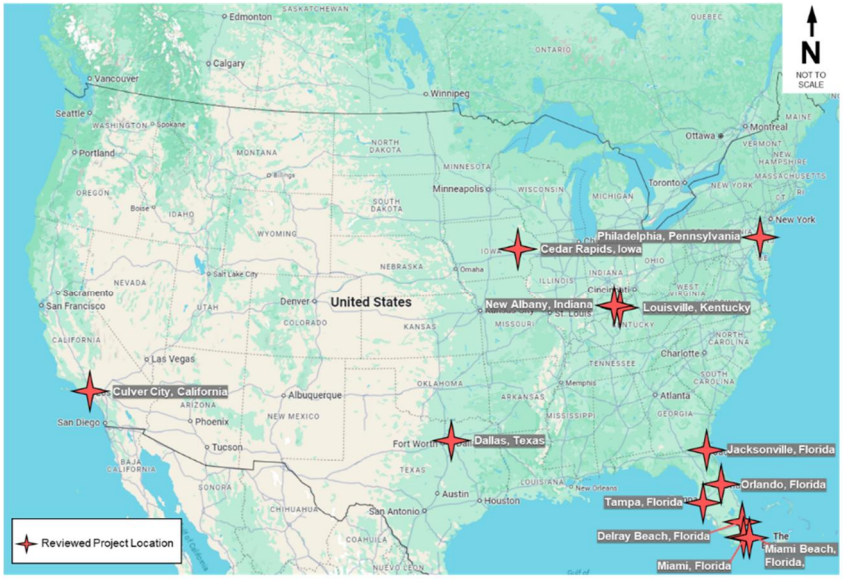


Figure 11:Literature Review Location Map

Downtown Miami, Florida

The Downtown Cycle Length Analysis – Miami, Florida, April 2016 aimed to determine if shorter cycle lengths could better accommodate pedestrian and vehicular traffic within NE/NW 6th Street to the north, SE/SW 2nd Street to the south, NE/SE 3rd Avenue to the east, and NW/SW 1st Avenue to the west in Downtown Miami. The study found that applying half-cycle lengths of 45 to 50 seconds during peak periods improved intersection capacity and reduced queue lengths compared to existing conditions and reduced pedestrian wait times to cross intersections. Note that the roadway network that was reviewed mostly consists of a one-way grid network of streets. The Downtown Cycle Length implementation – Miami, Florida, August 2021 built upon the previous analysis and focused on implementing shorter cycle lengths to enhance pedestrian mobility in Downtown Miami. The study found that reducing cycle lengths to 85 seconds during the A.M. peak period and 80 seconds during the P.M. peak period increased the average speed of vehicles and decreased average vehicle travel time. Pedestrian wait time decreased and pedestrian service time increased with the reduced cycle lengths. Figure 12 depicts the study area.

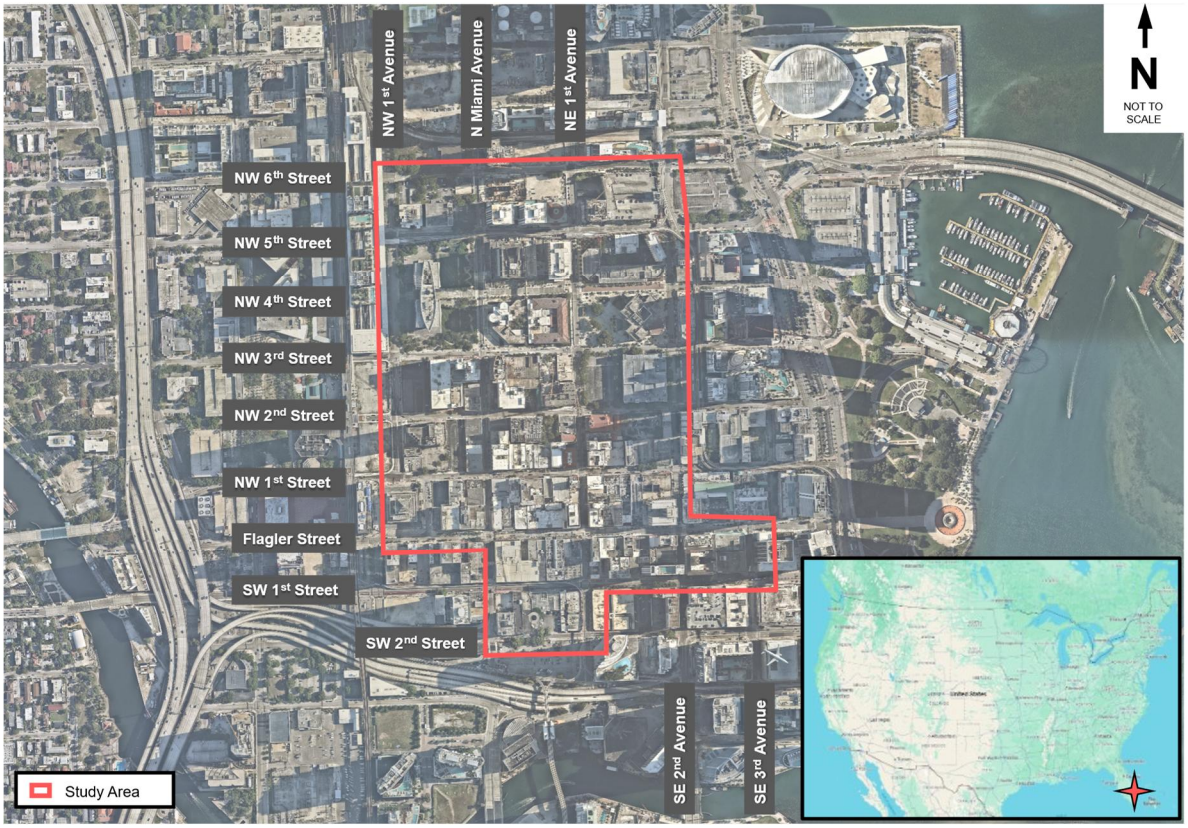


Figure 12: Literature Review Location Map – Miami, Florida

Culver City, California

The Washington & Culver Boulevard Tactical Mobility Lane Post-Pilot Report, Culver City, California, April 2023 summarized the data collected during a lane repurposing pilot period along Washington Boulevard and Culver Boulevard in Culver City. The pilot project included the removal of two (2) vehicular travel lanes for the installation of new mobility lanes for buses and bicycles, a high-frequency circulator service, and improvements to transit infrastructure. The report found an increase in cycling activity, CityBus ridership, pedestrian activity, and micromobility trips. Vehicular traffic increased despite the reduction in roadway capacity and vehicular travel times only increased in the westbound direction by two (2) minutes while remaining unchanged in the eastbound direction. Emergency response times were not impacted as emergency vehicles were able to utilize the mobility lanes to bypass vehicular traffic. Business revenues along the corridor grew, while citywide business revenues remained unchanged. However, negative public reception of the project led the city to modify the roadways to consolidate the bicycle lanes and bus lanes into shared bus-bicycle lanes and add in the two (2) previously removed vehicular travel lanes throughout most of the study area. Figure 13 depicts the study area.

Figure 13: Literature Review Location Map – Culver City, California

Delray Beach, Florida

Located in Delray Beach, Florida is a counterclockwise one-way pair where US-1/Federal Highway splits into NE/SE 5th Avenue operating in the southbound direction and NE/SE 6th Avenue operating in the northbound direction. Each of the streets has two (2) vehicular travel lanes, an adjacent unprotected bicycle lane, and an on-street parking lane opposite the bicycle lane. The on-street parking lane converts into an exclusive left-turn lane at several intersections along the one-way pair. The corridor is located in Delray Beach's Downtown District between SE 10th Street and NE 4th Street has 10 to 11-foot sidewalks. Advantages of a one-way pair circulation include improved traffic flow and overall efficiency as the one-way pairs are adjacent to one-another with no cross-streets between them, enhanced safety by removing the potential for head-on collisions, and increased road capacity. However, disadvantages include limited access to certain locations or properties, such as businesses, supermarkets, and residential areas, and longer travel distances and times. Additionally, counterclockwise one-way pair circulation requires vehicles to make left turns to travel between the one-way roadways. As the cross streets are two-way within this study area, left turns on red are not permitted, and congestion is increased on the one-way roadways. A traffic study was not available for the area. Figure 14 depicts the study area.

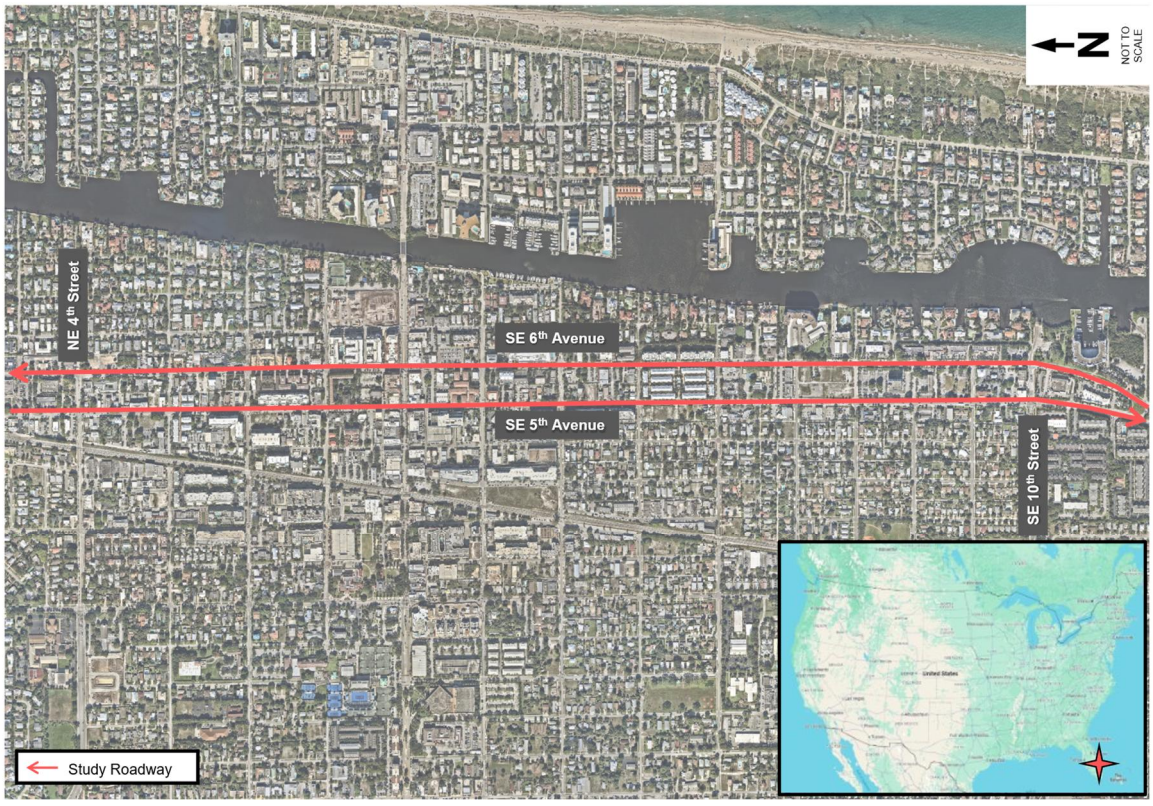


Figure 14:Literature Review Location Map – Delray Beach, Florida

Tampa, Florida

Located in the downtown business district of Tampa, Florida is a counterclockwise one-way pair with W Kennedy Boulevard operating in the westbound direction and E Jackson Street operating in the eastbound direction between N Florida Avenue and N Meridian Avenue. W Kennedy Boulevard has four (4) vehicular travel lanes and on-street parking on either side of the roadway. E Jackson Street alternates between two (2) and three (3) vehicular travel lanes, has one (1) on street parking lane, and a protected two-way bicycle track. Both streets offer 12 to 13 foot sidewalks. The protected bicycle track was a part of a 2018 resurfacing and restriping project that provided a 10-foot-wide two-way bicycle track with a 4-foot-wide raised island separating the vehicular traffic. Note that it was important for the bicycle track to be two-way as there is no bicycle lane along W Kennedy Boulevard. Additionally, the two-way bicycle track terminates along W Nebraska Avenue at E Kennedy Boulevard with the bicycle lane adjacent to street traffic turning 90 degrees adjacent to the crosswalk connecting to the existing sidewalk. Advantages of a one-way pair circulation include improved traffic flow and overall efficiency as the one-way pairs are adjacent to one another with no cross-streets between them, enhanced safety by removing the potential for head-on collisions, and increased road capacity. However, disadvantages include limited access to certain locations or properties and longer travel distances and times. Additionally, counterclockwise one-way pair circulation requires vehicles to make left turns to travel between the one-way roadways. As some of the cross streets are two-way within this study area, left turns on red are not permitted, and congestion is increased on the one-way roadways at these intersections. A traffic study was not available for the area. Figure 15 depicts the study area.

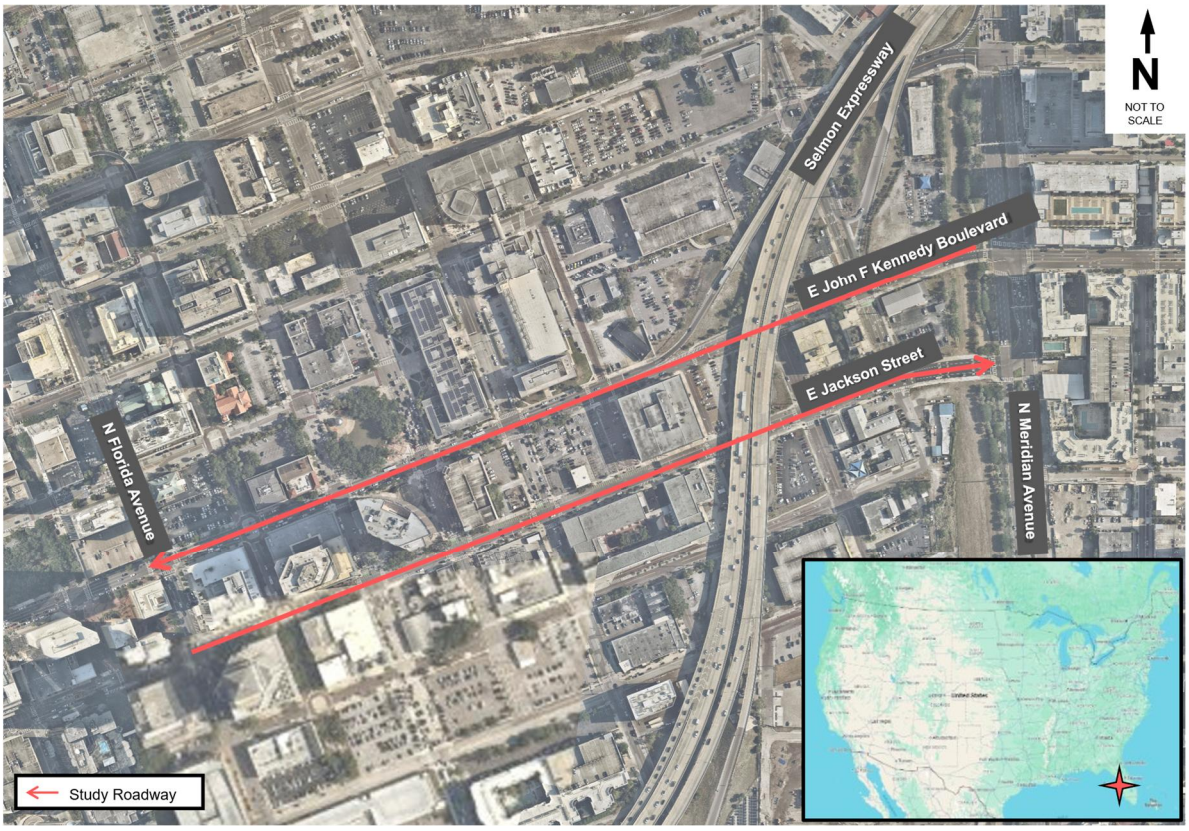


Figure 15:Literature Review Location Map – Tampa, Florida

Dallas, Texas

Located in the Central Business District of Dallas, Texas is a counterclockwise one-way pair with Commerce Street operating in the eastbound direction and Elm Street operating in the westbound direction between N Houston Street and S Cesar Chavez Boulevard. Note Commerce Street is two (2) blocks south of Elm Street which is similar to the separation between Andrews Avenue and E 3rd Avenue. Elm Street alternates between two (2) and three (3) vehicular travel lanes and Commerce Street alternates between three (3) and four (4) vehicular travel lanes. Both streets have a shared bus/right-turn lane, occasional on street parking on one (1) side of the roadway, and 14-foot sidewalks. Advantages of a one-way pair circulation include improved traffic flow and overall efficiency, enhanced safety by removing the potential for head-on collisions, and increased road capacity. However, disadvantages include limited access to certain locations or properties and longer travel distances and times. Additionally, counterclockwise one-way pair circulation requires vehicles to make left turns to travel between the one-way roadways. As some of the cross streets are two-way within this study area, left turns on red are not permitted and congestion is increased on the one-way roadways at these intersections. A traffic study was not available for the area. Figure 16 depicts the study area.

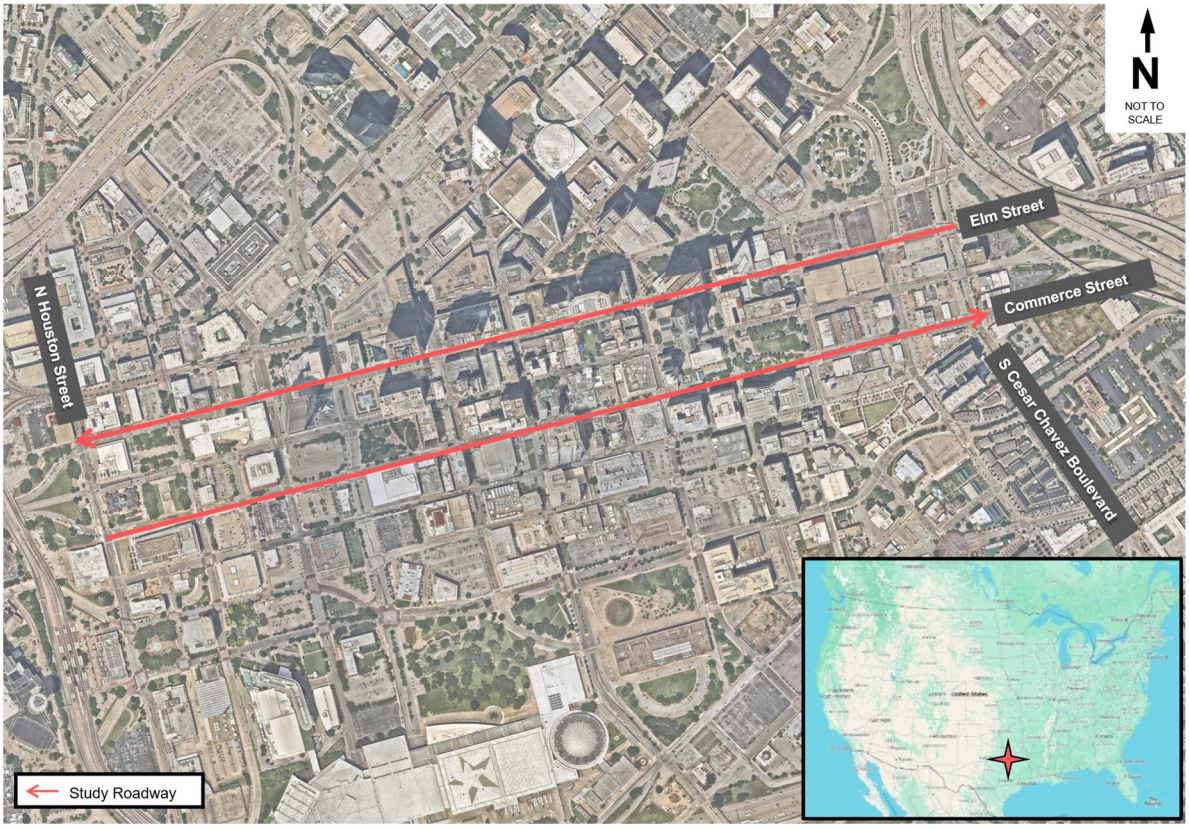


Figure 16:Literature Review Location Map – Dallas, Texas

Philadelphia, Pennsylvania

The Market/John F Kennedy Vision Zero Pilot Project Evaluation Report, February, 2019 summarized the data collected during a pilot lane repurposing period along Market Street and John F Kennedy Boulevard between N 15th Street and N 21st Street in Philadelphia. Note Market Street and John F Kennedy Boulevard were once parallel two-way streets less than 500 feet apart that were converted to a counterclockwise one-way pair in the early 1970s with Market Street operating in the eastbound direction and John F Kennedy Boulevard operating in the westbound direction. The one-way pair is located in Philadelphia's core business district and despite being a high multimodal trip-generating area, the previous design was auto-centric with both Market Street and John F Kennedy Boulevard having four (4) vehicular travel lanes which led to high vehicle speeds, long pedestrian crossing distances, and multimodal/pedestrian safety concerns. The 2018 project included the removal of one (1) vehicular travel lane and the addition of a parking protected bicycle lane, shortened pedestrian crossing distances, new turn lanes at three (3) intersections, and the City of Philadelphia's first bicycle traffic signals. The report found a reduction off-peak vehicle speeding and negligible impact on driver travel times in the weekday A.M. and P.M. peak periods. Additionally, the reduction in vehicular travel lanes did not cause traffic diversions to parallel streets. An increase in bicycle volumes on the corridors was observed as well as improved pedestrian safety at crosswalks within the study area. However, disadvantages include limited access to certain locations or properties and longer travel distances and times. Additionally, counterclockwise one-way pair circulation requires vehicles to make left turns to travel between the one-way roadways. As some of the cross streets are two-way within this study area, left turns on red are not permitted and congestion is increased on the one-way roadways at these intersections. Figure 17 depicts the study area.

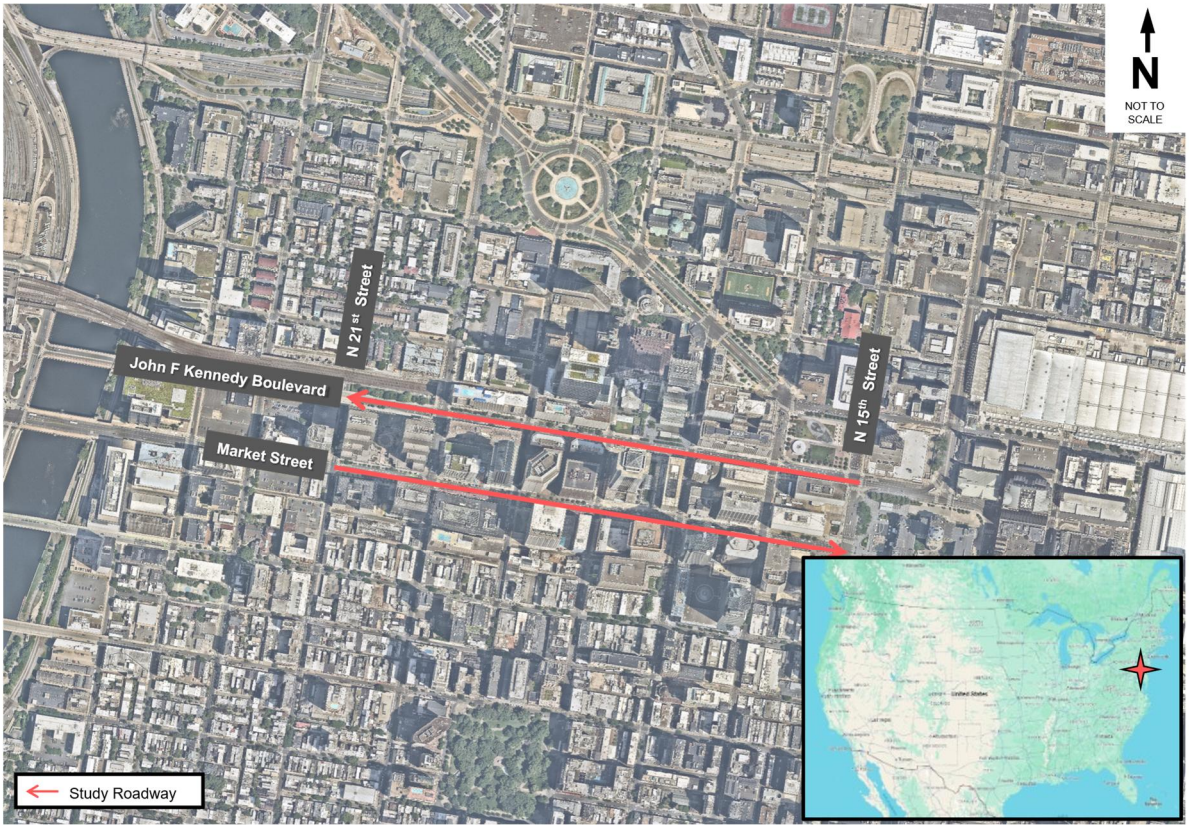


Figure 17: Literature Review Location Map – Philadelphia, Pennsylvania

New Albany, Indiana

The City of New Albany transformed their downtown grid by reconstructing seven (7) streets, including the conversion of three (3) principle counterclockwise one-way pairs to two-way streets. The affected one-way pairs were Spring Street and Market Street, Oak Street and Elm Street, and Pearl Street and Bank Street. The one-way pairs design was a four (4) lane system that allowed for excessive cut-through traffic from the nearby interstate I-54 through downtown New Albany, often at speeds exceeding the posted limits. Drivers were found to be more likely to speed on multiple-lane one-way streets because there is less friction from opposing traffic and additional travel lanes provide more opportunity for speeding vehicles to pass vehicles traveling at the posted speed limit. Additionally, the one-way network was potentially negatively affecting the downtown retail district as businesses located on streets entering downtown New Albany would not receive P.M. peak hour pass-by traffic since most traffic during this period would be exiting the downtown area and not utilize these streets. The conversion project included reducing laneage from four (4) lanes to two (2) or three (3) lanes, adding adjacent bicycle lanes on some streets, and adding on-street parking throughout the study area. Before implementing the project, the city conducted a pilot period to test if the reduced number of lanes would reduce the number of drivers using the corridor as a high speed throughfare while not increasing congestion. The city analyzed traffic flows during road construction lane closures and determined it was acceptable. The Downtown Street Network Proposal, December 2014 summarized additional analysis performed that determined the network could handle the peak period traffic volumes, so the city moved forward with the project. The project resulted in fewer pedestrian crashes, reduced vehicle speeds, decreased red-light running, decreased vehicle crashes (especially injury crashes), encouraged pedestrian and bicycle traffic, and improved the overall user experience. Potential disadvantages of two-way designs compared to one-way is the increased risk for head on collisions, and the potential for increased congestion and slower traffic, especially in areas with higher traffic volumes. Figure 18 depicts the study area.

Figure 18: Literature Review Location Map – New Albany, Indiana

Cedar Rapids, Iowa

The City of Cedar Rapids recently underwent a conversion project in its downtown district, converting two (2) counterclockwise one-way pairs to two-way streets. The affected streets were 2nd Avenue SE, 3rd Avenue SE, 4th Avenue SE, and 5th Avenue SE between 1st Street SE and 7th Street SE, which previously operated as four (4) lane one-way roadways. The decision to convert these one-way streets to two-way streets was driven by the city's recognition that the existing one-way system was outdated and no longer aligned with the reduced traffic volumes observed since the construction of the interstate I-380. Most of the traffic volumes were now being serviced by the interstate, rendering the additional capacity provided by the one-way roadways unnecessary. During the reconstruction process, two (2) vehicular travel lanes were removed to accommodate the conversion and replaced with adjacent on-street parking lanes and separated bicycle lanes. This conversion to two-way streets had several positive effects on the downtown area. It resulted in reduced traffic speeds, increased pedestrian and bicycle traffic, and improved access and visibility for local businesses. Overall, the project aimed to modernize the street system in line with current traffic patterns and enhance the downtown district's overall functionality and attractiveness. Potential disadvantages of two-way designs compared to one-way is the increased risk for head-on collisions, and the potential for increased congestion and slower traffic, especially in areas with higher traffic volumes. Figure 19 depicts the study area.

Figure 19: Literature Review Location Map – Cedar Rapids, Iowa

Louisville, Kentucky

The University of Louisville and California Polytechnic State University conducted studies comparing data collected from a newly converted one-way pair to two-way streets, and data collected from an adjacent unconverted one-way pair. The converted streets, Brook Street and S 1st Street between Broadway and Hill Street, are located in a residential area of Louisville, Kentucky. Previously, these streets had a counterclockwise one-way pair design with two (2) vehicular travel lanes on each street. The adjacent unconverted streets, S 2nd Street and S 3rd Street, currently operate as a counterclockwise one-way pair with two (2) vehicular travel lanes on each street. The conversion of Brook Street and First Street involved changing the laneage from one-way to two-way and addition of shared bicycle lanes and adjacent on-street parking. This conversion resulted in various improvements for the neighborhood, including reduced traffic speeds, decreased crashes, and increased pedestrian and bicycle traffic. Moreover, the two-way streets experienced a notable 23 percent (23%) drop in crime, possibly attributed to the improved visibility from slower-moving two-way traffic. In contrast, one-way streets can create "shadow zones" between buildings where people can be more concealed from vehicles as all vehicles are traveling in the same direction. The combination of reduced crime and enhanced livability has led to higher property values, increased business revenues, and greater property tax contributions in the area. Potential disadvantages of two-way designs compared to one-way is the increased risk for head-on collisions, and the potential for increased congestion and slower traffic, especially in areas with higher traffic volumes. Figure 20 depicts the study area.

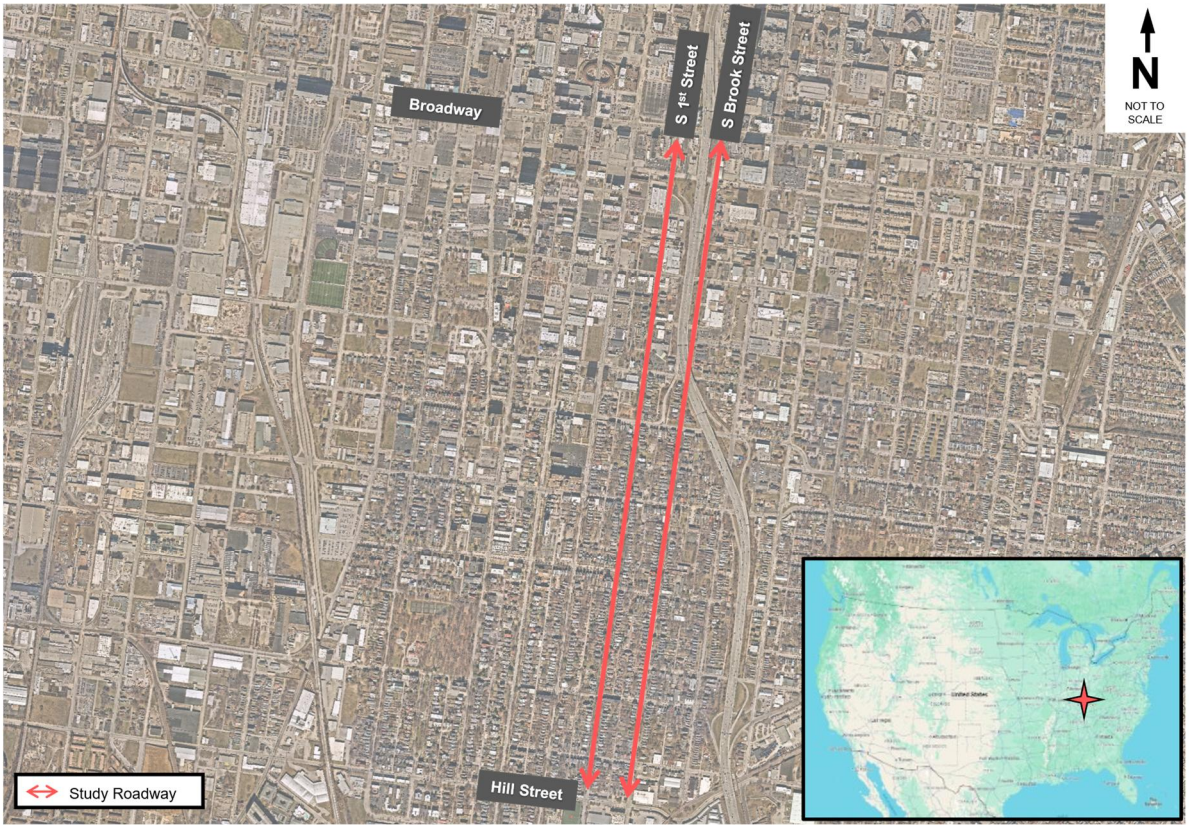


Figure 20:Literature Review Location Map – Louisville, Kentucky

Miami Beach/Surfside, Florida

Located in a dense residential and commercial area of Miami Beach, Florida is a counterclockwise one-way pair with Collins Avenue operating in the northbound direction and Harding Avenue operating in the southbound direction from 26th Street to 44th Street and from 63rd Street to 96th Street. These roadways merge to operate as a two-way roadway outside of these cross-street limits. Both streets have three (3) travel lanes and sporadic adjacent bicycle lanes and on-street parking. Advantages of a one-way pair circulation include improved traffic flow and overall efficiency as the one-way pairs are adjacent to one another with no cross-streets between them, enhanced safety by removing the potential for head-on collisions, and increased road capacity. However, disadvantages include limited access to certain locations or properties and longer travel distances and times. Additionally, counterclockwise one-way pair circulation requires vehicles to make left turns to travel between the one-way roadways. As the cross streets are two-way within this study area, left turns on red are not permitted and congestion is increased on the one-way roadways. A traffic study was not available for the area. Figure 21 depicts the study area.

Figure 21: Literature Review Location Map – Miami Beach, Florida

Jacksonville, Florida

In October 2023, the city of Jacksonville, Florida began a project to convert two (2) streets located in the downtown business district from a one-way pair to two-way streets. The one-way pair to be converted operates in a counterclockwise direction with W Adams Street operating in the westbound direction and W Forsyth Street operating in the eastbound direction between N Jefferson Street and N Liberty Street. W Adams Street and W Forsyth Street both have two (2) vehicular travel lanes and adjacent on street parking on each side of the roadway. Both streets offer 11 to 12 foot sidewalks. The proposed design includes 10-foot vehicular travel lanes, 7-foot parallel parking spaces, and additional features such as protected "parklets" with seating areas, steel planters, and wood flooring. The project aims to reduce vehicle speeds, encourage pedestrian and bicycle traffic, and improve the overall user experience to help local businesses in the downtown corridor attract more customers. Potential disadvantages of two-way designs compared to one-way is the increased risk for head on collisions, and the potential for increased congestion and slower traffic, especially in areas with higher traffic volumes. A traffic study was not available for the area. The initial conversion is expected to be completed by Spring 2025 and full reconstruction is expected to be completed by 2026. Figure 22 depicts the study area.

Figure 22: Literature Review Location Map – Jacksonville, Florida

Orlando, Florida

The North Quarter Vision Study, January 2019 proposed to convert two (2) streets located in the central business district in Orlando, Florida from one-way to two-way streets. The one-way streets to be converted currently operate in a counterclockwise direction with Orange Avenue operating in the southbound direction and Magnolia Avenue/Rosalind Avenue operating in the northbound direction. The streets are to be converted between W South Street and W Colonial Drive. Orange Avenue currently alternates between three (3) and four (4) vehicular travel lanes and has adjacent on-street parking. Magnolia Avenue/Rosalind Avenue currently has three (3) vehicular travel lanes, an adjacent bicycle lane, and adjacent on-street parking. All streets offer 10 to 15 foot sidewalks. The proposed conversion will provide one (1) 11-foot vehicular travel lane in each direction, a two-way bicycle track, 8-foot on-street parking lanes, widened sidewalks, and additional on-street loading zones. The project aims to divert drivers who cut through Downtown Orlando to alternate routes and attract more customers to the local businesses. The project will reduce vehicle speeds, encourage pedestrian and bicycle traffic, and improve the overall user experience. Potential disadvantages of two-way designs compared to one-way is the increased risk for head on collisions, and the potential for increased congestion and slower traffic, especially in areas with higher traffic volumes. Full reconstruction of both roadways is expected to be completed by 2028. Figure 23 depicts the study area.

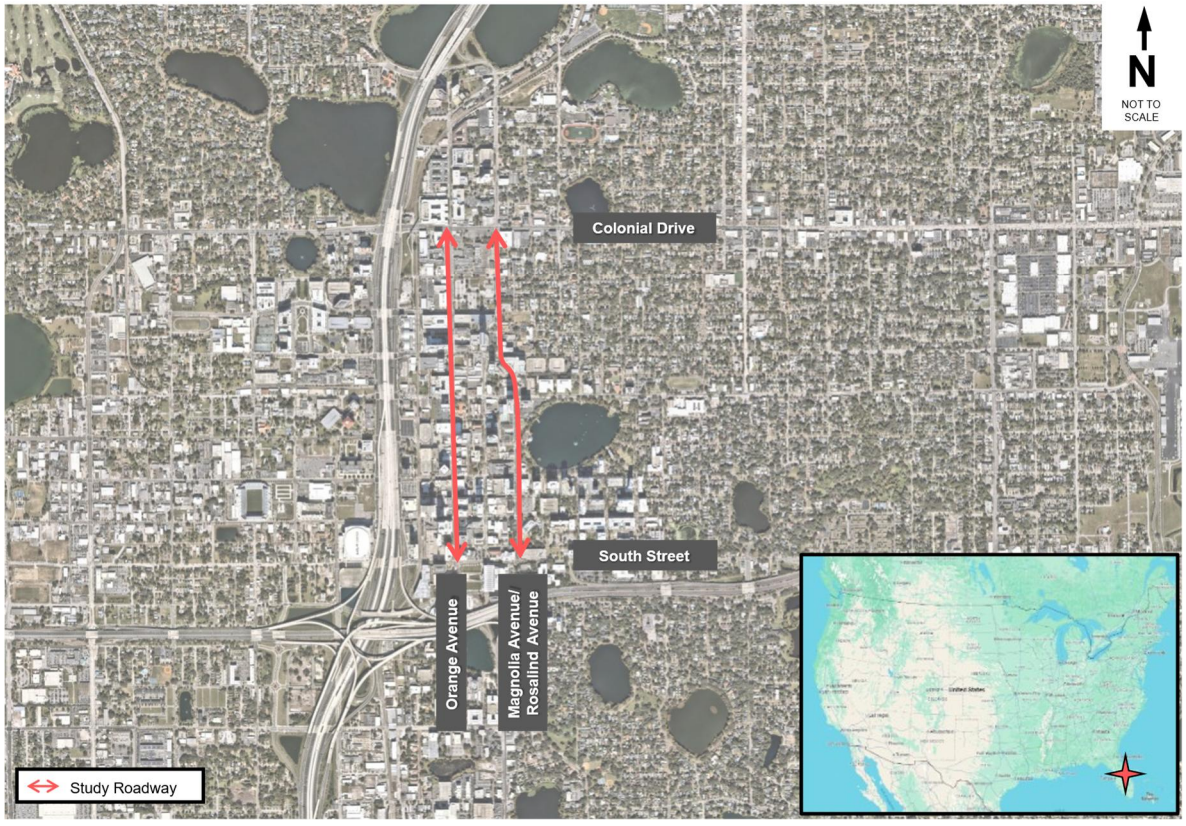


Figure 23: Literature Review Location Map – Orlando, Florida

TRANSPORTATION ANALYSIS ALTERNATIVE COMPARISON SUMMARY

A ranking of each alternative was developed based on a composite score of rankings of each transportation analysis variable and are presented in . The ranking was based on the average of each alternative's network-wide total vehicle control delay and network-wide total vehicle queuing under each peak hour (A.M. and P.M.) and analysis year (2024 and 2045), amount of right-of-way needs, bicycle level of traffic stress, pedestrian level of traffic stress, transit level of service, and planning-level construction costs. Note that this ranking assumes that all analysis variables are equally weighted. Furthermore, the rankings do not include additional considerations including cost of additional study area intersection improvements. Additionally, the traffic analyses for 2024 and 2045 are combined for both network-wide average vehicle control delay and network-wide total vehicle queuing. The lowest composite score represents the alternative alignment best ranked among the other alternatives. Below are the composite rankings:

1. Scenario 2, Full Reconstruction
2. Scenario 2, Within Existing Curb
3. Scenario 1, Full Reconstruction
4. Scenario 1, Within Existing Curb
5. Scenario 3, Full Reconstruction
6. No-Build

The results of the transportation analysis alternative comparison indicate that Scenario 2 with full reconstruction is considered the most effective alternative. This scenario offers the best multimodal facilities, and good delay and queuing scores at the 4th lowest construction cost.

Subsequently, Scenario 2 within existing curb and Scenario 1 with full reconstruction would be the next most effective alternatives. These alternatives score the same as Scenario 1 with full reconstruction offers better delays, queuing, and multimodal facility improvements but Scenario 2 within existing curb offers a lower construction cost.

Note that the matrix in is unweighted and considers all categories equally. When more weight is given to auto-centric categories and construction costs, the no-build alternative is the highest-ranked alternative. Examples of weighted matrices are provided in . These weighted examples are dynamically adjustable based on input regarding the weight that should be given to each category type.

Table 25: Evaluation Matrix									
Scenario	Network-Wide Average Vehicle Control Delay (1)	Network-Wide Total Vehicle Queuing (2)	Expected Right-of-Way Needs (3)	Planning Level Construction Cost (4)	Bicycle Level of Traffic Stress (5)	Pedestrian Level of Traffic Stress (6)	Transit Level of Service (7)	Total	Ranking
No-Build	1	6	1	1	6	6	6	27	6
Scenario 1, within Existing Right-of-Way	4	1	1	3	1	4	1	15	4
Scenario 1, Full Reconstruction	4	1	1	5	1	1	1	14	2
Scenario 2, within Existing Right-of-Way	2	3	1	2	1	4	1	14	2
Scenario 2, Full Reconstruction	2	3	1	4	1	1	1	13	1
Scenario 3, Full Reconstruction	6	5	1	6	1	1	1	21	5

Note:

(1) **Network-wide average vehicle control delay ranking sorts the alternatives by the (1) lowest vehicle control delay to the (6) highest vehicle control delay. The network-wide average vehicle control delay was determined by taking the average for each analysis scenario under each peak hour (A.M. and P.M.) and analysis year (2024 and 2045) from the Measures of Effectiveness section from the Synchro worksheets. Additionally, as the intersection capacity analysis does not consider whether an alternative is within existing right-of-way or a full reconstruction, alternatives with the same proposed circulation pattern (Scenario 1, Scenario 2, or Scenario 3) share the same results and same ranking.**

(2) Network-wide total vehicle queuing ranking sorts the alternatives by the (1) lowest total network-wide vehicle queuing to the (6) highest total network-wide vehicle queuing. The network-wide total vehicle queuing was determined by taking the average of each scenario's total queue for all analysis movements for each analysis scenario under each peak hour (A.M. and P.M.) and analysis year (2024 and 2045). Additionally, as the 95th percentile queue length analysis does not consider whether an alternative is within existing right-of-way or a full reconstruction, alternatives with the same proposed circulation pattern (Scenario 1, Scenario 2, or Scenario 3) share the same results and same ranking.

(3) Right of way needs ranking sorts the alternatives by the (1) least amount of right-of-way need for an alternative to the (6) most amount of right-of-way needed.

(4) Planning level construction costs ranking sorts the alternatives by (1) lowest cost to (6) highest cost.

(5) Bicycle level of traffic stress ranking sorts the alternatives by the (1) lowest level of traffic stress to the (6) highest level of traffic stress.

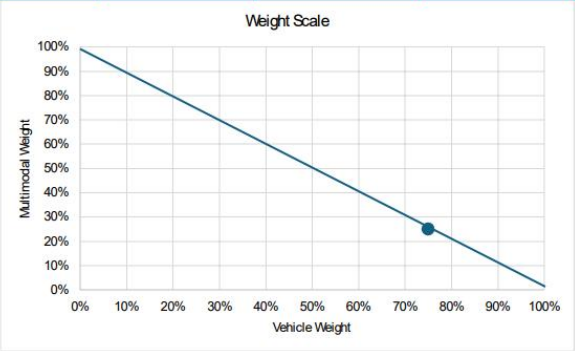
(6) Pedestrian level of traffic stress ranking sorts the alternatives by the (1) lowest level of traffic stress to the (6) highest level of traffic stress.

(7) Transit level of traffic stress ranking sorts the alternatives by (1) shortest headways to (6) highest headways.

Autocentric Evaluation Matrix

Scenario	2024 Network-Wide Total Vehicle Control Delay (1)	2045 Network-Wide Total Vehicle Control Delay (1)	2024 Network-Wide Total Vehicle Queuing (2)	2045 Network-Wide Total Vehicle Queuing (2)	Planning Level Construction Cost (4)	Average Multimodal Stress (5)	Total	Ranking
No-Build	1.5	1.5	9	9	1	3	25	5
Scenario 1, within Existing Right-of-Way	3	6	1.5	4.5	3	2	20	3
Scenario 1, Full Reconstruction	3	6	1.5	4.5	5	0.5	20.5	4
Scenario 2, within Existing Right-of-Way	6	3	4.5	1.5	2	2	19	1
Scenario 2, Full Reconstruction	6	3	4.5	1.5	4	0.5	19.5	2
Scenario 3, Full Reconstruction	9	9	7.5	7.5	6	0.5	39.5	6

Weight Scale	
Vehicle	Multimodal
75%	25%



Multimodal Evaluation Matrix

Scenario	Network-Wide Total Vehicle Control Delay and Queuing (1)	Planning Level Construction Cost (2)	Bicycle Level of Traffic Stress (3)	Pedestrian Level of Traffic Stress (4)	Transit Level of Service (5)	Total	Ranking
No-Build	0.5	1	9	9	9	28.5	6
Scenario 1, within Existing Right-of-Way	1	3	1.5	6	1.5	13	3
Scenario 1, Full Reconstruction	1	5	1.5	1.5	1.5	10.5	1
Scenario 2, within Existing Right-of-Way	2	2	1.5	6	1.5	13	3
Scenario 2, Full Reconstruction	2	4	1.5	1.5	1.5	10.5	1
Scenario 3, Full Reconstruction	3	6	1.5	1.5	1.5	13.5	5

Weight Scale	
Vehicle	Multimodal
25%	75%

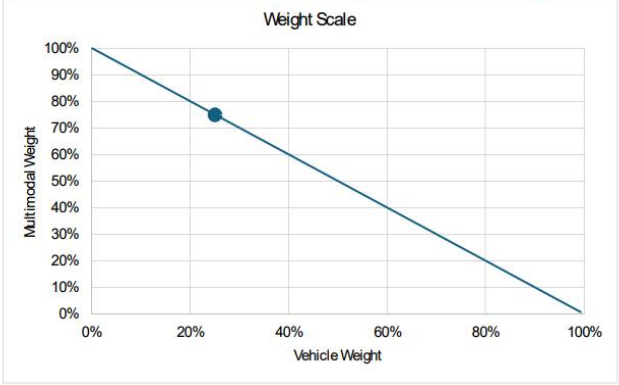


Figure 24: Weighted Evaluation Matrices

SCENARIO 4 ANALYSIS

The Scenario 4 alternative was prepared in response to public feedback received regarding the results of the analyses of Scenarios 1, 2 and 3. The feasibility review prepared in previous sections concluded that the three (3) alternatives prepared did not maintain a satisfactory LOS. Additionally, residents of the City of Fort Lauderdale expressed concerns about reducing the roadway capacity along the study corridors, increasing congestion during peak periods, and encouraging vehicular speeding during off-peak periods. With these challenges, the study area was reevaluated to propose solutions that would enhance multimodal infrastructure and maintain the existing two-way circulation without significantly increasing vehicular delay or queuing. In general, this alternative consists of lane removals along roadway segments with excess capacity and the enhancement of multimodal facilities by utilizing available right-of-way. The proposed multimodal facilities provide a trail of enhanced facilities along E 3rd Avenue within the study area, along several segments of Andrews Avenue, and along several cross streets between Andrews Avenue and E 3rd Avenue. Note that volumes developed for 2045 No-Build conditions were used in Scenario 4 analyses.

Table 26 summarizes the proposed intersection changes that affect study intersection capacity to accommodate the proposed multimodal facility improvements. These intersections were analyzed to ensure that the proposed improvements did not significantly increase delay or queueing under 2045 conditions. Intersections not included in the proposed improvements below are assumed to operate as in No-Build 2045 conditions.

Table 26: Scenario 4 Summary of Intersection Improvements Affecting Capacity

Intersection ID	Intersection	Proposed Improvement
6	NE/NW 2nd Street and Andrews Avenue	Remove westbound left-turn lane.
13	SE/SW 17th Street and Andrews Avenue	Remove westbound right-turn lane and southbound right-turn lane.
14	SR 838/Sunrise Boulevard and NE 4th Avenue	Remove outermost southbound receiving lane. Convert outermost southbound approach lane to exclusive right-turn lane.
15	Progresso Drive and NE 3rd Avenue	Shift driveway access north on the north corner of NE 4th Avenue and NE 9th Street to improve site access.
		Remove the 10.5-foot outermost southbound lane.
19	NE 3rd Street and NE 3rd Avenue	Narrow travel lanes to the 11-foot standard.
		Remove northbound left-turn lane and southbound left-turn lane.
20	NE 2nd Street and NE 3rd Avenue	Narrow travel lanes to the 11-foot standard.
		Remove eastbound left-turn lane, northbound left-turn lane, and southbound left-turn lane.

Capacity Analysis

Intersection Capacity Analysis

Capacity analyses were conducted for the A.M. and P.M. peak hours under 2045 conditions for the study intersections. Intersection analyses were performed using *Synchro 12* traffic engineering analysis software which applies the Transportation Research Board's (TRB's) *Highway Capacity Manual (HCM)* 2000 and 7th Edition methodologies. Note the network-wide total delay for both Scenario 4 2045 analysis scenarios are presented for the A.M. and P.M peak hours in Table 27 and Table 28. Synchro worksheets for the study intersections are included in Appendix M.

A summary of the intersection analyses for 2045 No-Build conditions and 2045 Scenario 4 conditions are presented in Table 27 and Table 28. As these tables indicate, all study intersections are expected to operate at level of service (LOS) E or better under during the A.M. and P.M. peak hours under 2045 Scenario 4 conditions with the exception of the following:

- The intersection of SR 842/Broward Boulevard and NE 3rd Avenue (#21) during the A.M. and P.M. peak hours under Scenario 4 2045 conditions
- The intersection of SR 838/Sunrise Boulevard and Andrews Avenue (#1) during the P.M. peak hour under Scenario 4 2045 conditions
- The intersection of Las Olas Boulevard and Andrews Avenue (#9) during the P.M. peak hour under Scenario 4 2045 conditions
- The intersection of Davie Boulevard and SE 3rd Avenue (#26) during the P.M. peak hour under Scenario 4 2045 conditions

Table 27: No-Build vs Scenario 4 A.M. Peak Hour Intersection Capacity Analysis

Intersection ID	Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
				EB	WB	NB	SB
No-Build 2045 (Scenario 4 2045)							
6	NE/NW 2nd Street and Andrews Avenue	Signalized	A/2.0 sec (A/6.1 sec)	C (D)	C (D)	A (A)	A (A)
13	SE/SW 17th Street and Andrews Avenue (1)	Signalized	B/15.4 sec (C/38.6 sec)	C (C)	C (D)	C (D)	B (B)
14	SR 838/Sunrise Boulevard and NE 4th Avenue (1)	Signalized	D/43.2 sec (E/61.6 sec)	C (D)	C (E)	E (E)	E (E)
15	Progresso Drive and NE 3rd Avenue (1)	Signalized	A/7.5 sec (B/12.4 sec)	A (A)	(1)	A (A)	B (C)
19	NE 3rd Street and NE 3rd Avenue	Signalized	A/7.3 sec (A/8.7 sec)	C (C)	C (C)	A (A)	A (A)
20	NE 2nd Street and NE 3rd Avenue	Signalized	A/6.5 sec (A/7.1 sec)	C (C)	C (C)	A (A)	A (A)

Table 28: No-Build vs Scenario 4 P.M. Peak Hour Intersection Capacity Analysis

Intersection ID	Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
				EB	WB	NB	SB
No-Build 2045 (Scenario 4 2045)							
6	NE/NW 2nd Street and Andrews Avenue	Signalized	A/7.0 sec (A/24.0 sec)	C (C)	C (E)	A (C)	A (B)
13	SE/SW 17th Street and Andrews Avenue (1)	Signalized	D/38.6 sec (D/40.5 sec)	C (C)	D (D)	D (C)	B (E)
14	SR 838/Sunrise Boulevard and NE 4th Avenue (1)	Signalized	E/61.6 sec (E/58.2 sec)	D (D)	E (D)	E (F)	E (E)
15	Progresso Drive and NE 3rd Avenue (1)	Signalized	A/5.5 sec (B/10.1 sec)	A (A)	(1)	A (A)	B (C)
19	NE 3rd Street and NE 3rd Avenue	Signalized	B/10.9 sec (B/13.7 sec)	C (C)	C (D)	A (A)	A (A)
20	NE 2nd Street and NE 3rd Avenue	Signalized	A/5.0 sec (A/8.8 sec)	C (D)	C (C)	A (A)	A (A)

Notes: (1) Approach does not exist.

95th Percentile Queue Length Analysis

A 95th percentile queue length analysis was performed to determine if sufficient vehicle storage is provided to accommodate the Scenario 4 2045 vehicle queue lengths of turn lanes at all signalized intersections with proposed changes that affect intersection capacity. The 95th percentile queue lengths were calculated utilizing Trafficware's *Synchro 12* software based upon Highway Capacity Manual (HCM) methodologies. Note the network-wide total vehicle queuing for both Scenario 4 2045 analysis scenarios are presented for the A.M. and P.M peak hours in Table 29 and .

The results of the queue length analysis are summarized in Table 29 and . Synchro worksheets for the study intersection are included in Appendix E. Note the bolded numbers in Table 29 and represent the 95th percentile queues that exceed the existing turn lane storage.

Table 29: No-Build A.M. Peak Hour Queuing Analysis

No-Build 2045 (Scenario 4 2045)

Intersection ID	Intersection	Movement	95th Percentile Queue (ft)	Existing Turn Lane Storage (ft)	Queue Length Sufficient?
6	NE/NW 2nd Street and Andrews Avenue	Westbound Left-Turn	m21 (m42)	50 (N/A)	Yes (N/A)
		Northbound Left-Turn	m1 (m6)	165	Yes (Yes)
		Southbound Left-Turn	m21 (m21)	150	Yes (Yes)
13	SE/SW 17th Street and Andrews Avenue	Eastbound Left-Turn	**97 (89)**	60	**No (No)**
		Westbound Left-Turn	**#173 (#141)**	70	**No (No)**
		Northbound Left-Turn	32 (43)	145	Yes (Yes)
		Northbound Right-Turn	**#466 (#474)**	105	**No (No)**
		Southbound Left-Turn	#148 **(#226)**	205	Yes **(No)**
		Southbound Right-Turn	9 (149)	145 (N/A)	Yes (N/A)
14	SR 838/Sunrise Boulevard and NE 4th Avenue	Eastbound Left-Turn	**m398 (m#398)**	260	**No (No)**
		Westbound Left-Turn	m88 (m#119)	190	Yes (Yes)
		Westbound Right-Turn	m36 (m36)	210	Yes (Yes)
		Northbound Left-Turn	**#499 (#445)**	140	**No (No)**
		Southbound Left-Turn	202 (166)	330	Yes (Yes)
19	NE 3rd Street and NE 3rd Avenue	Westbound Left-Turn	62 (62)	160	Yes (Yes)
		Northbound Left-Turn	8 (85)	105 (N/A)	Yes (N/A)
		Southbound Left-Turn	m13 (110)	100 (N/A)	Yes (N/A)
20	NE 2nd Street and NE 3rd Avenue	Eastbound Left-Turn	19 (82)	50 (N/A)	Yes (Yes)
		Westbound Left-Turn	34 (33)	105	Yes (N/A)
		Northbound Left-Turn	m4 (111)	170 (N/A)	Yes (N/A)
		Southbound Left-Turn	m9 (62)	100 (N/A)	Yes (N/A)

Notes: (#) 95th percentile volume exceeds capacity, queue may be longer. Queue shown in maximum after two cycles.
(m) Volume for 95th percentile queue is metered by upstream signal.

Table 30: No-Build P.M. Peak Hour Queuing Analysis					
No-Build 2045 (Scenario 4 2045)					
Intersection ID	Intersection	Movement	95th Percentile Queue (ft)	Existing Turn Lane Storage (ft)	Queue Length Sufficient?
6	NE/NW 2nd Street and Andrews Avenue	Westbound Left-Turn	**87** (#314)	50 (N/A)	**No** (N/A)
		Northbound Left-Turn	m14 (m14)	165	Yes (Yes)
		Southbound Left-Turn	m12 (m11)	150	Yes (Yes)
13	SE/SW 17th Street and Andrews Avenue	Eastbound Left-Turn	36 (32)	60	Yes (Yes)
		Westbound Left-Turn	**#332 (#273)**	70	**No (No)**
		Northbound Left-Turn	48 (#71)	145	Yes (Yes)
		Northbound Right-Turn	36 (42)	105	Yes (Yes)
		Southbound Left-Turn	58 (76)	205	Yes (Yes)
		Southbound Right-Turn	75 (#658)	145 (N/A)	Yes (N/A)
14	SR 838/Sunrise Boulevard and NE 4th Avenue	Eastbound Left-Turn	**m396 (m414)**	260	**No (No)**
		Westbound Left-Turn	m128 (m128)	190	Yes (Yes)
		Westbound Right-Turn	m55 (m55)	210	Yes (Yes)
		Northbound Left-Turn	**#632 (#633)**	140	**No (No)**
		Southbound Left-Turn	#175 (#175)	330	Yes (Yes)
19	NE 3rd Street and NE 3rd Avenue	Westbound Left-Turn	48 (52)	160	Yes (Yes)
		Northbound Left-Turn	m4 (85)	105 (N/A)	Yes (N/A)
		Southbound Left-Turn	m9 (56)	100 (N/A)	Yes (N/A)
20	NE 2nd Street and NE 3rd Avenue	Eastbound Left-Turn	**m57** (m90)	50 (N/A)	**No** (N/A)
		Westbound Left-Turn	30 (28)	105	Yes (Yes)
		Northbound Left-Turn	m7 (m176)	170 (N/A)	Yes (N/A)
		Southbound Left-Turn	m3 (64)	100 (N/A)	Yes (N/A)

Notes: (#) 95th percentile volume exceeds capacity, queue may be longer. Queue shown in maximum after two cycles.
(m) Volume for 95th percentile queue is metered by upstream signal.

Roadway Segment Capacity Analysis

Note that a roadway segment capacity analysis was not prepared for Scenario 4 as the intersection capacity analysis and 95th percentile queue length analysis provide more detailed results of operating conditions. It is expected that failures will occur first at intersections before occurring along roadway segments.

Feasibility Plans

Feasibility plans for the study corridors were prepared based on the results of the Scenario 4 analyses, review of available right-of-way, and field reviews conducted throughout the study area. The feasibility plans consist of narrowing existing lanes to standard widths, removing existing lanes (where feasible), removing on-street parking, and utilizing available right-of-way to provide widened sidewalks, bicycle boulevards, one-way and two-way bicycle lanes, shared-use paths, mid-block crosswalks, and other enhancements to pedestrian and bicycle facilities within the study area. Note based on stakeholder feedback, additional median/crossing improvements were proposed on the northern section of Andrews Andrew from NE 5th Street to Sunrise Boulevard. The proposed multimodal facilities also aim to connect to some existing enhanced multimodal facilities provided throughout the study area. Note that these feasibility plans are intended to show potential improvements along the study corridors within existing right-of-way limitations and avoiding lane reductions/removals. Prior to conceptual/PD&E phases, the corridors should be further studied to incorporate and align with the existing adopted master plan on South Andrews Avenue and the ongoing re-envisioning of the South Regional Activity Center (SRAC) – Community Vision Plan and other ongoing City and County efforts. The following section summarizes the proposed multimodal facilities. Appendix M contains the Scenario 4 feasibility plans.

- S Andrews Avenue
  - SW/SE 17th Street to SW/SE 14th Street
    - Construct new 10-foot two-way separated bike lane and 6-foot sidewalk along east side of roadway.
    - Construct new pedestrian crossing with Rectangular Rapid Flashing Beacons (RRFBs) at SE 16th Street (to be provided as part of adjacent private development).
  - SW/SE 14th Street to SW 11th Court
    - Construct new 10-foot two-way separated bike lane and 6-foot sidewalk along east side of roadway.
    - Construct two-stage bike turn and bike conflict markings.
    - Construct new one-way separated bike lanes on both sides of SE 13th Street.
    - Construct new pedestrian crossing at SE 14th Street with RRFBs.
  - SW/SE 11th Street to SW/SE 7th Street
    - Widen sidewalk on SE 9th Street and install sharrow markings.
    - Construct new one-way separated bike lane and 6-foot sidewalk on both sides of S Andrews Avenue.
  - SW/SE 7th Street to SW/SE 5th Street
    - Reconstruct SE 7th Street as a bike boulevard, which includes sharrows and speed tables.
  - SW/SE 5th Street to Las Olas Boulevard
    - No improvements recommended.

- NE 2nd Street to NE 4th Street
  - Connect proposed bike lanes to existing NE 4th Street bike lanes west of Andrews Avenue.
  - Construct separated westbound bike lane and on-road eastbound bike lane, keep existing on-street parking along NE 4th Street.
  - Widen southern sidewalk on NE 3rd Street.
  - Connect proposed bike lanes to existing NE 2nd Street bike lanes west of Andrews Avenue.
  - Repurpose two-way center left-turn lane to accommodate on-road buffered bike lanes along NE 2nd Street.
- NE 4th Street to NE 6th Street (Based on Stakeholder Input)
  - Construct new pedestrian crossing with RRFBS and a concrete median with landscaping north of NE 5th Street.
- NE 6th Street and NE 8th Street (Based on Stakeholder Input)
  - Construct new concrete median with landscaping north of NE 6th Street.
  - Construct new pedestrian crossing north of Progresso Drive.
- NE 8th Street to Sunrise Boulevard (Based on Stakeholder Input)
  - Construct new pedestrian crossings with RRFBS and a concrete median with landscaping north of NE 8th Street and north of NE 9th Street.

- SE 3rd Avenue
  - SE 17th Street to SE 14th Street
    - Widen sidewalk to shared use path with a standard 10-foot width.
  - SE 14th Street to Davie Boulevard
    - Widen sidewalk to shared use path with a standard 10-foot width.
    - Construct new pedestrian crossing with a median pedestrian refuge and RRFBs at SE 13th Street.
    - Construct new one-way separated bike lanes on both sides of SE 13th Street.
  - SE 11th Street to SE 8th Street
    - Widen sidewalk to shared use path with a standard 10-foot width along west side of SE 3rd Avenue.
    - Widen sidewalk on SE 9th Street and install sharrow markings.
  - SE 7th Street to SE 6th Street
    - Construct new mid-block pedestrian crossing with RRFB along SE 6th Street.
    - Reconstruct 7th Street as a bike boulevard, which includes sharrows and speed tables.
  - New River Crossing to SE 2nd Street
    - Widen western sidewalk on SE 3rd Avenue to shared use path with a standard 10-foot width where possible and install sharrow markings.
      - Consider impacts of widening eastern sidewalk as an alternative
  - SE 2nd Street to NE 2nd Street
    - Install new bike conflict crossing 2 stage bike movement for eastbound to northbound.
    - Reduce existing pedestrian crossing width from 10 feet to 8 feet, keep RRFB.
    - Repurpose two-way center left turn lane to accommodate on-road buffered bike lanes.
  - NE 2nd Street to NE 5th Street
    - Construct new pedestrian crossing and refuge with RRFBs at NE 5th Street.
    - Install new bike conflict markings, install 2-stage northbound to westbound bike box and markings to accommodate that movement.

        - Install new bike conflict markings, install westbound NE 3rd Street through and westbound left bike movements.
        - Construct separated westbound bike lane and on-road eastbound bike lane on NE 4th Street. Keep existing on-street parking.
        - Widen southern sidewalk on NE 3rd Street.
    - NE 8th Street to Sunrise Boulevard
        - Construct northbound two-stage bike crossing with bike box to connect with existing NE 3rd Avenue bike lanes north of Sunrise Boulevard, recommend northbound right-turn 'no turn on red'.
        - Relocate 911 NE 4th Avenue driveway exit and entrance.
        - NE Flagler Drive shared-use path connection to Searstown development site.
        - Widen sidewalk to shared use path with a standard 10-foot width along west side of NE 3rd Street.

- Connecting Streets
    - SE/SW 17th Street (Planned by Others)
        - Proposing one-way separated bicycle lanes on both sides of the roadway.
    - SE/SW 13th Street
        - Construct one-way separated bicycle lanes on either side of the roadway.
    - SE/SW 9th Street
        - Widen sidewalk on the south side of the roadway.
    - SE/SW 7th Street
        - Reconstruct to provide bicycle boulevards and construct raised intersections at SE 1st Avenue and SE 2nd Avenue.
    - SE/SW 6th Street
        - Construct new pedestrian crossing with RRFB in front of the Broward County Courthouse.
    - NE/NW 2nd Street
        - Repurpose two-way center left turn lane to accommodate buffered bicycle lanes in each direction.
    - NE/NW 3rd Street
        - Widen sidewalk on south side of the roadway.
    - NE/NW 4th Street
        - Construct separated westbound bicycle lane and provide on-road eastbound bicycle lane.

Multimodal Facilities Evaluation

Bicycle and Pedestrian Level of Traffic Stress

This analysis utilized FDOT's *2023 Quality/LOS Handbook* – Generalized Tables. Proposed roadway improvements as part of the Scenario 4 feasibility plans were reviewed to determine the future BLTS and PLTS for Scenario 4. The results of the peak hour bicycle and pedestrian level of stress are presented in Table 31. As shown in this table, all study roadways have a BLTS of 1 or 4 except for the following roadway segment:

- NE 3rd Avenue between Sistrunk Boulevard/NE/NW 6th Street and SR 842/Broward Boulevard has a BLTS of 3

Additionally, all roadways have a PLTS of 3 or 4 except for the following roadway segment:

- SE 3rd Avenue between SR 842/Broward Boulevard and SE 6th Street has a PLTS of 2

These scores indicate that, in general, these roadway segments provide enhanced bicycle and pedestrian facilities along most of Andrews Avenue and E 3rd Avenue with some gaps along certain roadway segments. Please refer to Appendix E for generalized tables used in the analysis.

Table 31: Scenario 4 2045 Bicycle and Pedestrian Level of Stress

	Roadway	Segment	Level of Stress	
			Bicycle	Pedestrian
1	Andrews Avenue	Between SR 838/Sunrise Boulevard & Sistrunk Boulevard/NE/NW 6th Street	4	3
2	Andrews Avenue	Between Sistrunk Boulevard/NE/NW 6th Street & SR 842/Broward Boulevard	4	4(1)
3	Andrews Avenue	Between SR 842/Broward Boulevard & SE/SW 6th Street	4	4
4	Andrews Avenue	Between SE/SW 6th Street & Davie Boulevard	4	4(1)
5	Andrews Avenue	Between Davie Boulevard & SE/SW 17th Street	1	3
6	NE 3rd Avenue	Between SR 838/Sunrise Boulevard & Sistrunk Boulevard/NE/NW 6th Street	1	4(1)
7	NE 3rd Avenue	Between Sistrunk Boulevard/NE/NW 6th Street & SR 842/Broward Boulevard	3	3
8	SE 3rd Avenue	Between SR 842/Broward Boulevard & SE 6th Street	4	2
9	SE 3rd Avenue	Between SE 6th Street & Davie Boulevard	1	3
10	SE 3rd Avenue	Between Davie Boulevard & SE 17th Street	1	3

Notes: (1) PLTS score deteriorated by 1 if the sidewalk width is less than or equal to 5 feet.

Opinion of Probable Costs

An opinion of probable costs (OPC) was prepared for Scenario 4 to compare this scenario's cost to the other build alternatives. The OPC was determined by identifying a FDOT Long Rage Estimating System Cost-Per Mile (CPM) Model(s) most similar to each typical section in Scenario 4 and adding additional pay items based on the differences between the CPM model(s) and the proposed section. Unit costs for each standard pay item were identified using the FDOT Market Area 12-month moving average unit costs dated January 1, 2024 to December 31, 2024. The following assumptions were applied in the OPC:

- No cost was applied to transit shelter furnishing, installation, and removal as it is expected to be funded and completed by Broward County Transit
- Cost for rectangular rapid flashing beacons (RRFBs) was assumed to be $100,000 each based on historical costs in similar projects
- Cost for raised intersections was assumed to be $430,000 each based on historical costs in similar projects

The following factors were applied to the OPC to account for additional costs related to construction, design, and other construction tasks of the proposed one-way pair scenarios:

- Maintenance of Traffic – 20 percent (20%)
- Contingency – 30 percent (30%)

A summary of the OPC for each one-way pair scenario is shown in Table 32 below.

Table 32: Opinion of Probable Cost Summary (with Scenario 4)	
Alternative	Total Cost
Scenario 1 Within Existing Curb	$76,698,000
Scenario 1 Full Reconstruction	$156,255,000
Scenario 2 Within Existing Curb	$73,856,000
Scenario 2 Full Reconstruction	$150,468,000
Scenario 3 Full Reconstruction	$152,619,000
Scenario 4 Pedestrian and Bicycle Connectivity Improvements	$59,912,000

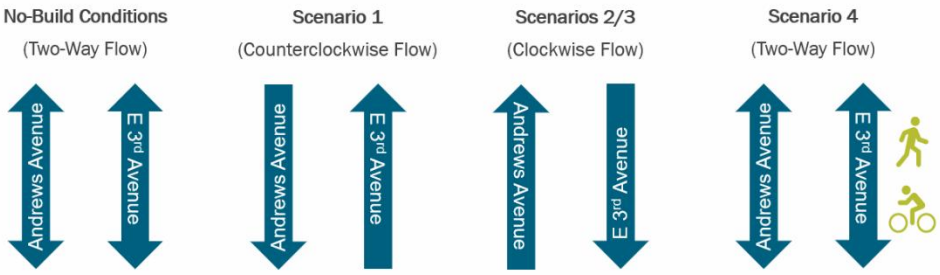
As shown in Table 32, Scenario 4 is expected to be the least expensive alternative due to the lack of signal modifications and less significant impacts on the existing roadway geometry.

CONCLUSION

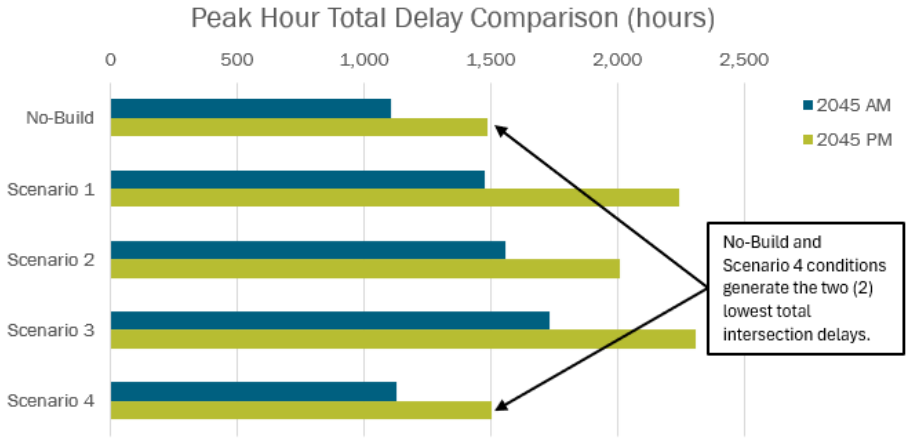
The City of Fort Lauderdale committed to assessing a range of multimodal treatments along Andrews Avenue and NE/SE 3rd Avenue to improve overall mobility and accessibility within the community. The evaluation consisted of various multimodal enhancements focused on pedestrian, bicycle, and transit improvements while balancing the need to accommodate vehicular traffic.

The following scenarios were analyzed:

- No-Build Conditions (Two-Way Flow)
- Scenario 1 (Counterclockwise Flow): Andrews Avenue Southbound; 3rd Avenue Northbound
- Scenario 2 (Clockwise Flow): Andrews Avenue Northbound; 3rd Avenue Southbound
- Scenario 3 (Clockwise Flow): Scenario 2 with Flagler Drive used as the connection to Sunrise Boulevard instead of NE 3rd Avenue/NE 4th Avenue.
- Scenario 4 (Two-Way Flow): Roadway modifications to provide enhanced bicycle and pedestrian facilities while maintaining existing two-way circulation.

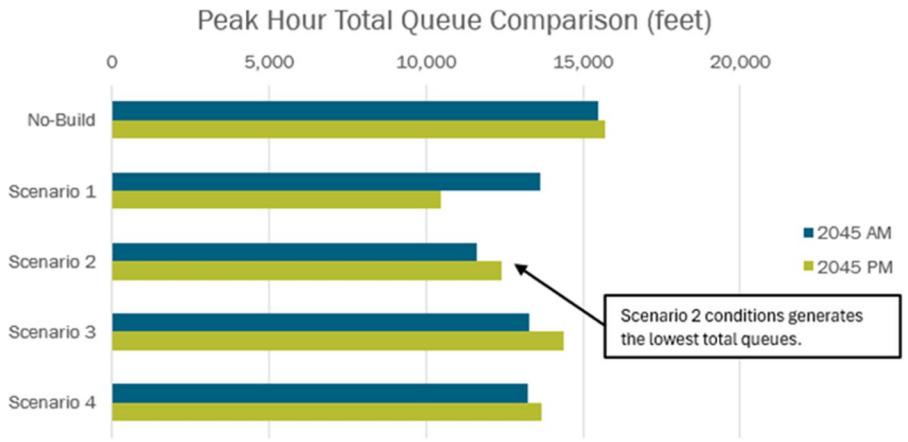


An intersection capacity analysis was conducted for the A.M. and P.M. peak hours for each analysis scenario under 2024 and 2045 conditions for the study intersections. Intersection analyses were performed using *Synchro 12* traffic engineering analysis software which applies the Transportation Research Board's (TRB's) *Highway Capacity Manual (HCM)* 2000 and 7th Edition methodologies. The results of the intersection capacity analysis indicate that total intersection delay is lowest under 2045 no-build and 2045 Scenario 4 conditions during both the A.M. and P.M. peak hours. Scenario 2 generates the second-lowest total intersection delay followed by Scenario 1 and Scenario 3.



Percent Changes to Total Delay				
Scenario	2024 A.M. Total Vehicle Control Delay	2024 P.M. Total Vehicle Control Delay	2045 A.M. Total Vehicle Control Delay	2045 P.M. Total Vehicle Control Delay
No-Build	492 hr	649 hr	1,106 hr	1,485 hr
1: Within Existing Right-of-Way	-13%	16%	34%	51%
1: Full Reconstruction	-13%	16%	34%	51%
2: Within Existing Right-of-Way	12%	3%	41%	35%
2: Full Reconstruction	12%	3%	41%	35%
3: Full Reconstruction	35%	31%	57%	55%
4: Pedestrian and Bicycle Connectivity Improvements	-	-	2%	1%

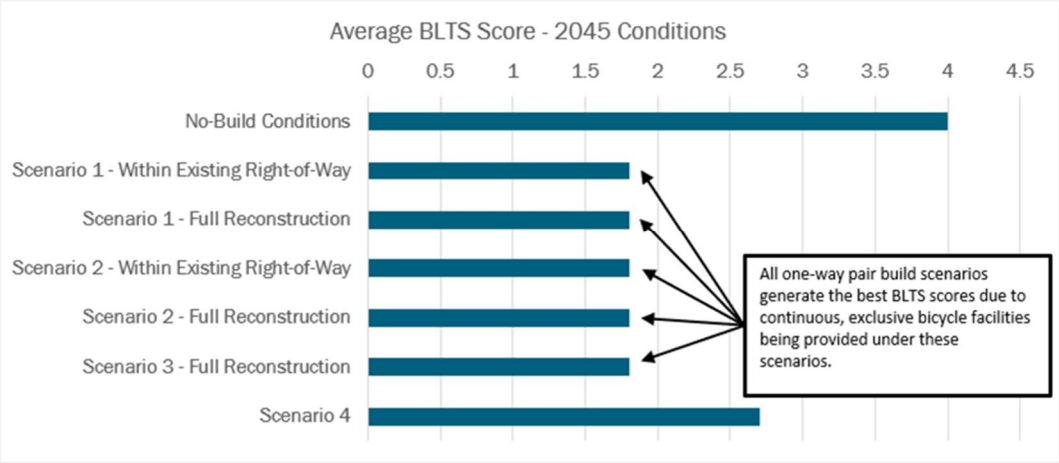
A 95th percentile queue length analysis was conducted for the A.M. and P.M. peak hours for each analysis scenario under 2024 and 2045 conditions for turn lanes at all signalized intersections. The 95th percentile queue lengths were calculated utilizing Trafficware's *Synchro 12* software based upon Highway Capacity Manual (HCM) methodologies. The results of the analysis indicate that 95th percentile queues are lowest under Scenario 1 conditions. Scenario 2 generates the second-lowest 95th percentile queues followed by Scenario 3 and no-build conditions. Note that no-build conditions most likely generates the longest 95th percentile queues given the difference in number of movements with exclusive turn lanes at signalized study intersections between scenarios.

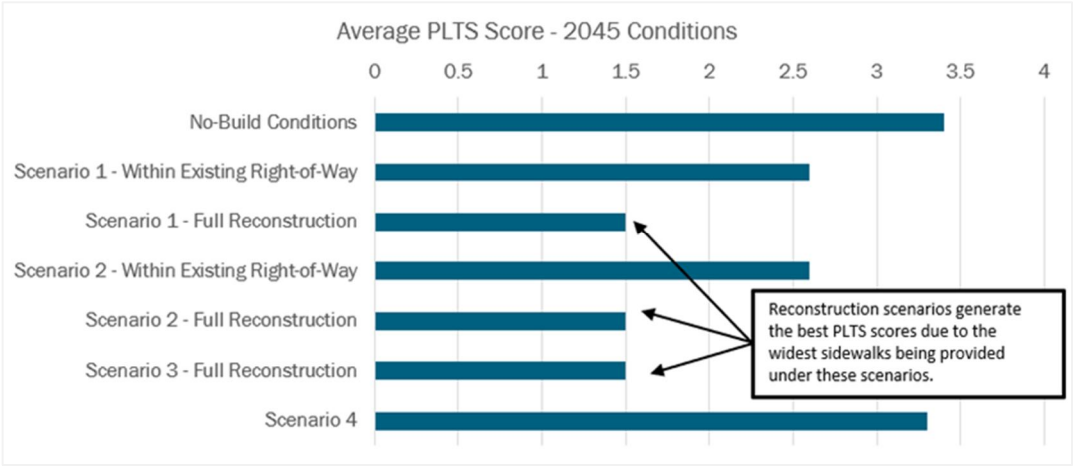


A roadway segment capacity analysis was conducted for the A.M. and P.M. peak hours under no-build 2024 and no-build 2045 scenarios utilizing FDOT's 2023 *Quality/LOS Handbook* – Generalized Tables. The results of this analysis indicate that the study roadway segments are expected to operate at LOS D or better under no-build 2024 conditions and operate at LOS E or better under no-build 2045 conditions except for the segment of SE 3rd Avenue between SR 842/Broward Boulevard and SE 6th Street. This roadway segment is expected to operate at LOS F during the A.M. peak hour under no-build 2045 conditions. Note that a roadway segment capacity analysis was not prepared for any of the build conditions as the intersection capacity analysis and 95th percentile queue length analysis provide more detailed results of operating conditions. It is expected that failures will occur first at intersections before occurring along roadway segments.

Bicycle level of traffic stress (BLTS) and pedestrian level of traffic stress (PLTS) analyses were conducted for no-build conditions under 2024 and 2045 conditions. Additionally, BLTS and PLTS analyses were conducted for all analysis scenarios under 2045 conditions. The analysis utilized FDOT's *2023 Quality/LOS Handbook* – Generalized Tables. Existing roadway characteristics, pedestrian and bicycle infrastructure, and planned pedestrian and bicycle infrastructure improvements in the Broward County Mobility Advancement Program (MAP) and Broward Metropolitan

Planning Organization (MPO) Transportation Improvement Program (TIP) were reviewed to determine the existing and future BLTS and PLTS. Note that no planned pedestrian or bicycle infrastructure projects were identified along the study roadway segments. The results of these analyses indicate that BLTS and PLTS are lowest under build conditions as these alternatives include improvements to both existing pedestrian and bicycle facilities within the study area. The full reconstruction scenarios offer lowest BLTS and PLTS as these alternatives propose the best improvements to these facilities.





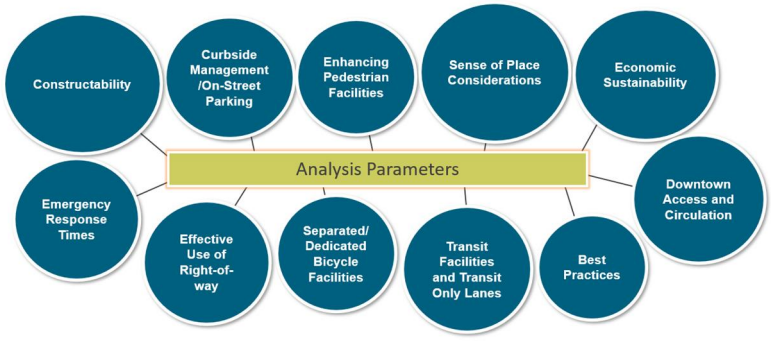
Initial lane configuration recommendations were prepared given the available right-of-way throughout the study area. These roadways are proposed to typically consist of three (3) vehicular travel lanes, one (1) transit-only lane along the right side of the roadways, one (1) bicycle lane, and sidewalks on either side of the roadway that are at least six (6) feet wide. The transit-only lanes would also operate as exclusive right-turn lanes at signalized intersections within the study area. Where right-of-way is available, exclusive left-turn lanes, transit shelter islands, two-way bicycle tracks, and wider sidewalks may be provided. At the four (4) north/south termini study intersections (Andrews Avenue and E 3rd/4th Avenue at Sunrise Boulevard and SE 17th Street), some vehicular travel lanes within the study area would convert to left-turn lanes based on the number of receiving lanes available for these approaches. Three (3) typical sections were prepared for Andrews Avenue and E 3rd Avenue and one (1) typical section was prepared for Flagler Drive under each analysis scenario. The different typical sections are summarized below:

- Andrews Avenue
  - 70-foot section (generally from Sunrise Boulevard to SE 11th Street)
  - 100-foot section (generally from SE 11th Street to SE 17th Street) at transit shelter
  - 100-foot section (generally from SE 11th Street to SE 17th Street) no transit shelter within this section
- E 3rd Avenue
  - 80-foot section (generally from Sunrise Boulevard to Broward Boulevard and from SE 7th Street to SE 17th Street) at transit shelter
  - 80-foot section (generally from Sunrise Boulevard to Broward Boulevard and from SE 7th Street to SE 17th Street) no transit shelter within this section
  - 60-foot section (generally from SE 2nd Street to S New River Drive)
- Flagler Drive
  - 65-foot section (from Sunrise Boulevard to NE 3rd Avenue)

An opinion of probable costs (OPC) was prepared for each one-way pair scenario. Each OPC was determined by identifying a FDOT Long Range Estimating System Cost-Per-Mile (CPM) Model(s) most similar to each typical section in each alternative and adding additional pay items based on the differences between the CPM model(s) and the proposed section.

Alternative	Total Cost
Scenario 1 Within Existing Curb	$76,698,000
Scenario 1 Full Reconstruction	$156,255,000
Scenario 2 Within Existing Curb	$73,856,000
Scenario 2 Full Reconstruction	$150,468,000
Scenario 3 Full Reconstruction	$152,619,000
Scenario 4 Pedestrian and Bicycle Connectivity Improvements	$59,912,000

A strengths, weaknesses, opportunities, and threats (SWOT) assessment was prepared for the advantages and disadvantages of the existing and one-way pair roadway operations specific to the study corridors as well as generalized best practices based on a literature review prepared as a part of this study. The literature review was conducted to identify additional impacts of similar projects and one-way pairs.



A literature review was conducted as part of the feasibility analysis to identify impacts of similar projects on the parameters considered in the SWOT analysis. The review included 13 locations of similar projects throughout the United States. The literature review identified that existing one-way roadway pairs with counterclockwise circulation have increased roadway capacities but limited driveway access. Additionally, the conversion of two-way roadways to one-way roadways and the conversion of one-way roadways to two-way roadways resulted in reduction in off-peak vehicle speeding, negligible travel time increases, and an increase in multimodal traffic.

A ranking of each alternative was determined based on a composite score of the rankings of each transportation analysis variable analyzed. The following factors were included in the ranking of alternatives:

- 2024 and 2045 Network-Wide Total Vehicle Control Delay
- 2024 and 2045 Network-Wide Total Vehicle Queuing
- Planning-Level Construction Cost
- Average Multimodal Stress
    - Bicycle Level of Traffic Stress
    - Pedestrian Level of Traffic Stress
    - Transit Headway Evaluation

Based on the results of all analyses and input from City of Fort Lauderdale staff and residents, Scenario 4 is the recommended alternative as it provides enhanced multimodal facilities throughout the study area without significantly increasing vehicular delay or queuing. This alternative consists of lane removals along roadway segments with excess intersection capacity and the enhancement of multimodal facilities by utilizing available right-of-way. The proposed multimodal facilities part of this alternative provide a trail of enhanced facilities along E 3rd Avenue within the study area, along several segments of Andrews Avenue, and along several cross streets between Andrews Avenue and E 3rd Avenue.

Ranking	Alternative
1	Scenario 4
2	Scenario 2, Full Reconstruction
3	Scenario 2, Within Existing Curb
4	Scenario 1, Full Reconstruction
5	Scenario 1, Within Existing Curb
6	Scenario 3, Full Reconstruction

APPENDIX A

Methodology Correspondence

Outlook

RE: One-Way Pairs Study -- Methodology Meeting

From Ekaete Ekwere <EEkwere@fortlauderdale.gov>
Date Thu 5/9/2024 4:56 PM
To Perez, Eli <Eli.Perez@kimley-horn.com>
Cc Dabkowski, Adrian <Adrian.Dabkowski@Kimley-horn.com>; Rodriguez, Victoria <Victoria.Rodriguez@kimley-horn.com>; Centurion, Ariel <Ariel.Centurion@kimley-horn.com>; Milos Majstorovic <MMajstorovic@fortlauderdale.gov>

You don't often get email from eekwere@fortlauderdale.gov. Learn why this is important

Good Afternoon Eli, we did not receive any additional comments on the methodology. The document can be finalized.

Thank you for reaching out to the BCR team, I agree with maintaining the 1.67% growth rate.

Thanks,

Ekaete Ekwere, PE
Transportation Services Division Manager
City of Fort Lauderdale | Transportation & Mobility
954.828.4698 | eekwere@fortlauderdale.gov

From: Perez, Eli <Eli.Perez@kimley-horn.com>
Sent: Thursday, May 9, 2024 2:36 PM
To: Ekaete Ekwere <EEkwere@fortlauderdale.gov>
Cc: Dabkowski, Adrian <Adrian.Dabkowski@Kimley-horn.com>; Rodriguez, Victoria <Victoria.Rodriguez@kimley-horn.com>; Centurion, Ariel <Ariel.Centurion@kimley-horn.com>; Milos Majstorovic <MMajstorovic@fortlauderdale.gov>
Subject: [EXTERNAL:CAUTION!]- RE: One-Way Pairs Study -- Methodology Meeting

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Good afternoon Ekaete,

Hope everything is well. I am following up on my email below. Did we receive any additional methodology comments?

Regards,

Eli

Memorandum

To: Milos Majtsorovic, MSCE, P.E.
Ekaete Ekwere, P.E.
City of Fort Lauderdale

From: Adrian K. Dabkowski, P.E., PTOE
Elizabeth Perez, P.E., PTOE

Date: April 16, 2024

Subject: Event 140 – One-Way Pairs Study for Andrews Avenue and SE 3rd Avenue
Fort Lauderdale, Florida
Traffic Study Methodology

The purpose of this memorandum is to summarize the traffic study methodology for the City of Fort Lauderdale's Event 140 – One-Way Pairs Study for Andrews Avenue and SE 3rd Avenue. This project seeks to study multimodal (bicycle, pedestrian, transit, and vehicular) level of service, access, circulation, and complete streets roadway design in evaluating the potential conversion to one-way pairs of Andrews Avenue and NE/SE 3rd Avenue between SR 838/Sunrise Boulevard and SE 17th Street. The following scenarios are proposed to be analyzed:

- Scenario 1 (Counterclockwise Flow): Andrews Avenue Southbound; 3rd Avenue Northbound
- Scenario 2 (Clockwise Flow): Andrews Avenue Northbound; 3rd Avenue Southbound
- Scenario 3 (Clockwise Flow): Scenario 2 with Flagler Drive used as the connection to Sunrise Boulevard instead of NE 3rd Avenue/NE 4th Avenue.
- Scenario 4 (Alternate Scenario): Based on an evaluation of the first three scenarios.

The following sections summarize our proposed methodology.

STUDY AREA

Based on the influence area of the potential one-way pairs conversion, the following intersections are proposed to be analyzed:

1. SR 838/Sunrise Boulevard at Andrews Avenue
2. Progresso Drive at Andrews Avenue
3. N. Flagler Drive at Andrews Avenue
4. Sistrunk Boulevard/NE/NW 6th Street at Andrews Avenue
5. NE/NW 4th Street at Andrews Avenue
6. NE/NW 2nd Street at Andrews Avenue
7. SR 842/Broward Boulevard at Andrews Avenue
8. SE/SW 2nd Street at Andrews Avenue
9. Las Olas Boulevard at Andrews Avenue
10. SE/SW 6th Street at Andrews Avenue
11. SE/SW 7th Street at Andrews Avenue
12. Davie Boulevard at Andrews Avenue
13. SE/SW 17th Street at Andrews Avenue
14. SR 838/Sunrise Boulevard at NE 4th Avenue
15. Progresso Drive at NE 3rd Avenue

16. N. Flagler Drive at NE 3rd Avenue
17. Sistrunk Boulevard/NE 6th Street at NE 3rd Avenue
18. NE 4th Street at NE 3rd Avenue
19. NE 3rd Street at NE 3rd Avenue
20. NE 2nd Street at NE 3rd Avenue
21. Broward Boulevard at NE 3rd Avenue
22. SE 2nd Street at SE 3rd Avenue
23. Las Olas Boulevard at SE 3rd Avenue
24. SE 6th Street at SE 3rd Avenue
25. SE 7th Street at SE 3rd Avenue
26. Davie Boulevard at SE 3rd Avenue
27. SE 17th Street at SE 3rd Avenue
28. Flagler Drive at SR 838/Sunrise Boulevard (Scenario 3 only)
29. N Flagler Drive/NE 4th Avenue at NE 9th Street (Scenario 3 only)
30. US 1/Federal Highway at SR 838/Sunrise Boulevard (Scenario 3 only)
31. US 1/Federal Highway at NE 9th Street (Scenario 3 only)

Attachment A contains a location map of the study area.

DATA COLLECTION

Turning movement counts will be collected on a typical weekday (Tuesday, Wednesday, or Thursday) during the A.M. (7:00 to 9:00 A.M.) and P.M. (4:00 to 6:00 P.M.) peak periods at all study intersections. Turning movement counts will be collected in 15-minute intervals during the two (2) peak periods and will include pedestrians and bicyclists.

All traffic counts will be adjusted to peak season conditions using the appropriate FDOT peak season category factors. Traffic signal timing information will be obtained from Broward County Public Works Department (BCPWD). All traffic data collected will be provided in the Appendix of the traffic impact study.

ESTIMATION OF FUTURE YEAR TRAVEL DEMAND

Future traffic projections at study area intersections will be developed for year 2045 traffic conditions under the existing two-way network and the proposed one-way network. Growth rates were developed using (a) historical growth trends at nearby FDOT traffic count stations and (b) traffic volume comparisons from the year 2015 and 2045 Florida Standard Urban Transportation Model Structure (FSUTMS) - Southeast Florida Regional Planning Model (SERPM), Version 8.531. The calculated growth rate based on historical FDOT traffic data was determined to be negative 8.63 percent (-8.63%). The calculated growth rate based on forecasted volumes obtained from the 2015 and 2045 FSUTMS SERPM was 1.67 percent (1.67%). Therefore, a growth rate of 1.67 percent (1.67%) is proposed to be applied to existing traffic data to develop future year 2045 traffic data. The growth rate will be applied exponentially for the first ten (10) years of growth and applied linearly for all additional years until year 2045. Note a growth rate of 1.67 percent (1.67%) is typical for areas expected to experience high growth, such as Downtown Fort Lauderdale. Detailed growth rate calculations are provided in Attachment B.

Committed development information for the general study area was compiled from the City of Fort Lauderdale 3D Interactive Zoning Map. Attachment C contains the list of 72 committed developments identified within the study area. According to the City of Fort Lauderdale's *Comprehensive Plan*, November 2020, the Downtown Regional Activity Center (RAC) is permitted to include up to 16,060 residential dwelling units. A review of the FSUTMS SERPM Version 8.531 indicates that the model accounts for all residential units approved to be built in the Downtown RAC. Therefore, the 1.67 percent (1.67%) growth rate determined utilizing the model is representative of the anticipated planned development. Therefore, committed

development trip assignment specific to each project will not be included in future year volume forecasting as the proposed growth rate accounts for the construction of all allowable residential units in this area.

Kimley-Horn reviewed the Broward MPO's Five (5) Year Transportation Improvement Program (TIP) and the Commitment 2045 Metropolitan Transportation Plan (MTP), Broward County's Surtax/Mobility Advancement Program (MAP), and the City's Community Investment Plan (CIP) to identify any planned or programmed improvements that may impact traffic volumes or operations within the study area. The following sections list the improvements identified within the study area:

Broward MPO's Five (5) Year TIP

- SR 838/Sunrise Boulevard from I-95 to SR 5/US-1 – Project ID: 4476781
- SR 838/Sunrise Boulevard west of Middle River Drive to east of NW 26th Avenue – Project ID: 4476781
- SR 84 Rail Monitoring & 4 FEC Crossings – Project ID: 4476781
- SR 838/Sunrise Boulevard from SR 5/US 1/Searstown to east of NE 10th Avenue – Project ID: 4476781

Broward MPO's Commitment 2045 MTP

- No roadway improvements were identified within the study area.

Broward County's Surtax/MAP

- Safety Improvements at: SR 838/Sunrise Boulevard - Project ID: I71
- Safety Improvements at: NE 3rd Avenue - Project ID: I102
- Multimodal Enhancements at: Andrews Avenue - Project ID: B40
- Multimodal Enhancements in: Fort Lauderdale - Project ID: BC-FTLAUD-FY2020-00001
- Multimodal Enhancements in: Fort Lauderdale - Project ID: FORT-104
- Congestion Management - Adaptive Signal Control at: SR 842/Broward Boulevard - Project ID: A01a
- Safety Improvements at: Andrews Avenue & NE 3rd Avenue - Project ID: FORT-108 (-113)
- Congestion Management - Adaptive Signal Control in: Fort Lauderdale - Project ID: A12
- Congestion Management - Adaptive Signal Control at: SR 838/Sunrise Boulevard - Project ID: A06b
- Congestion Management - Adaptive Signal Control at: SR 838/Sunrise Boulevard - Project ID: A06a
- Transit Service Improvements: SR 842/Broward Boulevard - PREMO Plan - Project ID: TRC.LRT.004
- Transit Service Improvements: SR 838/Sunrise Boulevard - PREMO Plan - Project ID: TRC.BRT.004
- Transit Service Improvements: Downtown Connection - PREMO Plan - Project ID: TRC.LRT.002
- Congestion Management - Adaptive Signal Control at: Davie Boulevard - Project ID: A15

City of Fort Lauderdale CIP

- No roadway improvements were identified within the study area.

CAPACITY ANALYSIS

Capacity analyses will be conducted for the A.M. and P.M. peak hours at the study intersections. Intersection analyses will be performed using Synchro 12 traffic engineering analysis software which applies the Transportation Research Board's (TRB's), Highway Capacity Manual (HCM) 2000 and 7th Edition methodologies. The transportation models will be calibrated for actual traffic conditions and local driver behavior, including the following factors:

- Peak Hour Factor
- Lane utilization
- Approach geometry
- Turn lane lengths
- Right-turn channelization type
- Right-turn on red
- Central Business District Factor (reduces saturation flow)
- Pedestrian crossing volumes
- Conflicting pedestrian volumes
- Conflicting bicycle volumes
- On-street parking lanes
- Bus blockage/frequency of buses
- Heavy vehicle percentages
- Critical and follow-up headways at unsignalized intersections
- Signal Timings
  - Pedestrian signal calls
  - Recall Mode
  - Minimum Initial
  - Yellow Time
  - All Red Time
  - Ped Walk Time
  - Ped Don't Walk Time
  - Vehicle Extension/Minimum Gap
  - Maximum Split
  - Offset
  - Platoon Ratio for coordinated approaches

Roadway segment capacity analyses will be conducted for the A.M. and P.M. peak hours at the study roadway segments using FDOT's 2023 Multimodal Quality/Level of Service Handbook – Generalized Tables. Roadway segment capacity analyses will be prepared for the following roadway segments:

- Andrews Avenue between SR 838/Sunrise Boulevard and Sistrunk Boulevard/NE/NW 6th Street
- Andrews Avenue between Sistrunk Boulevard/NE/NW 6th Street and SR 842/Broward Boulevard
- Andrews Avenue between SR 842/Broward Boulevard and SE/SW 6th Street
- Andrews Avenue between SE/SW 6th Street and Davie Boulevard
- Andrews Avenue between Davie Boulevard and SE/SW 17th Street
- NE 3rd Avenue between SR 838/Sunrise Boulevard and Sistrunk Boulevard/NE 6th Street
- NE 3rd Avenue between Sistrunk Boulevard/NE 6th Street and SR 842/Broward Boulevard
- SE 3rd Avenue between SR 842/Broward Boulevard and SE 6th Street
- SE 3rd Avenue between SE 6th Street and Davie Boulevard
- SE 3rd Avenue between Davie Boulevard and SE 17th Street

Capacity analyses will be prepared for the following scenarios:

- No-Build: existing year 2024 and long-term year 2045

- Scenario 1: Counterclockwise Circulation (Andrews Avenue southbound/3rd Avenue northbound): existing year 2024 and long-term year 2045
- Scenario 2: Clockwise Circulation (Andrews Avenue northbound/3rd Avenue southbound): existing year 2024 and long-term year 2045
- Scenario 3 Clockwise Circulation (Andrews Avenue northbound/Flagler Drive southbound: existing year 2024 and long-term year 2045

The following figures will be prepared for the study intersections:

- Existing conditions
- Future No-Build traffic conditions
- Traffic diversions for each Build scenario
- Future Build traffic conditions

Signal timings at each study area intersection will be optimized for each alternative scenario for both the A.M. and P.M. peak hours. Note it is not expected that signal cycle lengths will be modified as that could alter progression along the corridors and affect intersections adjacent to the study corridors. It is expected that signal phasing and split times will be optimized. Signal progression will be reviewed for the study intersections with consideration given to adjacent intersections. Each intersection will be analyzed for its individual peak hour, which can result in volume imbalance. However, this approach results in a conservative analysis as the highest volumes at each intersection and/or roadway segment are evaluated.

The operational analyses will be summarized in tabular form and will include the following analysis parameters:

- Intersection overall LOS/delay
- Intersection approach LOS/delay
- Queue length for movements (95th percentile)

A ranking for each alternative will be based on a composite score determined from the rankings of each transportation analysis variable analyzed including:

- Network-wide average vehicle control delay
- Network-wide total vehicle queuing
- Amount of right-of-way needs
- Planning level construction costs
- Bicycle level of traffic stress
- Pedestrian level of traffic stress
- Transit level of service

FEASIBILITY REVIEW

Preliminary concept plans will be developed for a maximum of five (5) proposed improvement scenarios. These concept plans will be prepared for year 2045. Therefore, it is expected that the initial concept plans will be refined based on the results of the capacity analysis. The concept plan will be developed in either Autodesk's *AutoCAD* or Bentley's *Microstation* software. Concept plans will be prepared for the following scenarios:

- Scenario 1: Within the existing curb (Three typical sections each for Andrews Avenue and 3rd Avenue)
- Scenario 1: With reconstruction (Three typical sections each for Andrews Avenue and 3rd Avenue)
- Scenario 2: Within the existing curb (Three typical sections each for Andrews Avenue and 3rd Avenue)

- Scenario 2: With reconstruction (Three typical sections each for Andrews Avenue and 3rd Avenue)
- Scenario 3: One additional typical section for the reconstruction of Flagler Drive (Andrews Avenue northbound/Flagler Drive/3rd Avenue southbound)

Initial lane configuration recommendations for the study area intersections of each alternative will be developed including treatment of the four (4) north/south termini (Andrews Avenue and 3rd/4th Avenues at Sunrise Boulevard and SE 17th Street) of each scenario. This also includes Flagler Drive at 3rd Avenue, N Flagler Drive/NE 4th Avenue at NE 9th Street, and Flagler Drive at Sunrise Boulevard as part of Scenario 3.

Opinions of probable costs will be developed for each alternative. Special consideration will be provided for transit, as the one-way operations will require modifications to route alignment. The Broward County Transit (BCT) routes that would be directly impacted include Routes 1, 11, 20, 30, 40, 50, 60, and 101.

A strengths, weaknesses, opportunities, and threats (SWOT) assessment will be prepared for the advantages and disadvantages of one-way pair roadway operations specific to the study corridors as well as generalized best practices based on a literature review, prepared as part of this review. The SWOT analysis will include the following parameters:

1. Constructability evaluation
2. Downtown access and circulation impact evaluation, including access to and from major driveways
3. Emergency response (police, fire-rescue and other emergency services response times)
4. Economic sustainability
5. Curbside Management
6. Retail storefront exposure
7. Accommodation of transit facilities and other multimodal mobility
8. Sense of place considerations
9. Effective use of right-of-way
10. Transit accommodations
11. Bicyclist accommodations
12. Pedestrian accommodations

DOCUMENTATION

Technical memorandums will be prepared to summarize the results of the existing conditions capacity analysis, feasibility review, and future conditions capacity analysis. These memorandums will be provided to the City of Fort Lauderdale, BCPWD, and FDOT for review. Response memorandums may be prepared in response to comments received from these agencies.

A report will be prepared as a compilation of all the tasks completed including meetings/public engagement, data collection, baseline conditions, future year traffic volume forecasting, feasibility review, future operational analysis, and recommendations. The report will include supporting documents including signal timings, lane geometry, and software output sheets. The report will also include text and graphics necessary to summarize the assumptions and analysis. Technical memorandums prepared throughout the project will be complied in this report. A response memorandum may be prepared in response to report comments received from these agencies.

APPENDIX B

Presentation Materials and Meeting Notes

Public Meeting – September 4, 2024

Meeting Date:	Wednesday, September 4, 2024
Subject:	One-Way Pairs Study Public Outreach Meeting
Meeting Attendees:	Milos Majstorovic, MSCE, P.E. (City of Fort Lauderdale) Ekaete Ekwere, P.E. (City of Fort Lauderdale) Adrian K. Dabkowski, P.E., PTOE (Kimley-Horn) Elizabeth Perez, P.E., PTOE (Kimley-Horn) Ariel Centurion, E.I. (Kimley-Horn) Victoria Rodriguez, E.I. (Kimley-Horn) Additional City of Fort Lauderdale Staff and the Public. Refer to the sign-in sheet contained in Attachment A.

Meeting Summary

- E. Ekwere at the onset of the meeting, introduced the project and the consulting team
- The project presentation was given by the Consulting team, as contained in Attachment B, and discussed the agenda for the meeting. The following list summarizes the topics presented:
  - Agenda
  - Project Background
  - Project Location Map
  - Project Schedule
  - Project Status/Next Steps
  - Open Discussion
- Comment cards were submitted throughout the duration of the meeting and are contained in Attachment C
- The following items reflect the feedback received from the public:
  - Concern with the purpose of the project and the cost that is associated with it.
  - Some people were fine with the existing operations of the study roadway segments (3rd Avenue and Andrews Avenue) and they are against the study and the potential for these roadways to be one-way pairs
    - Some people were supportive of study but were more interested in improvements to multimodal infrastructure rather than changes to vehicular circulation
  - Concern about the diversion of traffic west of the study area where congestion is already apparent.
    - Major concerns with SW 3rd, 6th, and 7th Streets.
  - Concern with one-way traffic causing congestion during rail and bridge preemptions to worsen as U-turns at crossings during preemptions would no longer be possible
  - Concern about project information/traffic data not being shared with the public
  - Concern about possible removal of trees/shading due to one-way pair construction
  - Concern about wrong way driving on one-way roadways
  - Concern about diversion of traffic from Andrews Avenue and E 3rd Avenue to adjacent roadways due to one-way conversion and diversions extending north and south of study limits (Sunrise Boulevard, SE 17th Street)

- Concern about traffic diversions increasing cut-through traffic on cross streets within study area
- Concern about business disruption on study roadways during one-way construction
- Residents concerned with access to leaving their neighborhoods just west of Andrews Avenue and south of the New River
    - Note the only way to get out of this area is through SW 6th Street, with SE 6th Street currently a one-way roadway westbound
- Concerns about aggressive driver behavior and speeding exacerbated by changes in roadway configuration
- Interest in installation of additional drainage infrastructure along study roadways
- Concern about reduction in total travel lanes along the study roadways as a result of the one-way conversion (from four (4) total lanes northbound and southbound to three (3)
- Fort Lauderdale Downtown Development Association (DDA) interested in helping select preferred alternative
- Interest in installation of traffic calming devices on the cross streets of the study area
- Interest in safety analysis of one-way conversion
- Interest in consideration of qualitative characteristics when selecting a preferred alternative, such as, pedestrian circulation impacts and economic analysis of the impacts to property values and commercial businesses
- Interest in pedestrian and bicycle improvements along the study roadways, regardless of the results of the study
- Interest in upgrading the roadways in the downtown area to better align with its urban character
- Consider proposed and planned projects in the downtown area
- Concerned with the traffic associated with the Courthouse and the affect on the access of it with the one-way pair roadways
- Concern about reduction in access caused by one-way roadways
- Concern about emergency vehicle response times increasing due to one-way conversion

Action Items

- City of Fort Lauderdale to publish a project website providing project information and documents
- City of Fort Lauderdale to coordinate a future date for Kimley-Horn to present and discuss the results of the study

Attachment A

Sign-in Sheet

One-Way Pairs Public Workshop Sign-In Sheet	
First Name	Last Name
Bob	Granatelli
David	Solomon
Dale	Kern
Mirsa	Alemany
Dennis	Ulmer
Joel	Slotnick
Roxanne	Riggs
Pauline	Favreau
Georgette	Lallance
	Smith
Patrick	Harris
Vince	Sciullo
Richard	Bray
Jeff	Tartack
Emei	wade
Don	Do
Kevin	Pascoa
Doug	Matthews
Jalina	Pittman
Melinda	Bowker
Edward	Galligan
Matt	Gill
	Murphy
Phillip	Dunlap
Leisa	Wade
Maximiliano	Goldstein
Ray	McElroy
Clay	Cauble
Ashley	Cacicedo
Elizabeth	Van Zandt
Jay	Adams
Benjamin	Restrepo
Stephanie	Garcia
Darrien	Johnson
Christian	Rodarte
Robert	Lochrie
Cindy	Bright
Jay	Petitfrere
Anthea	Thomas
Lawrence	Farver

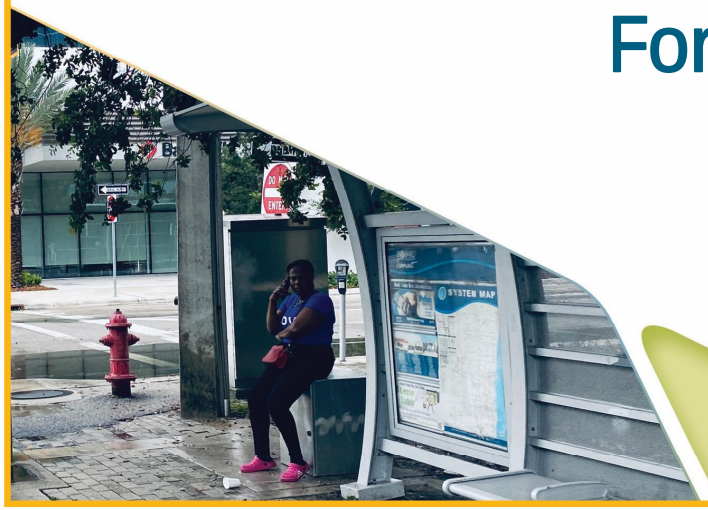
Attachment B

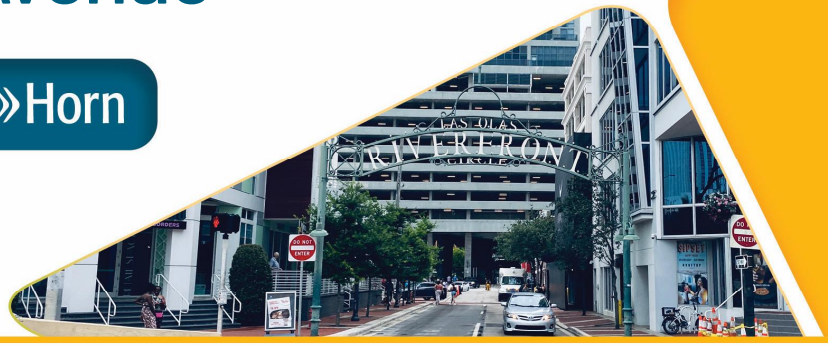
Public Outreach Meeting Presentation

CITY OF FORT LAUDERDALE

One-Way Pairs Study For Andrews Avenue & SE 3rd Avenue

Kimley»Horn





Agenda

1. PROJECT BACKGROUND
2. SCOPE SUMMARY
3. NEXT STEPS
4. STAKEHOLDER INPUT

Project Background

- **Project Study Roadways:**
  - Andrews Avenue
  - 3rd Avenue
- **Project Limits:**
  - Sunrise Boulevard
  - SE 17th Street
- **Study Intersections**: 31
- **Project Purpose:** Evaluate conversion of Andrews Avenue and SE 3rd Avenue to one-way roads in project limits, focus on:
  - Multimodal (pedestrian, transit, freight, and vehicular) level of service
  - Stakeholder Impact
  - Access and Circulation
  - Delays and Queues

Study Area Map

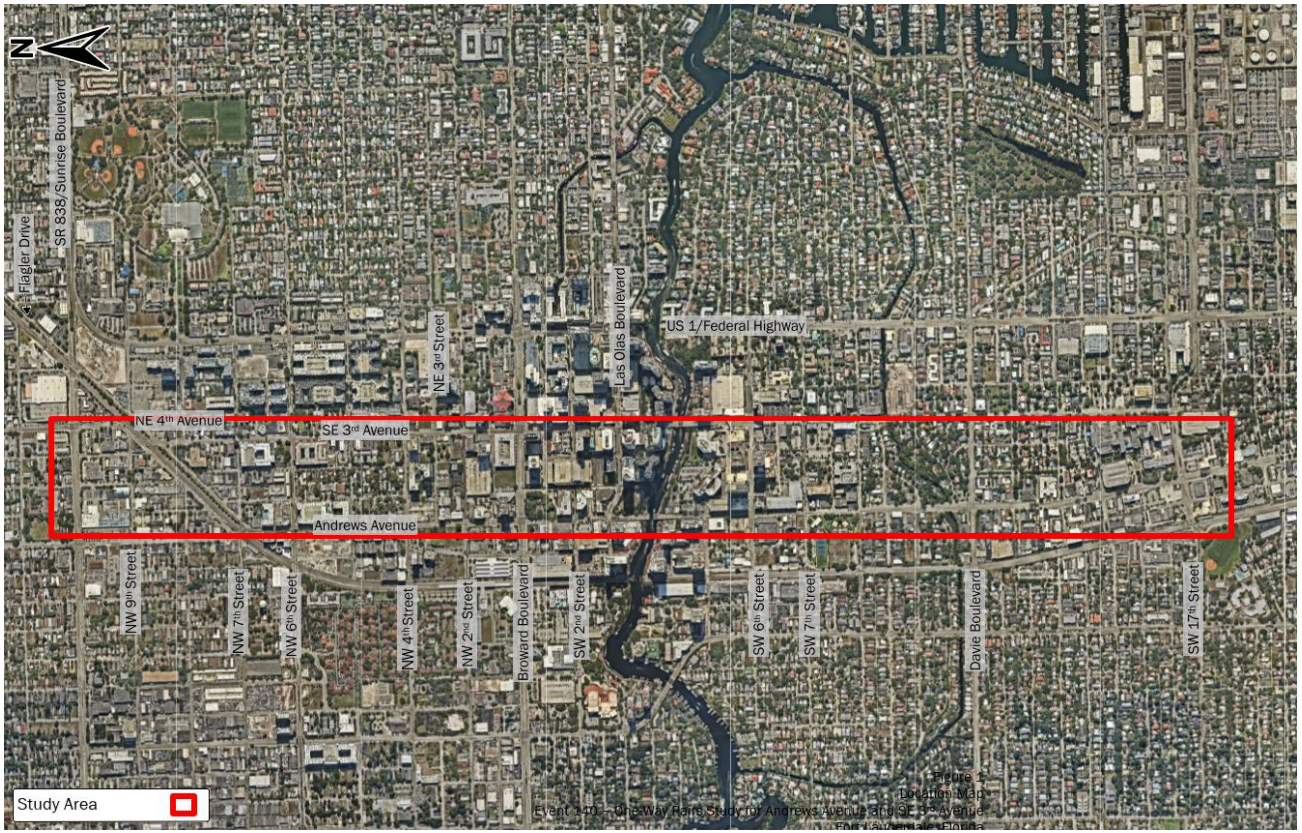
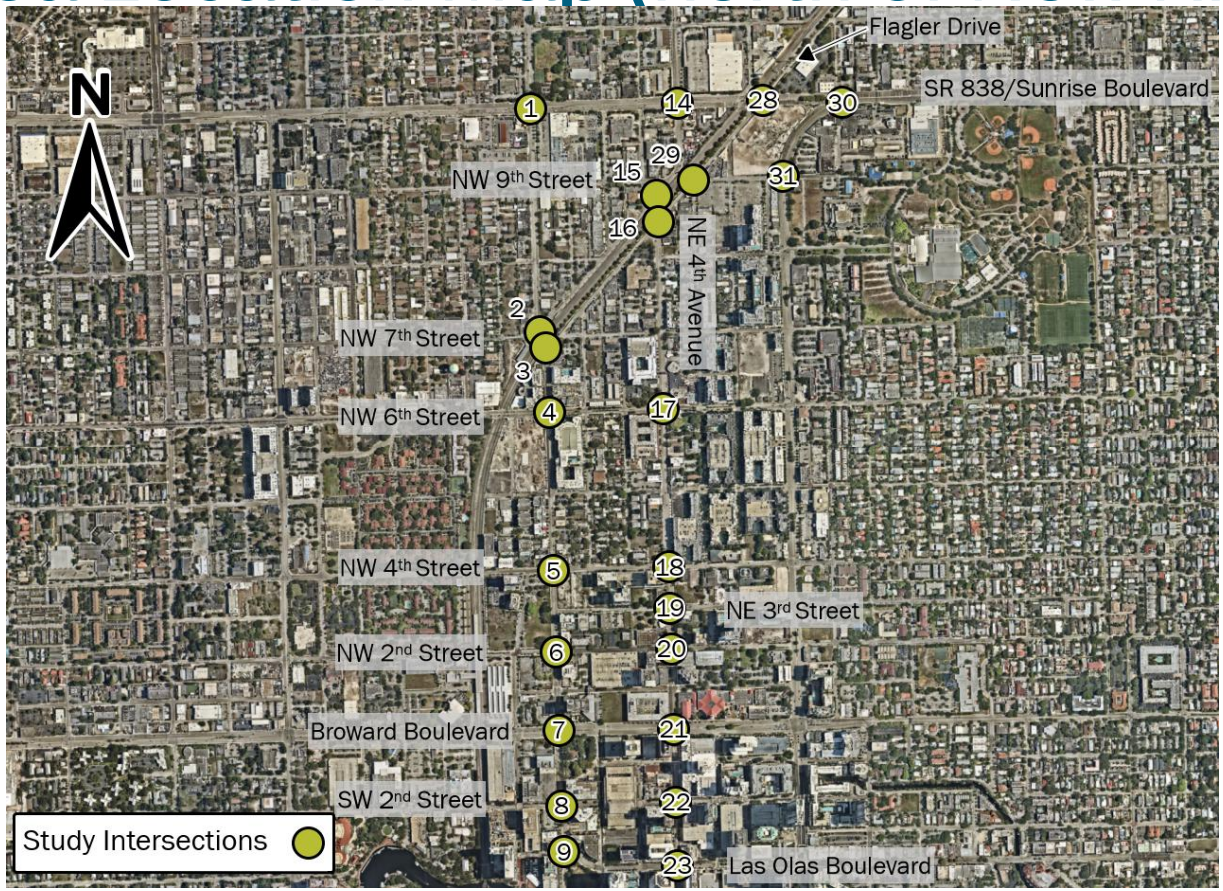
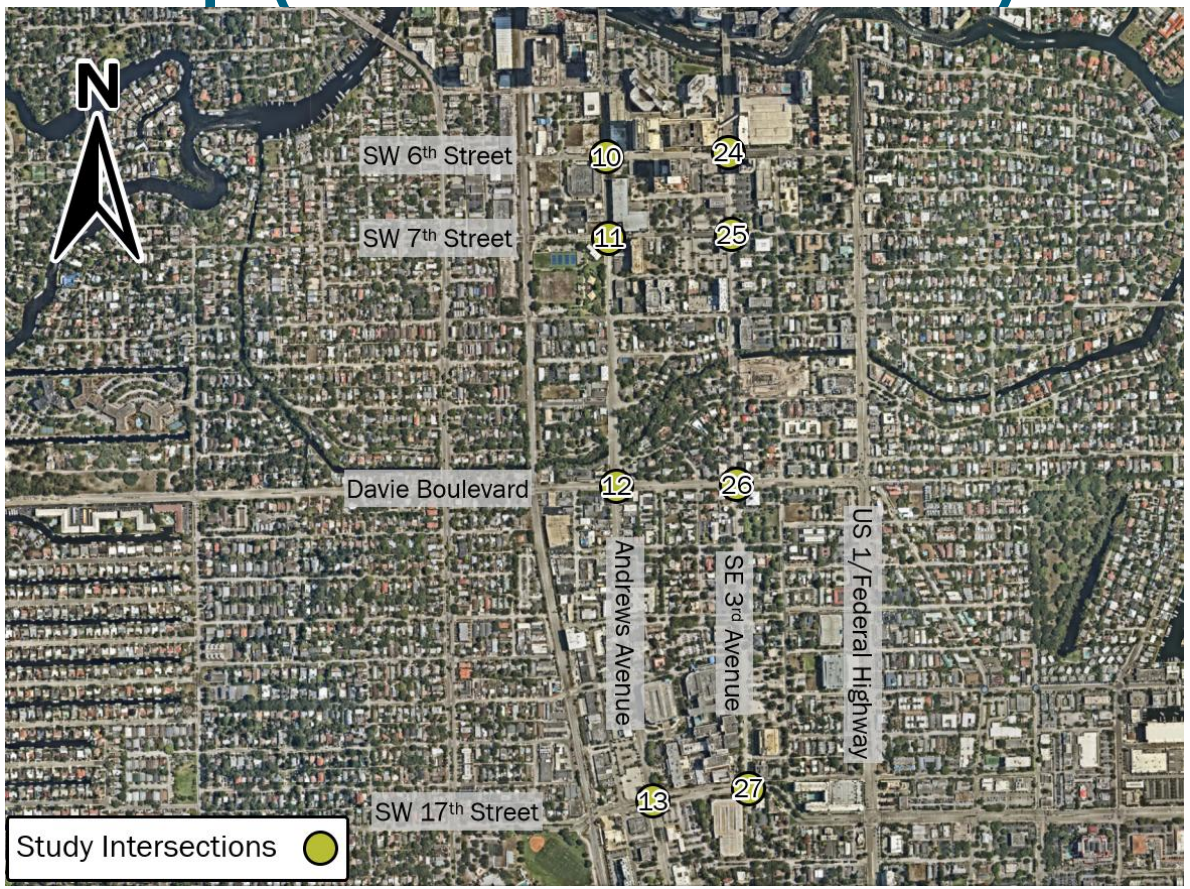


Figure 1: Location Map
Event 140 - One-Way Pairs Study for Andrews Avenue and SE 3rd Avenue
Fort Lauderdale, Florida

Study Area Location Map (north of New River)

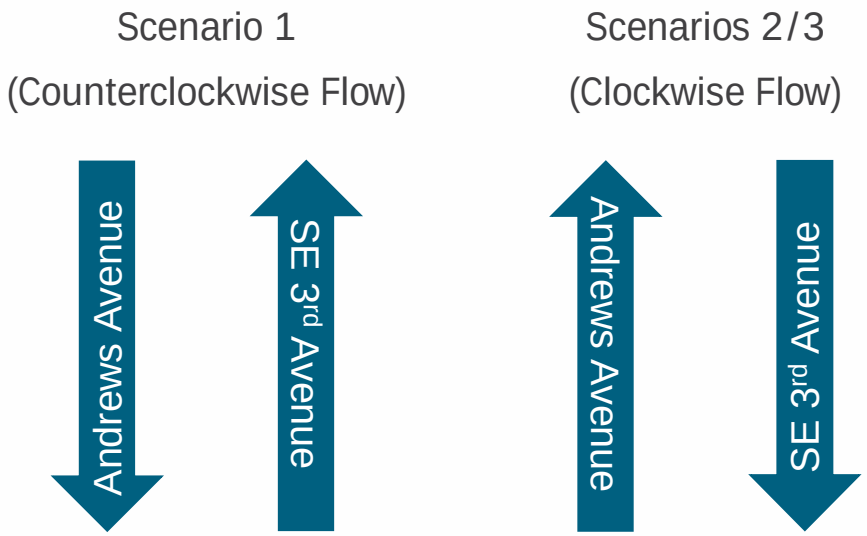


Study Area Map (south of New River)

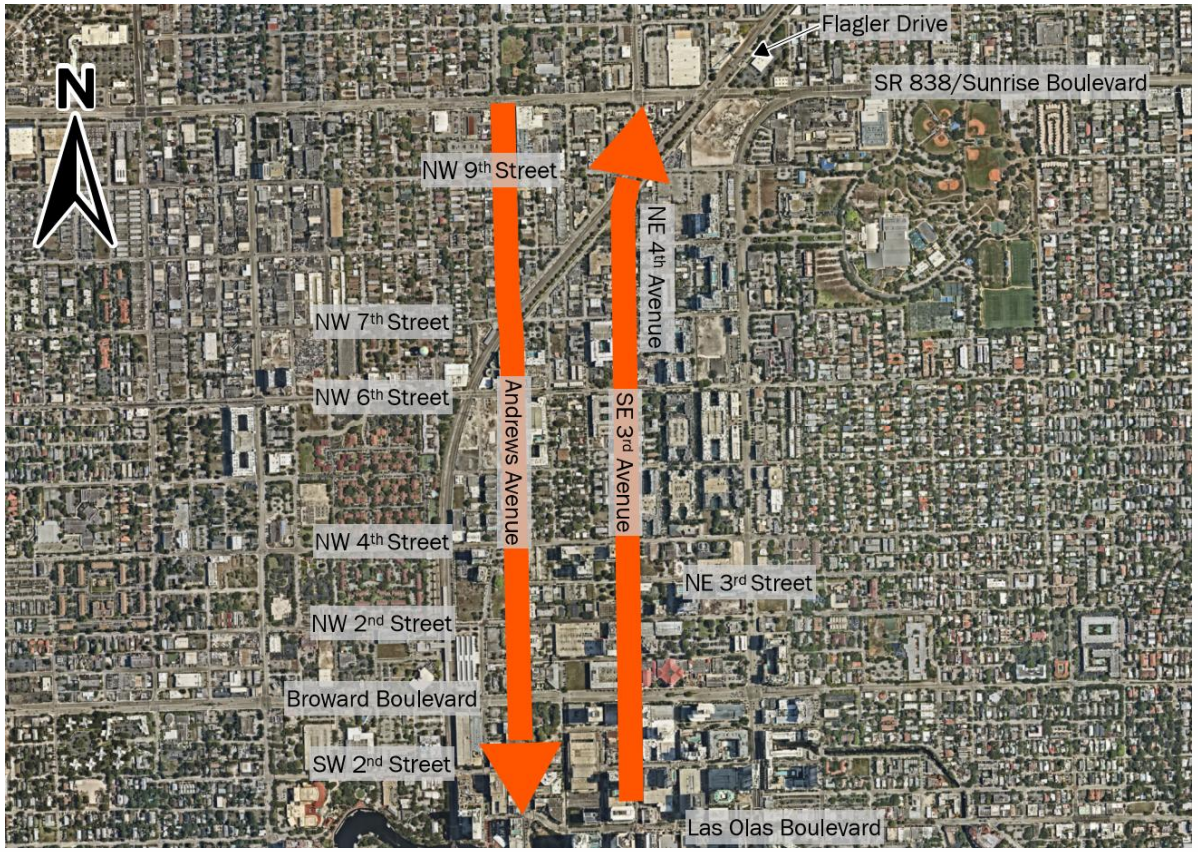


Project Background

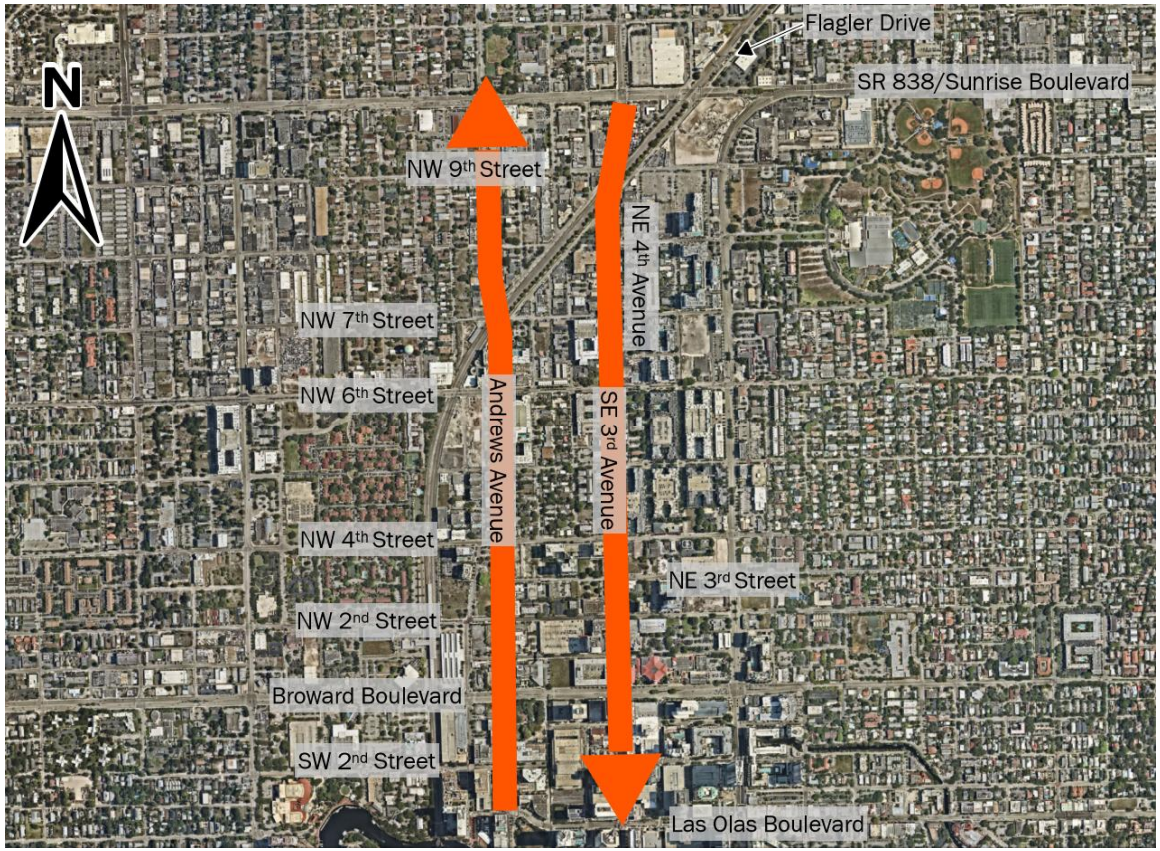
- Analysis Scenarios:
  - Scenario 1 (Counterclockwise Flow):
    - Andrews Avenue Southbound
    - 3rd Avenue Northbound
  - Scenario 2 (Clockwise Flow):
    - Andrews Avenue Northbound
    - 3rd Avenue Southbound
  - Scenario 3 (Clockwise Flow):
    - Scenario 2 with Flagler Drive southbound connection to Sunrise Boulevard instead of NE 3rd Avenue/NE 4th Avenue
    - See next slide for details



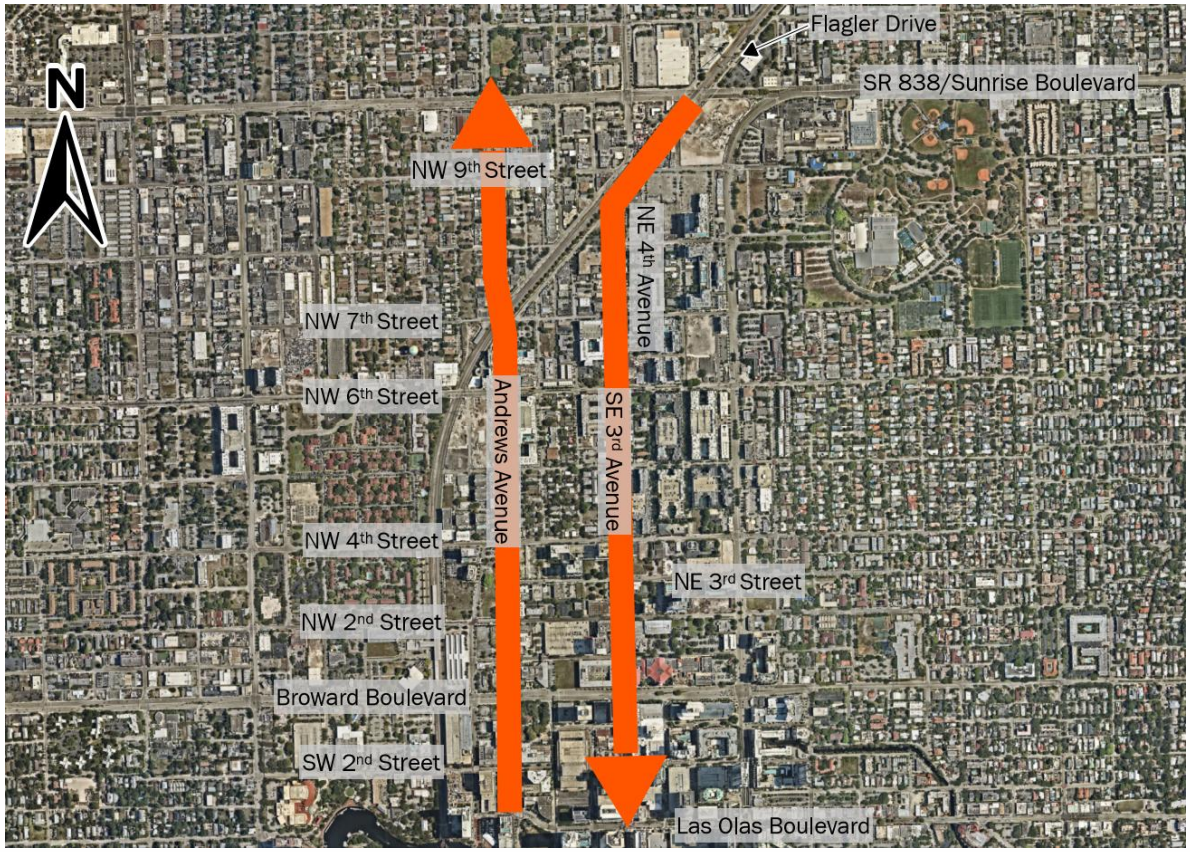
Scenario 1 Circulation



Scenario 2 Circulation



Scenario 3 Circulation



Project Tasks

- **Task 1: Agency/Public Meetings**
  - Coordination with public agencies and the public regarding the project
- **Task 2: Confirmation of Study Area Network and Methodology**
  - Public agency buy-in on analysis parameters
- **Task 3: Data Collection**
  - Intersection turning movement counts and roadway volumes within the study area
- **Task 4: Baseline Conditions Analysis**
  - Analysis of study intersections and roadways using existing traffic volumes and roadway geometry for weekday AM and PM rush hours

Project Tasks (Continued)

- **Task 5: Estimation of Future Year Travel Demand – Existing Two-Way Network**
  - Analysis of study intersections and roadways under future (2045) traffic conditions
- **Task 6: Feasibility Review**
  - Multimodal evaluation
  - Strengths, Weaknesses, Opportunities, and Threats (SWOT) Analysis
    - Constructability evaluation
    - Downtown access and circulation impact evaluation, including access to and from major driveways
    - Emergency response (police, fire-rescue and other emergency services response times)
    - Economic sustainability
    - Curbside Management
    - Retail storefront exposure
    - Accommodation of transit facilities and other multimodal mobility
    - Sense of place considerations
    - Effective use of right-of-way
    - Transit accommodations
    - Bicyclist accommodations
    - Pedestrian accommodations

Project Tasks (Continued)

- **Task 7: Estimation of Future Year Travel Demand – One-Way Pair Scenarios**
  - Establish weekday AM and PM rush hour existing and 2045 volumes for one-way pair scenarios
- **Task 8: Future Conditions Operational Analysis**
  - Analysis of study intersections and roadways under existing and 2045 traffic conditions and proposed roadway geometry for all alternative scenarios
- **Task 9: Technical Report and Recommendations**
  - Documentation of findings from all analyses

Project Status/Next Steps

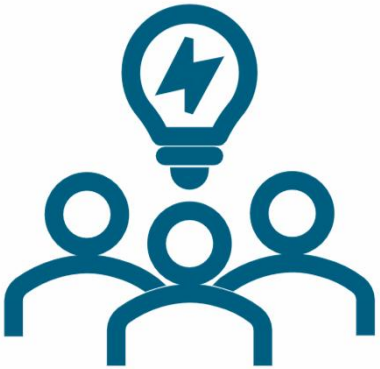
Task Number	Project Task	Status
1	Agency/Public Meetings	Ongoing
2	Confirmation of Study Area Network and Methodology	Completed
3	Data Collection	Completed
4	Baseline Conditions Analysis	Completed
5	Estimation of Future Year Travel Demand – Existing Two-Way Network	Completed
6	Feasibility Review	Ongoing
7	Estimation of Future Year Travel Demand – One-Way Pair Scenarios	Completed – Under Review
8	Future Conditions Operational Analysis	Ongoing
9	Technical Report and Recommendations	Ongoing

Project Status/Next Steps

Next Steps

- Additional agency/public meetings
- Feasibility Review
- Analysis of one-way pair scenarios
- Technical Report/Recommendations

Open Discussion



Attachment C

Public Comment Cards

CITY OF FORT LAUDERDALE

One-Way Pairs Study
For Andrews Avenue & SE 3rd Avenue
Stakeholder Meeting
September 4, 2024

Holiday Park
Community Center
1150 G. Harold Martin
Drive, Fort Lauderdale,
Florida 33304

Input/Comment /Statement: Not for this. traffic signals aren't coordinated, NO turn signals at busy corners, people go wrong way down 1 way as it is. I live by Broward Center - traffic will increase insanely. Even more with new development.

Please Return to Study Team

CITY OF FORT LAUDERDALE

One-Way Pairs Study
For Andrews Avenue & SE 3rd Avenue
Stakeholder Meeting
September 4, 2024

Holiday Park
Community Center
1150 G. Harold Martin
Drive, Fort Lauderdale,
Florida 33304

Input/Comment /Statement: I feel this plan should be dismissed. More improvements need to be made to the infracture in the city. Flooding is a major problem on Andrews Ave. We have more people moving into our city & the infracture can not handle the growth.

Please Return to Study Team

CITY OF FORT LAUDERDALE

One-Way Pairs Study
For Andrews Avenue & SE 3rd Avenue
Stakeholder Meeting
September 4, 2024

Holiday Park
Community Center
1150 G. Harold Martin
Drive, Fort Lauderdale,
Florida 33304

Input/Comment /Statement: S.E 6th ave Way West

Please Return to Study Team

CITY OF FORT LAUDERDALE

One-Way Pairs Study
For Andrews Avenue & SE 3rd Avenue
Stakeholder Meeting
September 4, 2024

Holiday Park
Community Center
1150 G. Harold Martin
Drive, Fort Lauderdale,
Florida 33304

Input/Comment /Statement: I would love to see more focus on bike lanes, bus lanes, drainage (tree bioswales) & shade & crossings.

Instead of making cars the only focus

Please Return to Study Team

CITY OF FORT LAUDERDALE

One-Way Pairs Study
For Andrews Avenue & SE 3rd Avenue
Stakeholder Meeting
September 4, 2024

Holiday Park
Community Center
1150 G. Harold Martin
Drive, Fort Lauderdale,
Florida 33304

Input/Comment /Statement:

- Concerned that multi-lane 1-way streets cause speeding
- Whether or not 1-way happens, please do the bus lanes and protected bike lanes. Make it multimodal to get people out of cars.

Please Return to Study Team

CITY OF FORT LAUDERDALE

One-Way Pairs Study
For Andrews Avenue & SE 3rd Avenue
Stakeholder Meeting
September 4, 2024

Holiday Park
Community Center
1150 G. Harold Martin
Drive, Fort Lauderdale,
Florida 33304

Input/Comment /Statement: See typed attachment

Please Return to Study Team

Fort Lauderdale Downtown Development Authority
Andrews / 3rd Avenue One-Way Comments 9/4/2024

1. In Oct 2019 the DDA committed $25K toward this study to have a seat at the table and to be part of the scope development and project oversight.

    a. **The position of the DDA has and continues to be that major improvements are needed on Andrews and 3rd Avenues to improve mobility and pedestrian experiences while balancing the mobility needs of our office tenants and retailers, and that configurations other than one-way pairs should be explored.**

2. After hearing from County and City officials in May 2022, our Board then directed us to continue being a funding partner to the study and to request that the study consider pedestrian circulation impacts and include an economic analysis of the impacts to property values and commercial businesses in addition to roadway and travel impacts. The scope requires the consultant to look at "precedents and best practices regarding economic sustainability and retail storefront exposure." As the agency that represents the downtown commercial property owners, we formally request to part of selecting the precedent examples to ensure they are truly comparable to our downtown.

3. Now that the study has officially kicked off, we urge the City and the consultant team to give serious consideration to these qualitative factors and that non one-way configurations be considered as an outcome.

4. We look forward to continuing to have a seat at the table and working closely with the City, the County, and the consultant team on a viable solution for this corridors.

Sunrise Blvd to SE 17th Street:

a. Scenario 1 – counterclockwise, Andrews southbound, 3rd Ave northbound
b. Scenario 2 – clockwise, Andrews northbound, 3rd Ave southbound
c. Scenario 3 – same as 2, but Flagler Drive is used to connect Sunrise Blvd to 3rd Ave (requires eastbound traffic on Sunrise to pass the FEC RR to head south on 3rd)

CITY OF FORT LAUDERDALE

One-Way Pairs Study
For Andrews Avenue & SE 3rd Avenue
Stakeholder Meeting
September 4, 2024

Holiday Park
Community Center
1150 G. Harold Martin
Drive, Fort Lauderdale,
Florida 33304

Input/Comment /Statement: THERE ARE ISSUES WITH THE PROPOSED ONE WAY PAIR,

TRANSIT- BUS RIDERS WALKING TO THE OTHER STREET TO TRAVEL IN THE ~~OPPOSITE DIRECTION~~ WALKING, HEAT, WEATHER - RAIN. BOTH STREETS HAVE DRAW BRIDGES. ALSO, HEAVY RAIN EVENTS. DRIVERS LOOK TO GET OUT OF DOWNTOWN TO AVOID FLOODING. THEY WANT TO USE ALL STREETS TO LEAVE.

ALSO, TRANSIT INCREASED TRAVEL TIME WALKING TO TRAVEL IN THE OPPOSITE DIRECTION. ~~ISN'T~~ ISN'T THIS AREA GOING TO BE APTS. & CONDO? THIS IDEA IS NOT CONDUSIVE TO USING MASS TRANSIT ROAD WAY TRAVEL BY BUS.

Please Return to Study Team

ALSO, I HAVE A CONCERN ABOUT THIS AND PUBLIC SAFETY. EMS, FIRE, POLICE RESPONSE TIMES.

THIS PLAN ENCOURAGES CUT THRU TRAFFIC INTO NEIGHBORHOODS!

CITY OF FORT LAUDERDALE

One-Way Pairs Study
For Andrews Avenue & SE 3rd Avenue
Stakeholder Meeting
September 4, 2024

Holiday Park
Community Center
1150 G. Harold Martin
Drive, Fort Lauderdale,
Florida 33304

Input/Comment /Statement: Base data conditions analysis - includes crash/safety analysis?
it would be great to include crash data analysis in order to understand specific type of safety improvements along the corridor for people biking, walking, etc..
Great thinking about considering a protected / Separated Bike facility.

* transit improvements : please coordinate with BCT to improve Bus Stops, include Shelters, seating, ADA compliance and proper location.

* look at the city of Delray Beach one way pair example
- SE 5th Ave - Downtown

Please Return to Study Team

CITY OF FORT LAUDERDALE

One-Way Pairs Study
For Andrews Avenue & SE 3rd Avenue
Stakeholder Meeting
September 4, 2024

Holiday Park
Community Center
1150 G. Harold Martin
Drive, Fort Lauderdale,
Florida 33304

Input/Comment /Statement: ~~[illegible]~~ I think the one-way pairs could potentially be a great opportunity to open up space for bicycle/ped/transit infrastructure.

As someone who lives ~~outside~~ in the suburbs; pedestrian infrastructure is super important to be able to make use of tri-rail and experience or work in downtown FTL.

Please Return to Study Team

CITY OF FORT LAUDERDALE

One-Way Pairs Study
For Andrews Avenue & SE 3rd Avenue
Stakeholder Meeting
September 4, 2024

Holiday Park
Community Center
1150 G. Harold Martin
Drive, Fort Lauderdale,
Florida 33304

Input/Comment /Statement: why is this being considered?
How are you going to construct this project not to disrupt businesses on Andrews Ave & 3rd Ave.

Please Return to Study Team

Public Meeting – February 24, 2025

Meeting Date:	Monday, February 24, 2024
Subject:	One-Way Pairs Study Public Outreach Meeting
Meeting Attendees:	Milos Majstorovic, MSCE, P.E. (City of Fort Lauderdale) Ekaete Ekwere, P.E. (City of Fort Lauderdale) Adrian K. Dabkowski, P.E., PTOE (Kimley-Horn) Elizabeth Perez, P.E., PTOE, IMSA II (Kimley-Horn) Ariel Centurion, E.I. (Kimley-Horn) Victoria Rodriguez, E.I. (Kimley-Horn) The Public. Refer to the sign-in sheet contained in Attachment A.

Meeting Summary

- E. Ekwere began meeting and introduced the Kimley-Horn team
- The project presentation was given by the Kimley-Horn team, as contained in Attachment B, and discussed the agenda for the meeting. The following list summarizes the topics presented:
  - Agenda
  - Project Background
  - Initial Lane Configurations
  - Evaluation Matrices
  - Next Steps
  - Open Discussion
- A question-and-answer session was hosted by M, Majstorovic, E. Ekwere, and the Kimley-Horn team
- The public was directed to proceed to one (1) of the four (4) stations for a break-out session and provide additional feedback to the Kimley-Horn team
- Comment cards were submitted throughout the duration of the meeting and are contained in Attachment C
- The following items reflect the feedback received from the public during the question-and-answer session:
  - Concern with pedestrian safety along the study roadways. Interest in seeing pedestrian improvements along NE 4th Avenue or NW 2nd Avenue rather than on E 3rd Avenue and Andrews Avenue to have pedestrian traffic off the major roadways.
  - Concern with the character of the downtown area being lost with the conversion to one-way pairs and the separation this may cause
    - Andrews Avenue and E 3rd Avenue are separated by multiple blocks and have few east-west connections
  - Concern with constructing one-way roadways although there is a national trend of cities converting one-way roadways to two-way roadways
  - Andrews Avenue was converted to a one-way roadway northbound in the past and it was not successful. Concern with how this would work now with a growing city.
  - Suggestions to add streetscape improvements
  - Concern with the implementation of exclusive bus lanes when vehicular traffic also has to make a right-turn from the same lane

- Concern with the impact of the one-way pairs on the existing railroad crossings as there is related congestion today
- Concern with pedestrian crossings as there is speeding along the study roadways
  - Specific concern with speeding across the 3rd Avenue bridge
- Suggested considering a shared-use path to increase multimodal traffic
- Suggested to "think ahead" and consider the residents who would like to use other modes of transportation other than cars
  - Gave examples of how Miami and West Palm Beach have implemented exclusive bicycle lanes. Also expressed that Broward County Transit should have shorter headway times.
- Suggested to look at existing patterns of developments and to consider the existing streetscapes along the roadways
  - Suggested providing incentives for developers to build landscaping and wider sidewalks as part of their developments
- Suggested to find a balance between implementing transit improvements and pedestrian/bicycle improvements. These improvements do not need to be recommended consistently from Sunrise Boulevard to 17th Street.
- Agreed with one of the study locations from the literature review presented (Downtown Miami); reducing cycle lengths should be considered. Also suggested more frequent stops/signalized intersections.
- Concern with dynamic laneage in a dense area and potential safety issues that may be caused by dynamic laneage on such roadways
- Suggested to consider the impact of one-way pair roadways on emergency response times
- A quick straw poll after the question-and-answer session showed that none of the attending public were in favor of the one-way pair
  - Instead attendees were in favor of a Scenario 4 which maintains the existing two-way roadway circulation and offers multimodal facility improvements where feasible
- Listed below are the recommendations made by the public for Scenario 4
  - Widen sidewalks with separate bicycle/scooter lane
  - Provide multimodal facility improvements focused in areas of high multimodal traffic rather than the entire study area
  - Reduce signal cycle length
  - Provide emergency service vehicle signal preemption
  - Provide devices to reduce average travel speeds and improve pedestrian safety

- The following items reflect the feedback received from the public during the break-out sessions:
  - Suggested the implementation of zebra-style delineators between vehicular travel lanes and bicycle lanes
  - Concern with pedestrian cross times, specifically crossing SE 6th Street along E 3rd Avenue
  - Expressed SW 4th Avenue has an existing bicycle network and would like to see this expanded
    - Can keep multimodal traffic parallel to E 3rd Avenue
  - Expressed concern with sidewalk connectivity
  - Concern about length of bridge closures during one-way roadway conversion
  - Concern about location of proposed pedestrian facility improvements as there is more pedestrian traffic along E 3rd Avenue and E 4th Avenue

- Suggested to provide sidewalks across Andrews Avenue and NE 3rd Avenue across the railroad tracks to accommodate pedestrians
- Suggested to remove one (1) travel lane each on Andrews Avenue and E 3rd Avenue and providing additional multimodal facilities using this space
- Suggested to focus pedestrian facility improvements along E 3rd Avenue from Broward Boulevard to SE 2nd Street/New River Bridge
- Suggested to provide landscape buffers between roadways and sidewalks
- Suggested to provide a shared transit/bicycle lane instead of separated transit and bicycle lanes
- Suggested to provide dual northbound left-turn lanes at the intersection of E 3rd Avenue and Broward Boulevard

Action Items

- Kimley-Horn team to develop concept of Scenario 4 alternative
- City of Fort Lauderdale to coordinate a future date for Kimley-Horn to present and discuss the results of a Scenario 4 analysis

Attachment A

Sign-in Sheet

One-Way Pairs Public Workshop Sign-In Sheet			
First Name	Last Name	Email	Phone Number
RAY	DEDMAN IV	BRIGHTENhorizons2000@yahoo	954-512-9038
ENRIQUE	BARRIONS	ENRIQUEBARRIONS@msn.com	
LINDA	HATLAN	lhatlan@comcast.net	
JJ Hamberson	Hamberson	jjvcm.ftl@gmail.com	

One-Way Pairs Public Workshop Sign-In Sheet			
First Name	Last Name	Email	Phone Number
JOEL	SIOTNICK	JOELSSIOTNICK@gmail.com	954 668 8376
Seth	Paronick	sethparonick@hotmail.com	305-450-5120
Susannah	Bryan	SusanSeaTurtle	
EDWARD	CATALANO	EDR@BUI2.COM	6189313148
Alex	Iliev	iliev.Alexander7@gmail.com	
Jay	ADAMS	jay@bmi.co.group	954-401-9974
Ric	KATZ	RKATZ@COMMUNITYKATZ.com	786 222 5577
TYRONE	PO	tyrone.po@sweetkeypartners.net	
~~Robert~~	~~Hely~~	~~rhely@~~	954-537-6601
Robert	Hely	rhely@lochrielaw.com	954-799-8005

One-Way Pairs Public Workshop Sign-In Sheet			
First Name	Last Name	Email	Phone Number
MIKE	STONE	MSTONE@GESTATION.COM	954-328-9023
Barbara	Stelz	bjmaglio@gmail.com	305-812-8626
Jenni	Morejon	jenni@ddaftl.org	

One-Way Pairs Public Workshop Sign-In Sheet			
First Name	Last Name	Email	Phone Number
Doug	Eagon	doug.eagon@stl.us	954.801.5599
Kim	NOTHARD	NOTHARDK@COMCAST.NET	954-600-9750
Glenn	Edie	GLENNJEDIE@ATT.NET	(9) 2589492
Sciullo	Vince	Vincesciullo@gmail.com	954-804-0346
Steve	Rothaus	SROTHAUS@ROTHAUS.NET	786-546-5581
Melinda	Bowker	president@dflca.org	9546045069

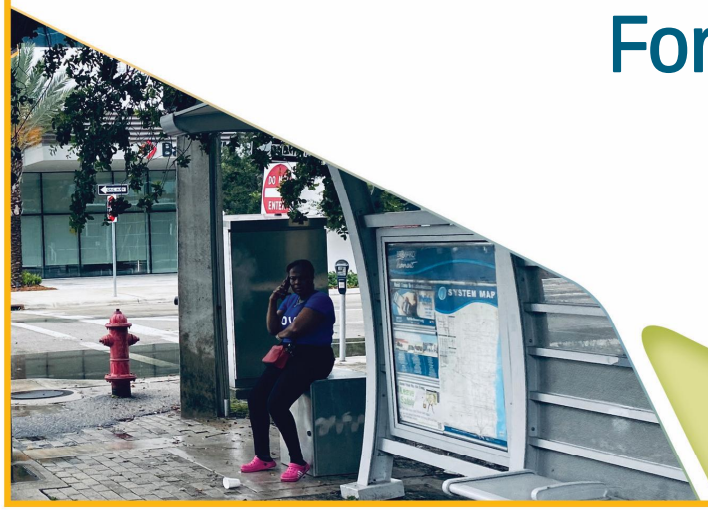
Attachment B

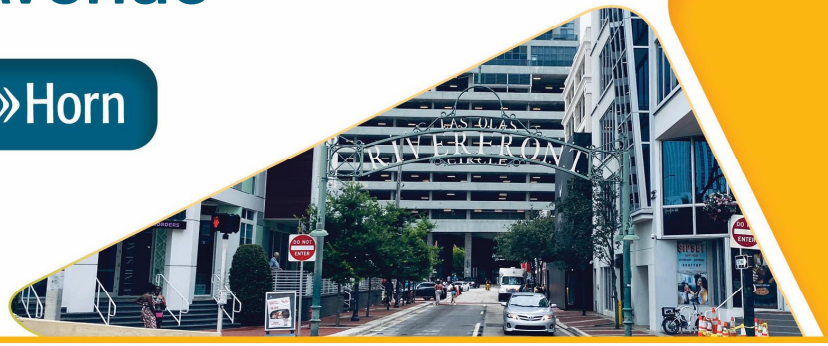
Public Outreach Meeting Presentation

CITY OF FORT LAUDERDALE

One-Way Pairs Study For Andrews Avenue & SE 3rd Avenue

Kimley»Horn



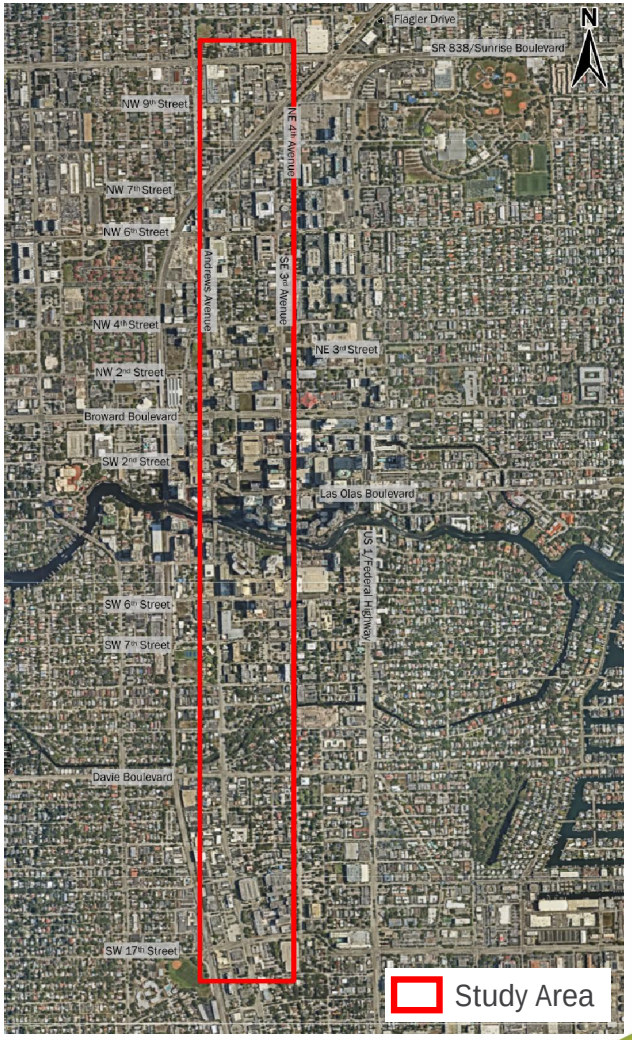


Agenda

1. PROJECT BACKGROUND/STATUS
2. INITIAL LANE CONFIGURATIONS
3. EVALUATION MATRICES
4. NEXT STEPS

Project Background

- **Project Study Roadways:**
  - Andrews Avenue
  - E 3rd Avenue
- **Project Limits:**
  - Sunrise Boulevard – North
  - SE 17th Street – South
- **Study Intersections**: 31
- **Project Purpose:** Evaluate conversion of Andrews Avenue and E 3rd Avenue to one-way roads in project limits, focus on:
  - Multimodal (pedestrian, transit, freight, and vehicular) level of service
  - Stakeholder Impact
  - Access and Circulation
  - Delays and Queues



Project Status/Next Steps

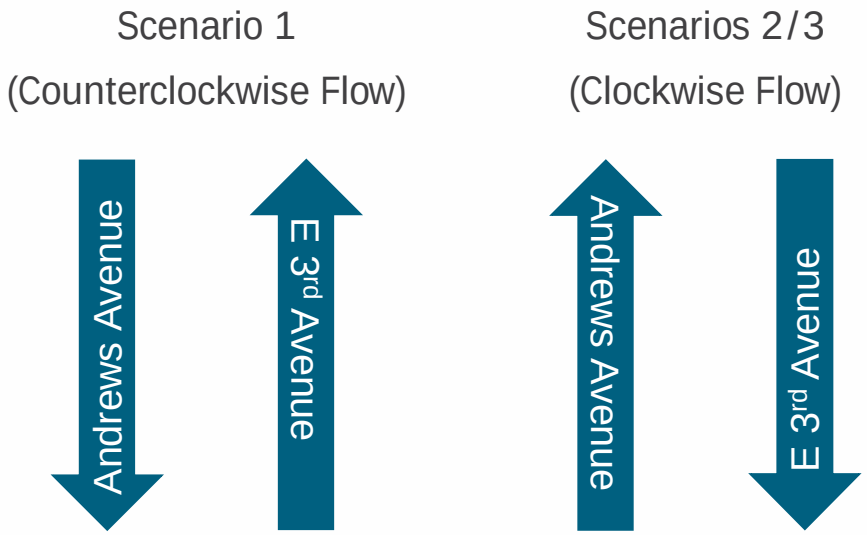
Task Number	Project Task	Status
1	Agency/Public Meetings	Ongoing
2	Confirmation of Study Area Network and Methodology	Completed
3	Data Collection	Completed
4	Baseline Conditions Analysis	Completed
5	Estimation of Future Year Travel Demand: Existing Two-Way Network	Completed
6	Feasibility Review: Planning Level Cost Estimates and Conceptual Plans	Detailed Analysis - Ongoing
7	Estimation of Future Year Travel Demand: One-Way Pair Scenarios	Completed – Under Review
8	Future Conditions Operational Analysis	Completed – Under Review
9	Technical Report and Recommendations	Ongoing

Project Website

https://www.fortlauderdale.gov/government/departments-i-z/transportation-and-mobility/transportation-division/one-way-pairs

Initial Lane Configurations

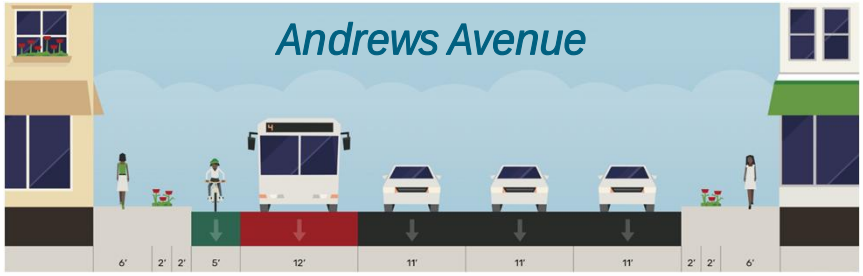
- Analysis Scenarios:
  - No-Build (Existing) Conditions
  - Scenario 1 (Counterclockwise Flow):
    - Within the existing curb
    - With reconstruction of entire roadway including sidewalks
  - Scenario 2 (Clockwise Flow):
    - Within the existing curb
    - With reconstruction of entire roadway including sidewalks
  - Scenario 3 (Clockwise Flow):
    - With reconstruction of entire roadway including sidewalks
  - Scenario 4 -TBD

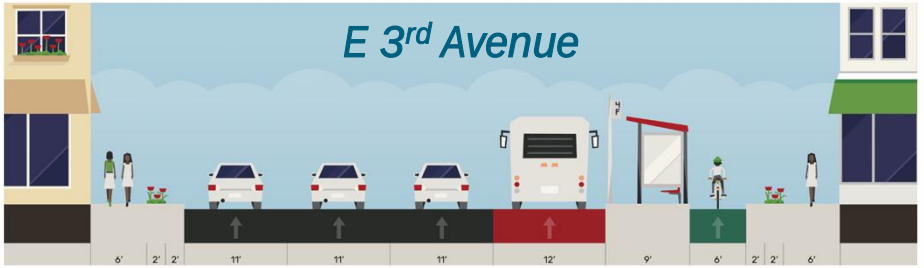


Initial Lane Configurations

General Existing Configuration:

General One-Way Configuration:



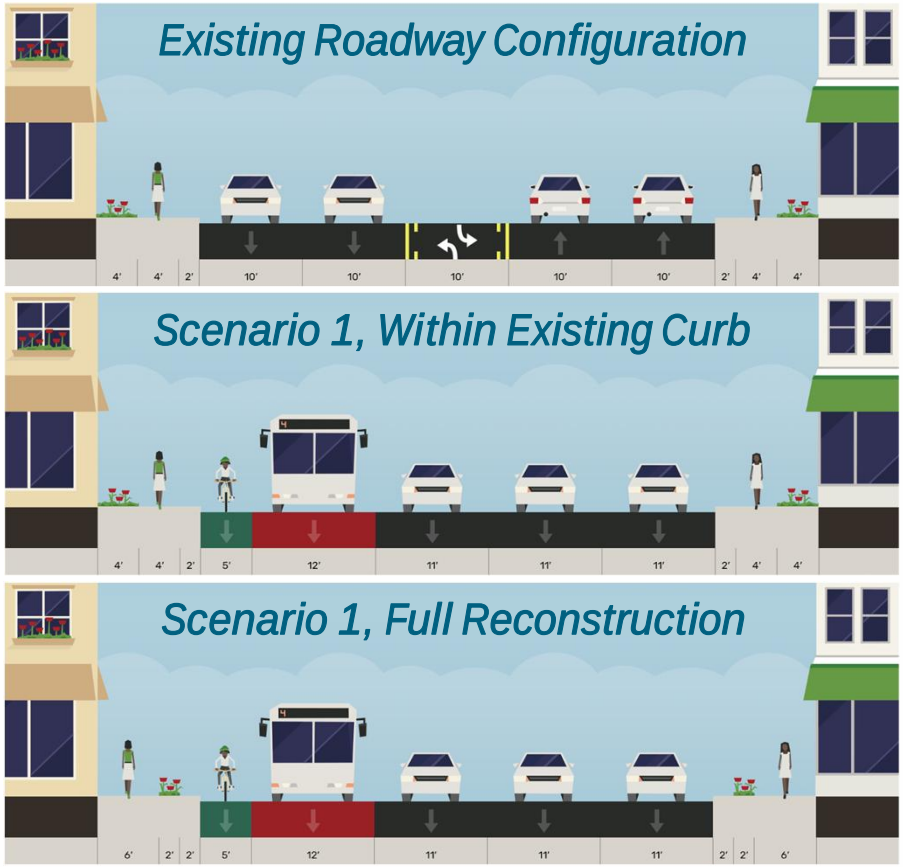


Typical Sections Prepared

- Andrews Avenue
  - 70-foot section (Sunrise Blvd to SE 11th St)
  - 100-foot section (SE 11th St to SE 17th St) transit shelter
  - 100-foot section (SE 11th St to SE 17th St) no transit shelter
- E 3rd Avenue
  - 80-foot section (Sunrise Blvd to Broward Blvd and from SE 7th St to SE 17th St) transit shelter
  - 80-foot section (Sunrise Blvd to Broward Blvd and from SE 7th St to SE 17th St) no transit shelter
  - 60-foot section (Broward Blvd to SE 7th St)
- Flagler Drive
  - 65-foot section (from Sunrise Blvd to NE 3rd Ave)

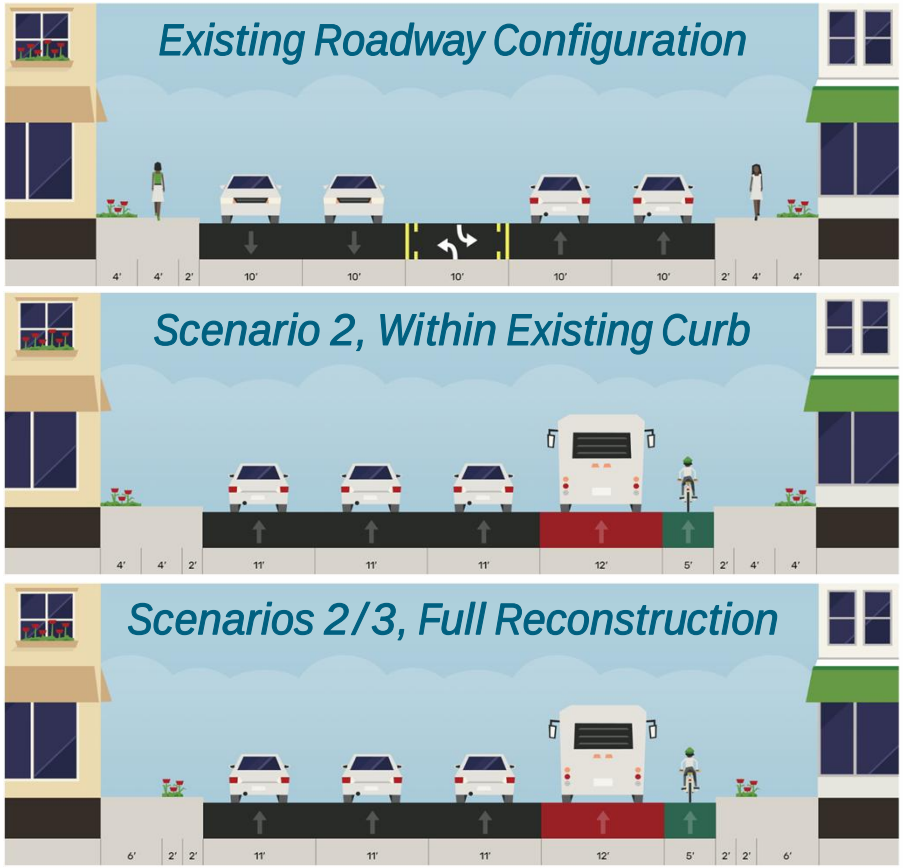
Typical Sections

Andrews Avenue 70-Foot Section



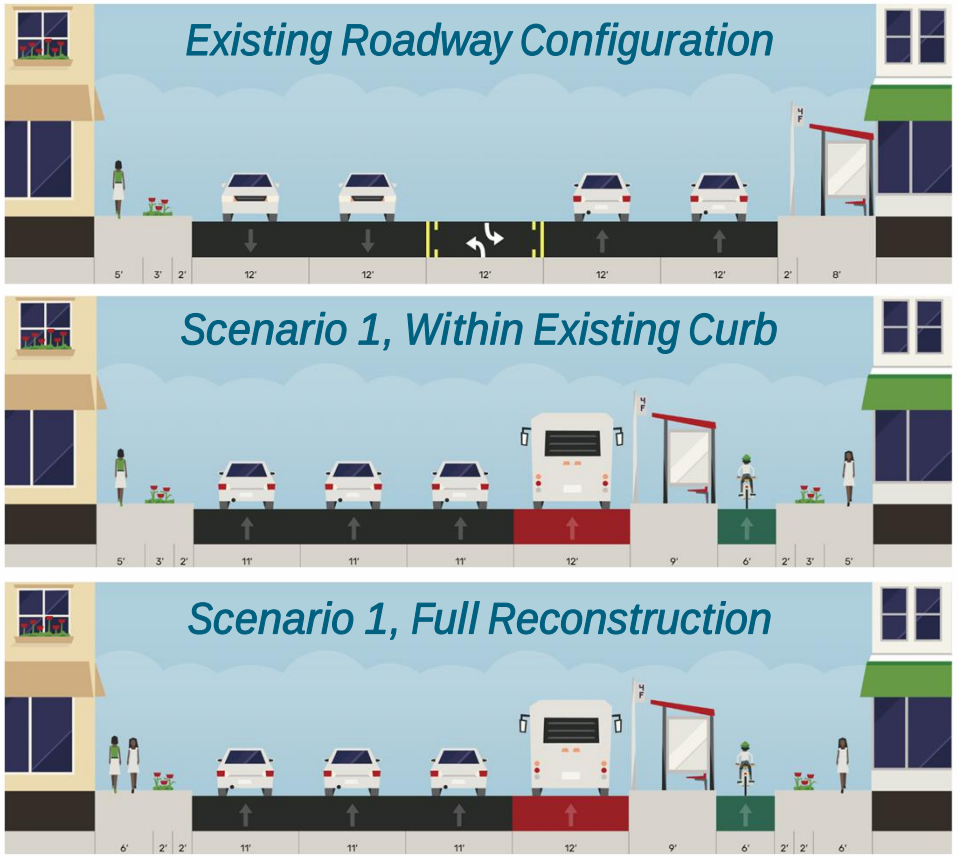
Typical Sections

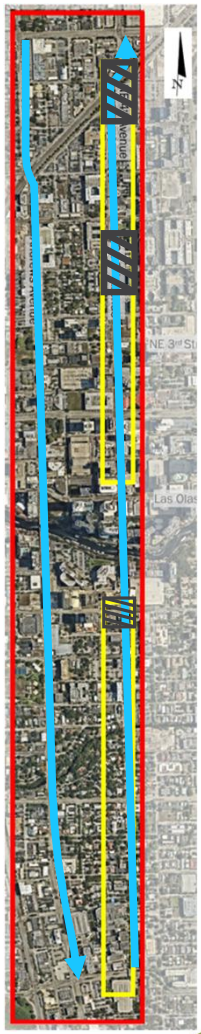
Andrews Avenue 70-Foot Section



Typical Sections

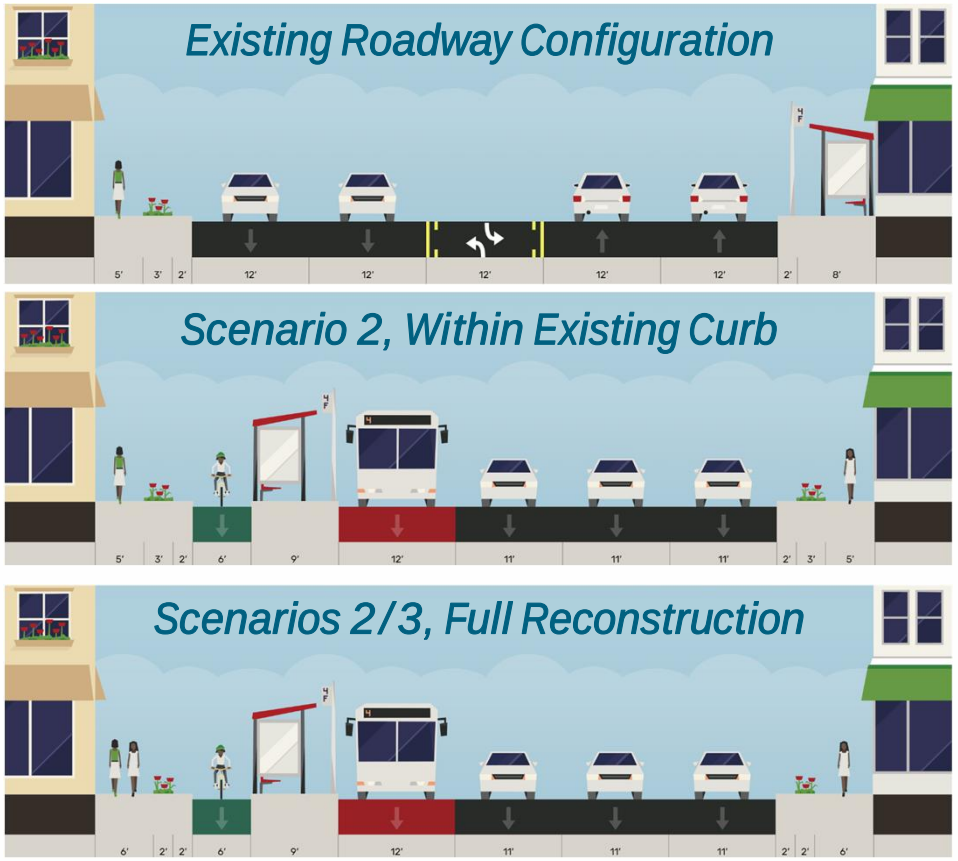
E 3rd Avenue 80-Foot Section at Transit Shelter

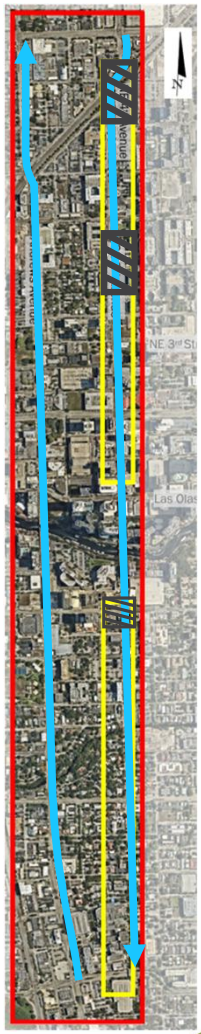




Typical Sections

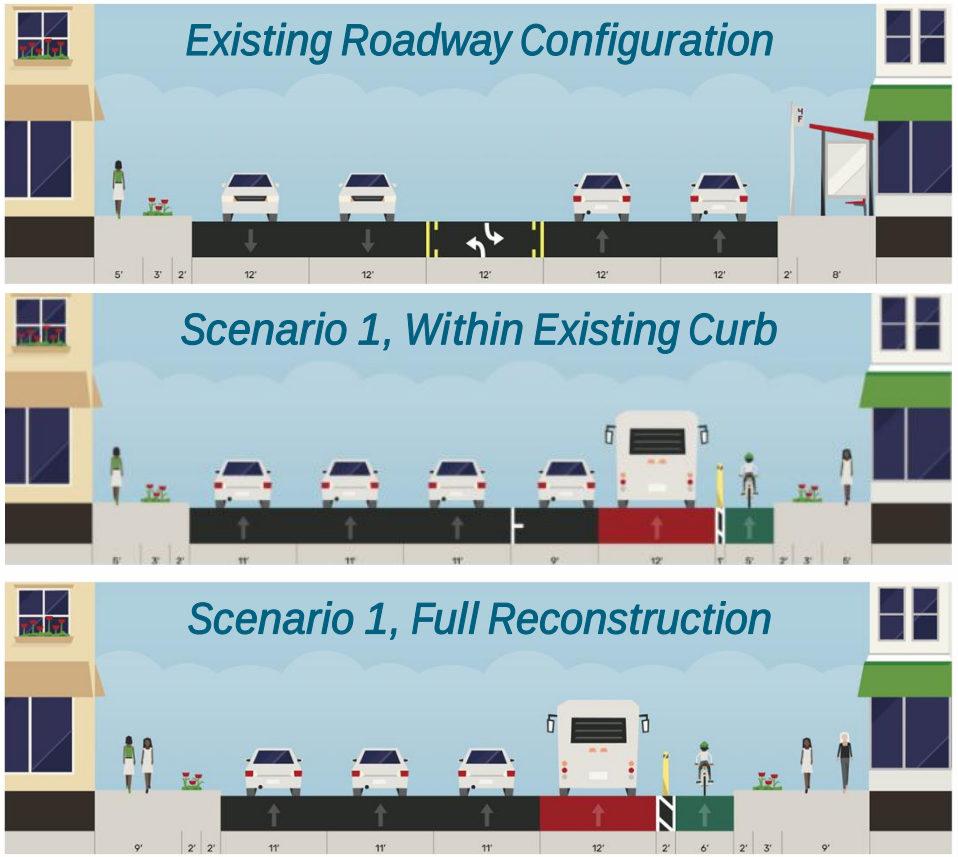
E 3rd Avenue 80-Foot Section at Transit Shelter

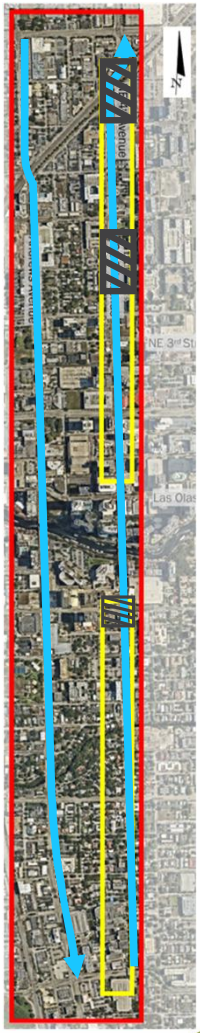




Typical Sections

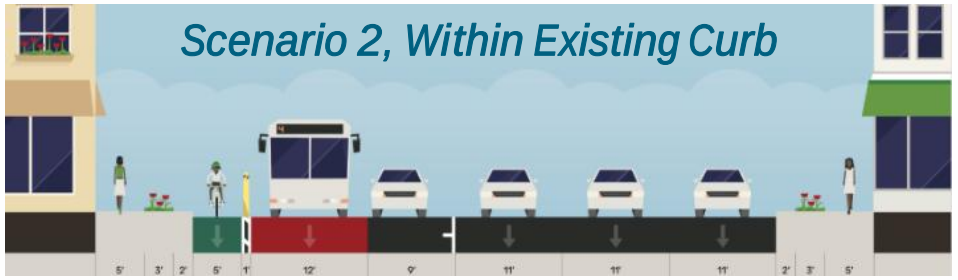
E 3rd Avenue 80-Foot Section without Transit Shelter

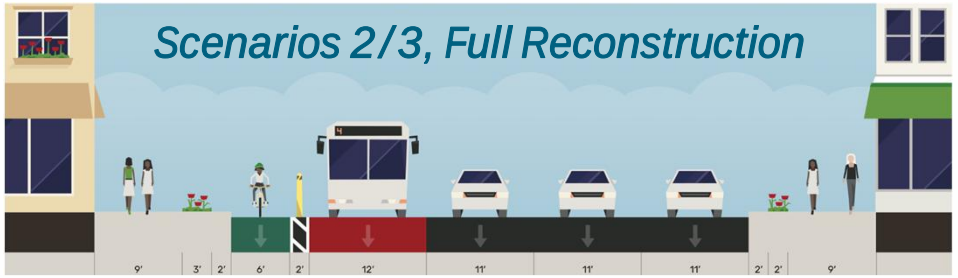


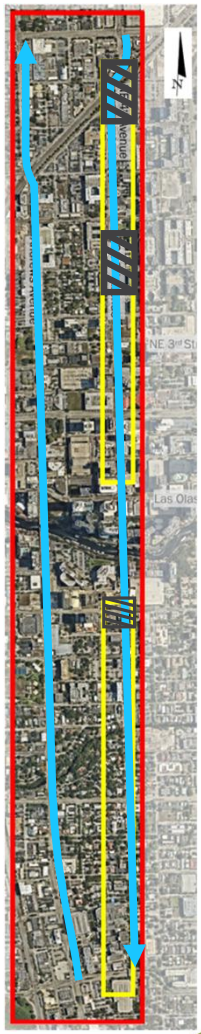


Typical Sections

E 3rd Avenue 80-Foot Section without Transit Shelter



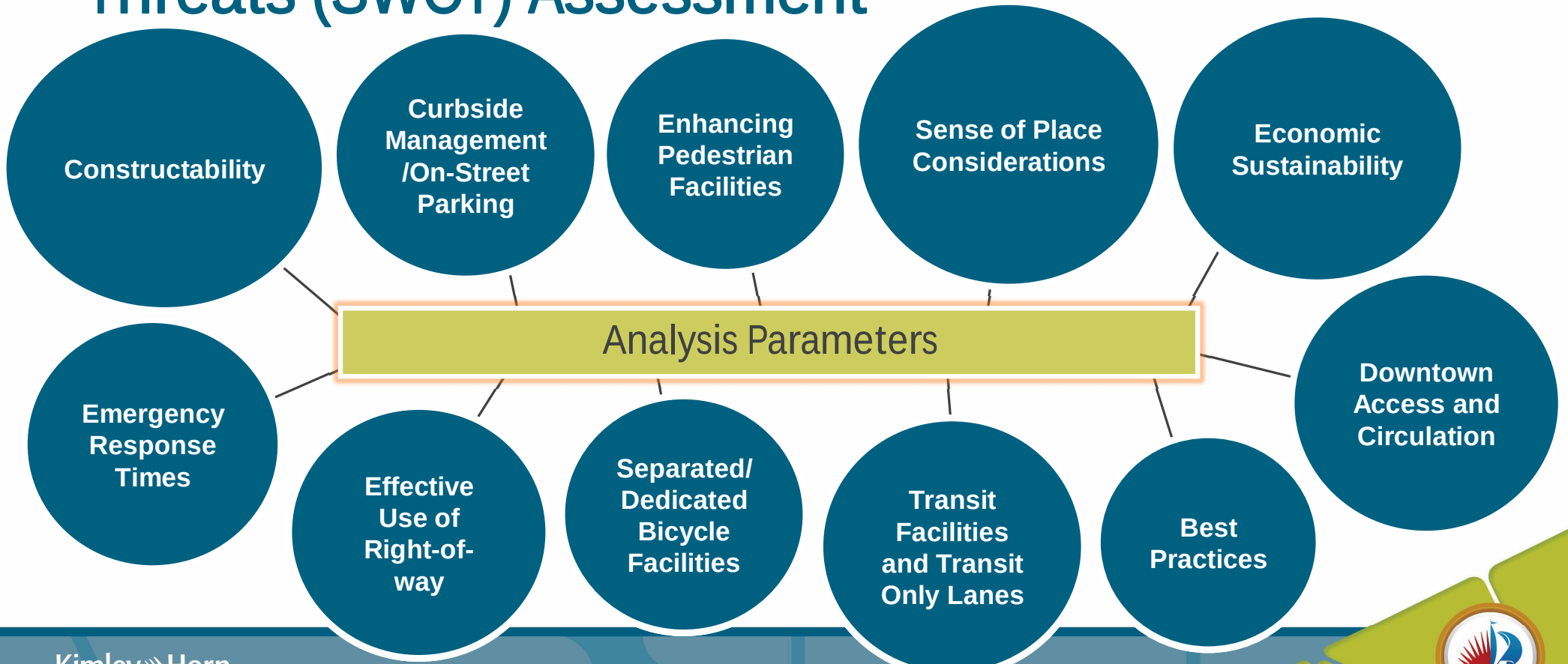




Initial Lane Configurations

- Roadway Segments with Atypical Sections
  - Causes in deviation from typical sections:
    - Right-of-way width differences along short segments of study roadways
    - Right-of-way dedications from adjacent developments
  - Andrews Avenue
    - NE 6th Street to NE 5th Street (80-foot section)
    - Las Olas Boulevard to SE 6th Street (60-foot section)
    - SE 11th Street to Davie Boulevard (80-foot section)
  - E 3rd Avenue
    - NE 9th Street to NE 8th Street (45-foot section)
    - North of NE 5th Street to north of NE 4th Street (80-foot section)
    - Courthouse Drive to SE 6th Street (100-foot section)

Strengths, Weaknesses, Opportunities, and Threats (SWOT) Assessment



Literature Review

Locations Reviewed

- **Existing One-Way Pairs**
  - SE 5th Avenue and SE 6th Avenue One-Way Pairs – Delray Beach, Florida
  - W Kennedy Boulevard and E Jackson Street One-Way Pairs – Tampa, Florida
  - Commerce Street and Elm Street One-Way Pairs – Dallas, Texas
  - Collins Avenue and Harding Avenue – Miami Beach/Surfside, Florida
- **Conversion of Two-Way Streets to One-Way Streets**
  - *Market/John F Kennedy Vision Zero Pilot Project Evaluation Report* – Philadelphia, Pennsylvania, February 2019
- **Conversion of One-Way Streets to Two-Way Streets**
  - Spring Street and Market Street, Oak Street and Elm Street, Pearl Street and Bank Street – New Albany, Indiana
  - 2nd Avenue and 3rd Avenue, 4th Avenue and 5th Avenue – Cedar Rapids, Iowa
  - *First and Brook Street Study* – Louisville, Kentucky, February 2010
  - W Adams Street and W Forsyth Street – Jacksonville, Florida
  - *North Quarter Vision Study* – Orlando, Florida, January 2019
- **Lane Repurposing/ Improvement Projects**
  - *Downtown Cycle Length Analysis* – Miami, Florida, April 2016
  - *Downtown Cycle Length Implementation* – Miami, Florida, August 2021
  - *Washington & Culver Boulevard Tactical Mobility Lane Post-Pilot Report* – Culver City, California, April 2023

Evaluation Matrices

Multimodal Factors

- Network-Wide Total Vehicle Control Delay and Queuing
- Planning Level Construction Cost
- Bicycle Level of Traffic Stress
- Pedestrian Level of Traffic Stress
- Transit Level of Service

Autocentric Factors

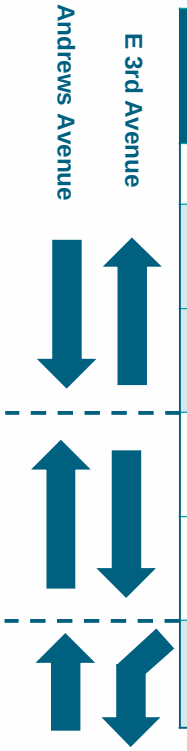
- 2024 Network-Wide Total Vehicle Control Delay
- 2045 Network-Wide Total Vehicle Control Delay
- 2024 Network-Wide Total Vehicle Queuing
- 2045 Network-Wide Total Vehicle Queuing
- Planning Level Construction Cost
- Average Multimodal Stress

Note: Weight scale can be modified once the consensus of the stakeholders is received.

Total Vehicle Delay Results

Scenario	2024 A.M. Total Vehicle Control Delay	2024 P.M. Total Vehicle Control Delay	2045 A.M. Total Vehicle Control Delay	2045 P.M. Total Vehicle Control Delay
No-Build	492 hr	649 hr	1,222 hr	1,280 hr
1: Within Existing Right-of-Way	-13%	16%	33%	77%
1: Full Reconstruction	-13%	16%	33%	77%
2: Within Existing Right-of-Way	12%	3%	39%	57%
2: Full Reconstruction	12%	3%	39%	57%
3: Full Reconstruction	35%	31%	54%	80%

Multimodal Evaluation Matrix



Scenario	Network-Wide Total Vehicle Control Delay and Queuing	Planning Level of Construction Cost	Bicycle Level of Traffic Stress	Pedestrian Level of Traffic Stress	Transit Level of Service	Total	Ranking
No-Build	1	1	6	6	6	20	6
1: Within Existing Right-of-Way	2	3	1	4	1	11	2
1: Full Reconstruction	2	5	1	1	1	10	1
2: Within Existing Right-of-Way	4	2	1	4	1	12	4
2: Full Reconstruction	4	4	1	1	1	11	2
3: Full Reconstruction	6	6	1	1	1	15	5

1 – Best Performance
6 – Worst Performance

Autocentric Evaluation Matrix

Scenario	2024 Total Vehicle Control Delay	2045 Total Vehicle Control Delay	2024 Total Vehicle Queuing	2045 Total Vehicle Queuing	Planning Level Construction Cost	Average Multimodal Stress	Total	Ranking
No-Build	1	1	6	6	1	6	21	5
1: Within Existing Right-of-Way	2	4	1	3	3	4	17	4
1: Full Reconstruction	2	4	1	3	5	1	16	2
2: Within Existing Right-of-Way	4	2	3	1	2	4	16	2
2: Full Reconstruction	4	2	3	1	4	1	15	1
3: Full Reconstruction	6	6	5	5	6	1	29	6

1 – Best Performance
6 – Worst Performance

Project Status/Next Steps

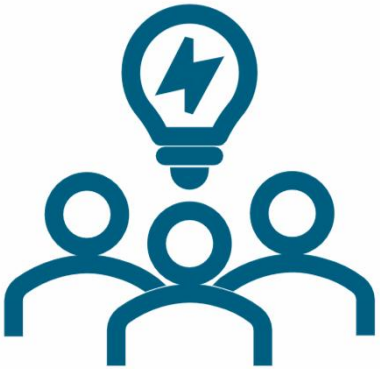
Next Steps

- Dynamic Matrix
- Stakeholder feedback
- Additional agency meetings
- Additional public meeting – Scenario 4
- Finalize feasibility analysis
- Develop concept plans for scenarios
- Technical Report/Recommendations

Project Website

https://www.fortlauderdale.gov/government/departments-i-z/transportation-and-mobility/transportation-division/one-way-pairs

Open Discussion

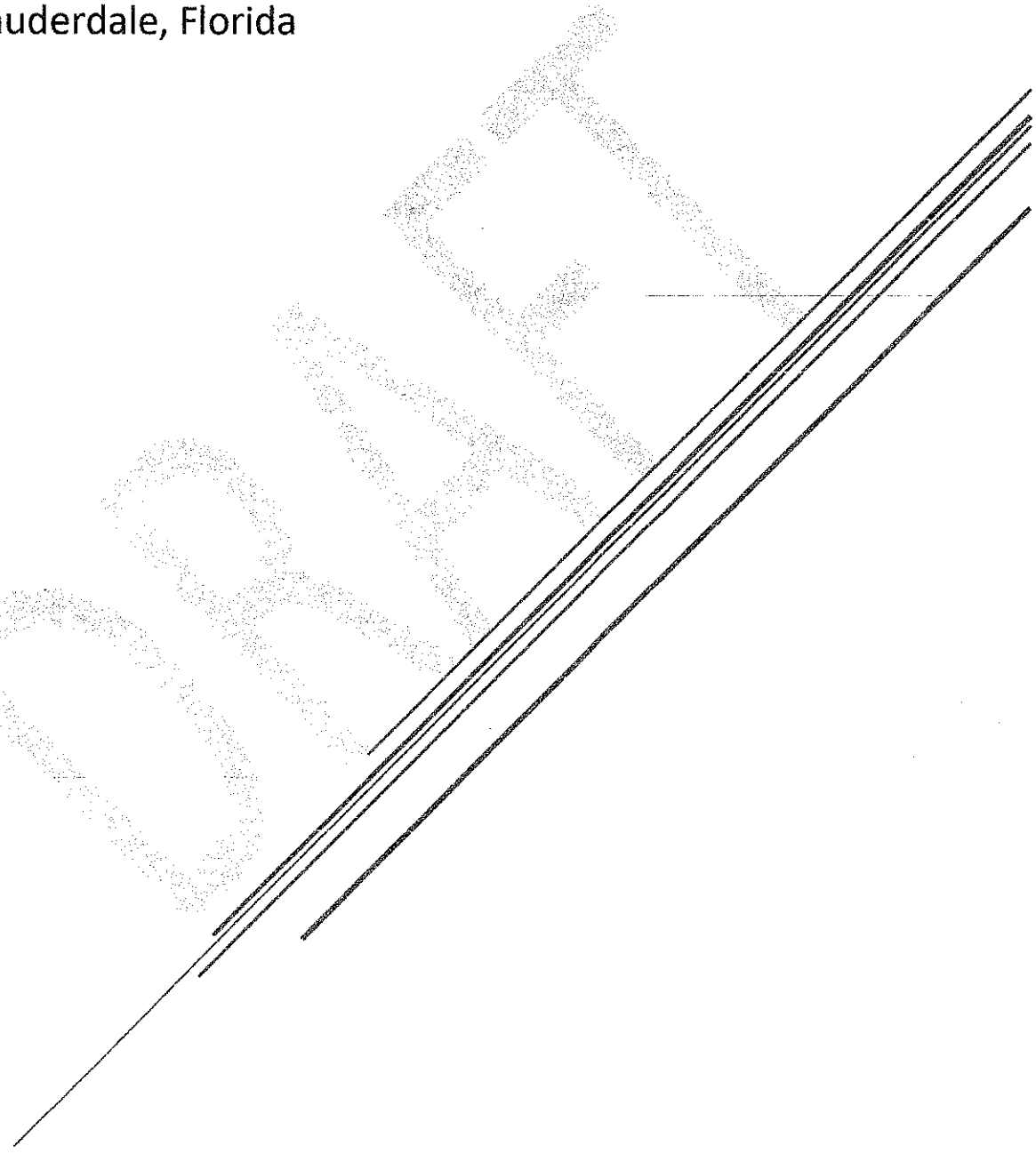


Attachment C

Public Comment Cards

THOUGHTS CONCERNING THE PROPOSED ONE-WAY PAIRS OF ANDREWS AND 3RD AVENUES

Fort Lauderdale, Florida



Turning Andrews Avenue and 3rd Avenue into One Way Streets: AN OUTDATED IDEA THAT IS WRONG FOR FORT LAUDERDALE

During the post World War II 1940's and '50's it was all the rage for city planners and engineers to turn their downtown thoroughfares into one-way streets. The reason behind this was to rush volumes of traffic through their downtowns at higher rates of speed.

Subsequently, it was realized that this was a huge mistake. The one-way streets became raceways. Beginning in the 1990's and still ongoing today hundreds of cities have converted these same roadways back to two-way streets, and with this, positive changes have renewed the urban and pedestrian characteristics so important to the vitality of a high-density city center.

LET'S NOT MAKE THE SAME MISTAKE THAT HUNDREDS OF AMERICAN CITIES MADE IN TURNING THEIR DOWNTOWN THOROUGHFARES INTO ONE WAY STREETS THAT THEN THEY HAD TO FIX AFTER SUFFERING THROUGH SAFETY, ECONOMIC, AND EXPERIENTIAL DECLINE.

Among others, the City of Fort Myers, Florida has recently begun the process of converting its one way streets back to two way. After many decades the city deemed the former conversion to one way streets to be a mistake.

"The one-way roads in downtown make driving a headache. The City officials know this. Making(them) two-way roads will make it more convenient and also safer for both drivers and pedestrians. Mayor Kevin Anderson says a lot of people currently use the roads like a speedway."

"Hopefully, it'll make travel easier coming into downtown and going out of downtown, said Marc Gizzi. It's a pain in the neck. It's an extra 10 minutes travel time going back and around."

This conversion back to two-way streets will also renew economic and pedestrian activity.

FORT LAUDERDALE- CONCERNS WITH THE ONE-WAY STREET PAIRS IDEA

- There are no examples anywhere in the country of one-way street pairs of primary arterial streets through a downtown that are separated by three blocks. Most remaining one-way streets are adjacent to each other one block apart.

This one-way idea would create massive congestion and confusion to drivers attempting to get to their destination by having to constantly and redundantly navigate the limited number of single lane east/west streets attempting to circulate back and forth between Andrews and 3rd Avenues. Additionally many of these single lane east/west streets do not have traffic signals at their Andrews or 3rd Avenue intersections.

THINK ABOUT HOW, YOU, TRAVELING TO AND FROM YOUR RESIDENCE OR OFFICE MIGHT HAVE TO NEGOTIATE GETTING FROM 3rd AVENUE TO ANDREWS AND BACK ON THESE TWO OPPOSITE DIRECTION ONE WAY AVENUES THREE BLOCKS APART FOR EVEN THE SIMPLEST OF ERRANDS.

During the early 1970's the City of Fort Lauderdale experimented with converting Andrews Avenue through downtown to a northbound one way. The City at the same time converted SW 1st Avenue to a one way southbound. Bill Farkas had been recruited from Pittsburgh in 1975 to become the Fort Lauderdale Downtown Development Authority's Executive Director. At the time of his arrival he commented about Andrews Avenue being a one way street with a huge sign above it stating ONE WAY DO NOT ENTER by saying "Wow that's a nice welcome to your downtown!"(see footnote #5)

In a comprehensive document prepared by a team of national and local planning, architectural, economic, and development professionals titled the Downtown Development Plan Fort Lauderdale published in 1977 there are numerous references to the detrimental effects of Andrews Avenue being one way. These include among others "one way Andrews Avenue creates a physical and environmental barrier separating downtown....", "Andrews Avenue being one way effectively divides the core", and one way Andrews Avenue serves to "diminish the pedestrian qualities of the street." This led the consulting team to strongly recommend returning Andrews Avenue to two way.(see footnote #7)

Upon acceptance of the 1977 Downtown Development Plan the City Commission ultimately returned Andrews Avenue to two way.

This was confirmed in a conversation in 2018 with Chuck Ritchie, long time City of Fort Lauderdale City Planner, when he stated that Andrews Avenue was converted to a one-way street for "a period of time". He also stated that "this new traffic pattern was not received well by residents and businesses alike and was eventually restored" to a two-way street. (see footnote #5)

- Even downtown where posted speed limits are 25 miles per hour many vehicles exceed this speed. It is proven that one-way streets encourage even higher speeds. This would become even more dangerous to the increasing numbers of pedestrians downtown.

- We have only begun to see enhanced retail and businesses along 3rd Avenue and Andrews Avenue. It is proven that one-way streets have a detrimental effect on retail business activity. Let's not kill this blossoming commerce just as it is getting started.

- Ambulances, fire, and police constantly are using 3rd and Andrews Avenues from points both north and south including Broward General's Emergency Room on 3rd Avenue. Now all of these public service responders would have to wind their way around several blocks when time is critical?

- The 3rd Avenue and Andrews Avenue bridges are regularly taken out of service for routine maintenance as well as when unplanned repairs are necessary. Converting these roadways to one way pairs would render these primary downtown roadways practically unusable when one of the bridges was out of service.

- This one-way pairs idea includes the unwarranted need for a "dedicated bus lane" on both Andrews and 3rd Avenues. No other vehicles would be able to use it. Why? Cities as large as San Francisco have travel lanes that are shared by buses, light rail, trolleys, cars, and trucks. Why do we need to take entire lanes of vehicle capacity for the sake of a single use bus lane here in Fort Lauderdale when multiple types of vehicles travel in shared lanes in cities large and small throughout the country and the world?

THIS ONE-WAY PAIRS IDEA FOR ANDREWS AVENUE AND 3RD AVENUE WOULD PROVE TO BE EXTRAORDINARILY DETRIMENTAL, CUMBERSOME, CONFUSING, AND ONLY ADD TO TRAFFIC CONGESTION DOWNTOWN.

EXPERT NARRATIVES & SOURCES

"Between 1950 and 1980 an epidemic of conversions (from two way) to one-way streets took place in cities all across America. Mostly, these conversions greatly damaged downtowns by killing off retail and turning city streets into, essentially, surface highways." (See footnote #3)

"Two-way((street) restorations are a nationwide trend. In Jeff Speck's book Walkable City Rules (2018) he lists 78 cities that have successfully restored streets to two-way travel. (See footnote #2)

"One technique (in Charleston) that appears to be remarkably successful is the re-conversion of one-way streets to two-way streets. Upper King Street was re-converted to two-way traffic in 1994. Because of this conversion, the area has regained its status as a cultural and retail hub in the City of Charleston." (See footnote #4)

In Cincinnati... "This revival was centered on Vine Street and began when the city reverted the street to two-way traffic in 1999." (See footnote #3)

When streets are converted back to two ways... "Accidents involving pedestrians are down. Speeding is reduced. In general, the streets work better." (See footnote #2)

"The conversion of(former) one-way streets(back) to two-way in the central city has many benefits which include improvements in safety, accessibility, and enhancing overall livability." (See footnote #1)

"From an operations standpoint two-way streets generally have lower vehicular speeds. This is especially apparent at intersections... A two-way street also reduces confusion and eliminates potential for wrong way travel." (See footnote #1)

"Two-way streets prove safer, more walkable, and more supportive of business than one-way streets." (See footnote #2)

FOOTNOTES

1. "Two Way Street Conversion: Increased Livability in Louisville "by William Riggs and John Gilderbloom. Journal of Planning Education and Research #36(2015). University of Chicago
2. "Cities Benefit From Restoring Two Way Traffic" by Robert Steuteville (2019). Public Square, a CNU Journal. Publication of the Congress for New Urbanism
3. "Walkable City Rules" by Jeff Speck (2018). Speck and Associates, urban design and consultancy firm
4. "One Way to Two Way Street Conversions as a Preservation and Downtown Revitalization Tool: The Case Study of Upper King Street, Charleston, South Carolina ". (2009) by Meagan Baco. Clemson University
5. 'Designing Downtown "by John Dolen. Fort Lauderdale magazine (April 1, 2016)
6. Conversation with Charles H. Ritchie (2018). Chuck Ritchie was City Planner in The City of Fort Lauderdale Planning Department. Began employment in 1960 and retired in 1988.
7. Downtown Development Plan Fort Lauderdale, Florida. June 1977.

Centurion, Ariel

From: Ekaete Ekwere <EEkwere@fortlauderdale.gov>
Sent: Monday, February 24, 2025 11:03 AM
To: Dabkowski, Adrian; Perez, Eli; Centurion, Ariel; Rodriguez, Victoria
Subject: FW: Two Way Pairs - S. Andrews Ave and SE 3rd Avenue

Good Morning Team,

We had someone share their comments with the Vice Mayor on the project. Please see below and include when tracking the public's comments.

Thanks,

Ekaete Ekwere, PE
Transportation Services Division Manager
City of Fort Lauderdale | Transportation & Mobility
954.828.4698 | eekwere@fortlauderdale.gov

From: Milos Majstorovic <MMajstorovic@fortlauderdale.gov>
Sent: Monday, February 24, 2025 10:30 AM
To: Steven Glassman <SGlassman@fortlauderdale.gov>
Cc: Steven Glassman <randesteve@bellsouth.net>; Ekaete Ekwere <EEkwere@fortlauderdale.gov>
Subject: RE: Two Way Pairs - S. Andrews Ave and SE 3rd Avenue

Absolutely. Ekaete, please make sure consultant is aware.

Thank you.

Sincerely,

Milos

Milos Majstorovic, MSCE, PE I Acting Director
City of Fort Lauderdale
Transportation And Mobility
Phone: 954.828.5216
Email: mmajstorovic@fortlauderdale.gov

#WeAreFTL

From: Erica Franceschi <EFranceschi@fortlauderdale.gov> On Behalf Of Steven Glassman
Sent: Monday, February 24, 2025 10:21 AM
To: Milos Majstorovic <MMajstorovic@fortlauderdale.gov>
Cc: Steven Glassman <randesteve@bellsouth.net>
Subject: Fw: Two Way Pairs - S. Andrews Ave and SE 3rd Avenue

Hello Milos,

Can you ensure that Genia's comments are submitted to the project team tonight?

Thank you

Vice Mayor Steven Glassman
City of Fort Lauderdale, District 2

Get Outlook for iOS

From: Genia Duncan Ellis <genia@goriverwalk.com>
Sent: Monday, February 24, 2025 10:16:44 AM
To: Steven Glassman <SGlassman@fortlauderdale.gov>
Subject: [EXTERNAL:CAUTION!]- Two Way Pairs - S. Andrews Ave and SE 3rd Avenue

[::CAUTION!::] This email originated from *outside* The City of Fort Lauderdale.
Do Not Reply, click links, or open attachments from an unknown or suspicious origin. Confirm the email address is from an expected source before taking action.
Report any suspicious emails to spamadmin@fortlauderdale.gov

While I am unable to attend the meeting scheduled for this evening, I wanted to express some concerns that have been raised by me and my neighbors…

1. Making SE 3rd Avenue one way – in either direction creates more cut-thru traffic in the abutting residential streets between US 1 and SE 3Rd.
2. Additional concerns are the entry and pathways to Broward General ER – used by emergency vehicles constantly (24/7). Use of SE 3rd frees up Andrews for those times when a crisis exist.
3. There are a large number of businesses (as well as a Charter School) that have access to their facilities from SE 3rd and driveways are set up in a specific direction to not impact the flow of traffic. On the change that the pattern is changed this could become an large expense to those properties to make their access easier.
4. A reminder that the Federal Courthouse is being constructed off of SE 3rd Avenue and it ingress and egress were planned otherwise.

5. To extend the pairing to SE 17th Street doesn't consider that there is no direct access to 95 except at Davie and SR 84. This again pushes traffic into surround neighborhoods and affects businesses that are

along those corridors that would be impacted. If pairing goes forward – please cease that at Davie Boulevard.

6. S. Andrews is a vibrant and active business corridor having businesses on both sides of the roadway however once again – this is an arterial roadway into the surrounding neighborhoods and would once again encourage cut-thru traffic

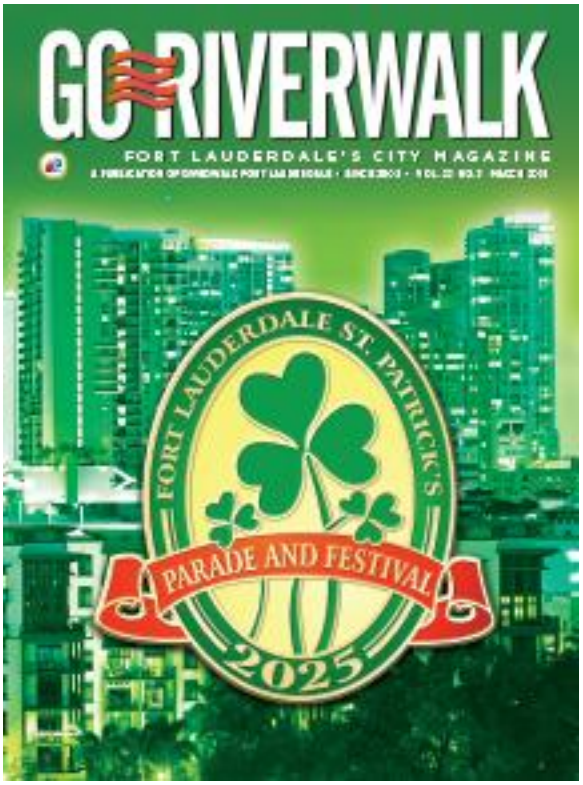
7. By living and working in the area between Broward and Davie, I can assure you that peak traffic does create challenges however most are mitigated follow standard rush hour situations and the corresponding roads were designed to address that traffic (Davie, Broward) Trains weigh heavily in the delays that occur on those roadways however even with the pairing – the trains will again create congestion at other locations.

Kindly reconsider creating a hardship on the surround neighborhoods with increased cut thru traffic and existing businesses that are thriving on both corridors.

Genia Duncan Ellis
429 SE 13th Street
Fort Lauderdale, FL 33316

RIVERWALK
FORT LAUDERDALE

Genia



Genia Duncan Ellis | President/CEO | Editor In Chief
Riverwalk Fort Lauderdale, Inc. and
Go Riverwalk Magazine

954. 468.1541 x 202 Office | 954.468.1542 Fax | 954.205.9648 Cell
888 East Las Olas Blvd. | Suite 210 | Fort Lauderdale, FL 33301

CITY OF FORT LAUDERDALE

One-Way Pairs Study
For Andrews Avenue & SE 3rd Avenue
Stakeholder Meeting
February 24, 2025

ArtServe
1350 E Sunrise Boulevard,
Fort Lauderdale, Florida
33304

Comment Card

Name: KIM NOTHARD

Address: 511 NE 3rd Ave, Fort Laud, FL 33301

Representing: (if applicable) —

Phone Number: 954-600 9750

E-Mail Address: KNOTHARD@GLAVOVICSTUDIO.COM

Input/Comment /Statement: ONE WAY 3rd Ave is an ACCIDENT WAITING TO HAPPEN — TOO FAST NECESSARY. MANY ACCIDENTS EVERY MONTH.

Please Return to Study Team

CITY OF FORT LAUDERDALE

One-Way Pairs Study
For Andrews Avenue & SE 3rd Avenue
Stakeholder Meeting
February 24, 2025

ArtServe
1350 E Sunrise Boulevard,
Fort Lauderdale, Florida
33304

Comment Card

Name: RAY DETTMANN

Address: 1900 miami Rd Fort Laud

Representing: (if applicable)

Phone Number: 954-512-9039

E-Mail Address: BrightHorizon2000@yahoo.com

Input/Comment /Statement: DOES THIS CHANGE IMPROVE ACCESS FOR EMS AND IMPROVE RESPONSE TIMES

Please Return to Study Team

Public Meeting – October 29, 2025

Meeting Date:	Wednesday, October 29, 2025
Subject:	One-Way Pairs Study Public Outreach Meeting
Meeting Attendees:	Milos Majstorovic, MSCE, P.E. (City of Fort Lauderdale) Ekaete Ekwere, P.E. (City of Fort Lauderdale) Adrian K. Dabkowski, P.E., PTOE (Kimley-Horn) Elizabeth Perez, P.E., PTOE, IMSA II (Kimley-Horn) Ariel Centurion, P.E. (Kimley-Horn) Victoria Rodriguez, E.I. (Kimley-Horn) The Public. Refer to the sign-in sheet contained in Attachment A.

Meeting Summary

- The project presentation was given by the Kimley-Horn team as contained in Attachment B. The following list summarizes the topics presented:
  - Project Background/Status
  - Results of One-Way Pair Analysis Scenarios
  - Scenario 4 Improvements/Results
  - Next Steps
  - Open Discussion
- Comment cards were submitted throughout the duration of the meeting and are contained in Attachment C
- After the presentation, the Kimley-Horn team met with the public around a roll plot depicting the Scenario 4 improvements and gathered feedback. The following items reflect the feedback received:
  - Consider providing center medians along Andrews Avenue between Sunrise Boulevard and Broward Boulevard to act as a form of traffic calming and reduce vehicular speeds. Additionally, these medians could accommodate mid-block crosswalks to improve pedestrian safety.
    - Kimley-Horn to review the feasibility of providing medians along this roadway segment.
  - Review dangerous on-street parking provided along Andrews Avenue south of Sunrise Boulevard.
    - Kimley-Horn reviewed on-street parking lane width and confirmed that it is adequate.
  - Consider installing devices to mitigate speed of vehicles exiting courthouse parking east of SE 3rd Avenue.
    - As this driveway lies outside the study area, no devices are proposed.
  - Note the Charter School of Excellence located along SE 13th Street west of SE 3rd Avenue closed for the 2025-2026 school year.
  - Consider providing the shared use path along the SE 3rd Avenue bridge along the east side of the roadway rather than the west side of the roadway.

Action Items

- Kimley-Horn to update Scenario 4 feasibility plans to incorporate recommended improvements
- Kimley-Horn to prepare final report for project

Attachment A

Sign-in Sheet

One-Way Pairs Public Workshop Sign-In Sheet			
First Name	Last Name	Email	Phone Number
Olga	Zamora	—	7862696044

One-Way Pairs Public Workshop Sign-In Sheet			
First Name	Last Name	Email	Phone Number
Shawn	Walsh	WAWM@SHAWNPWALSH.COM	7176026039
Marc	Dickerman		
Bill	Bolella	WJR@Bolellagroup.com	954-494-2645
Marc	Dickerman	Stosonej@comcast.net	9545622174
Robert	Lochre	Rlochre@lochreden.com	954-779-1101

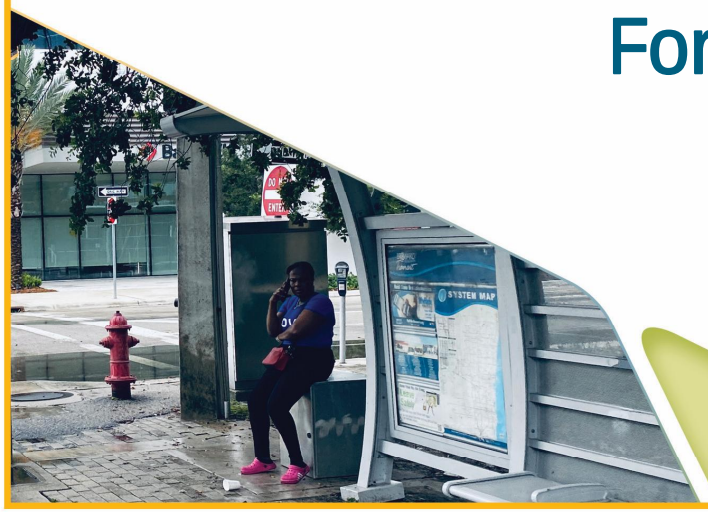
Attachment B

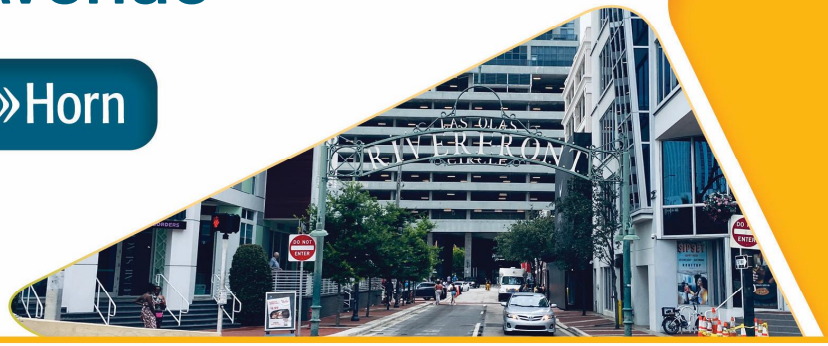
Meeting Presentation

CITY OF FORT LAUDERDALE

Multimodal Improvements For Andrews Avenue & SE 3rd Avenue

Kimley»Horn



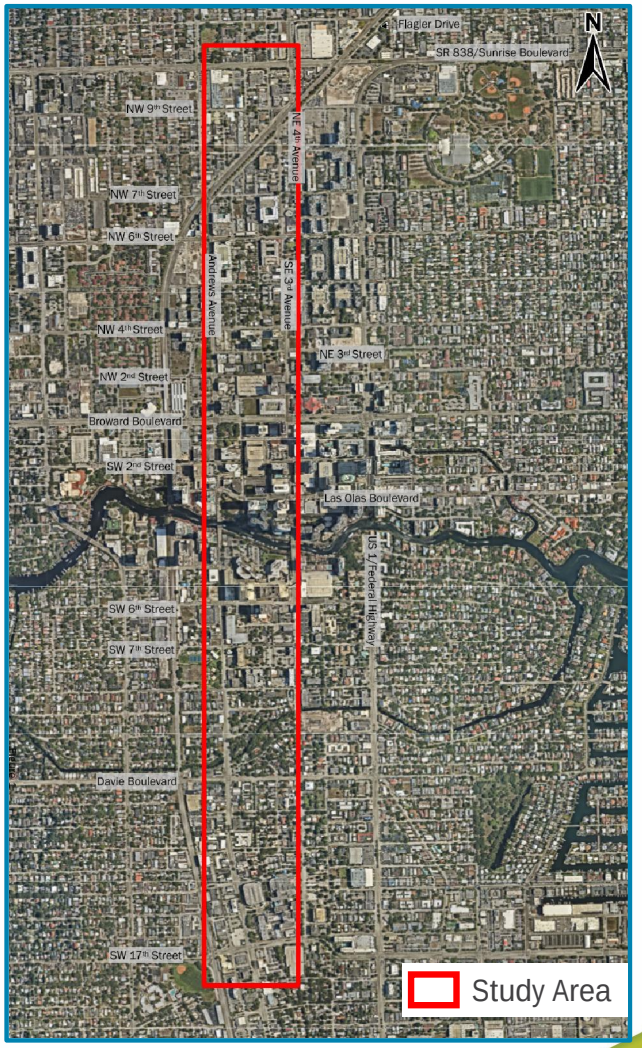


Agenda

1. PROJECT BACKGROUND/STATUS
2. ONE-WAY PAIR ANALYSIS RESULTS
3. SCENARIO 4 IMPROVEMENTS
4. NEXT STEPS

Project Background

- **Project Study Roadways:**
  - Andrews Avenue
  - NE/SE 3rd Avenue
- **Project Limits:**
  - Sunrise Boulevard – North
  - SE 17th Street – South
- **Study Intersections**: 31
- **Project Purpose:** Evaluate conversion of Andrews Avenue and NE/SE 3rd Avenue to one-way roads in project limits, focus on:
  - Multimodal (pedestrian, transit, freight, and vehicular) level of service
  - Stakeholder Impact
  - Access and Circulation
  - Delays and Queues



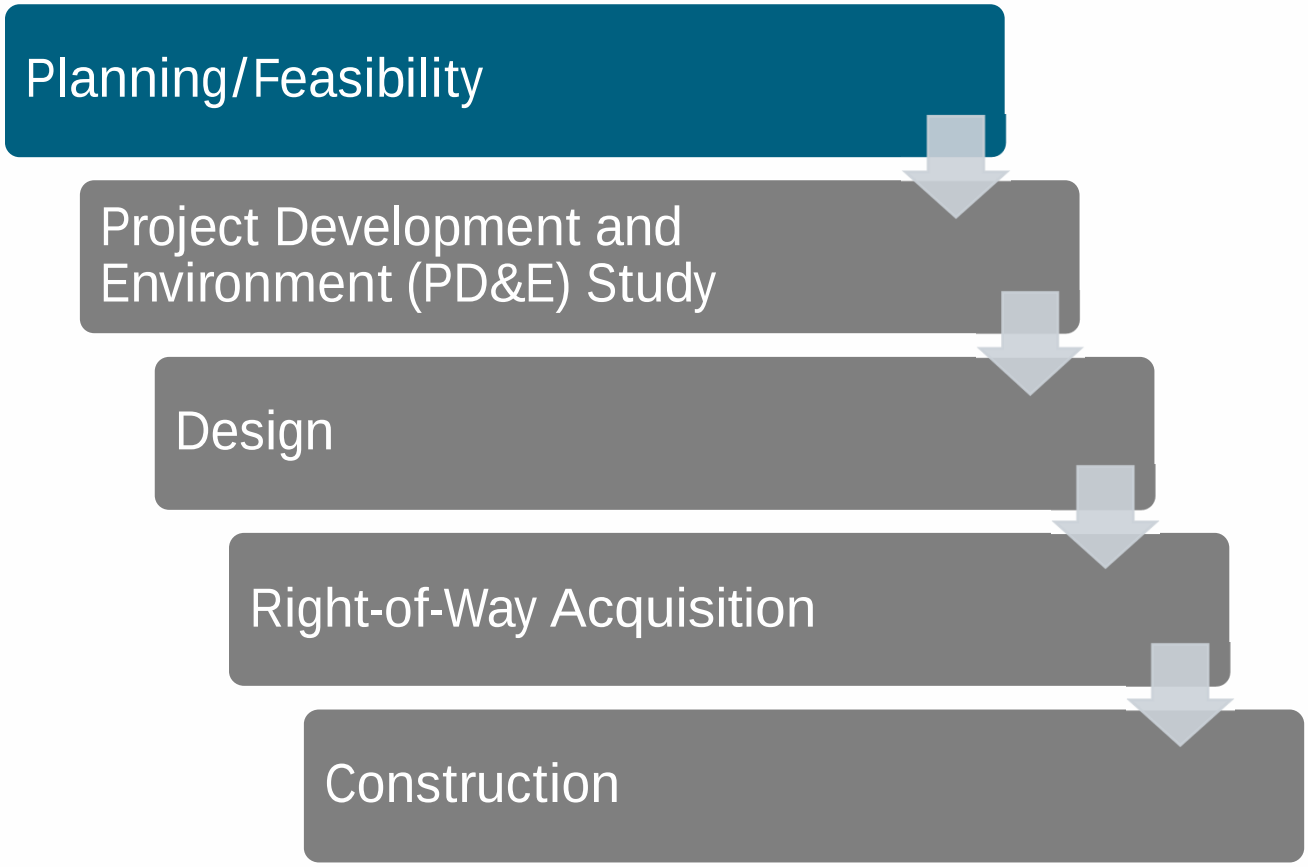
Project Status/Next Steps

Task Number	Project Task	Status
1	Agency/Public Meetings	Ongoing
2	Confirmation of Study Area Network and Methodology	Completed
3	Data Collection	Completed
4	Baseline Conditions Analysis	Completed
5	Estimation of Future Year Travel Demand: Existing Two-Way Network	Completed
6	Feasibility Review: Planning Level Cost Estimates and Feasibility Plans	Completed
7	Estimation of Future Year Travel Demand: One-Way Pair Scenarios	Completed
8	Future Conditions Operational Analysis	Completed
9	Technical Report and Recommendations	Finalizing Based on Stakeholder Input

Project Website

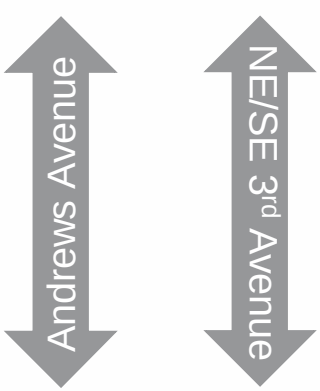
https://www.fortlauderdale.gov/government/departments-i-z/transportation-and-mobility/transportation-division/one-way-pairs

Project Development Process

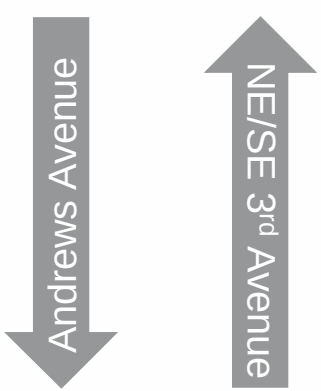


Analysis Scenarios

No-Build Conditions
(Two-Way Flow)

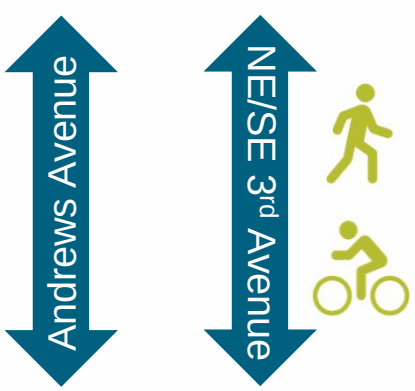


Scenario 1
(Counterclockwise Flow)



Scenarios 2/3
(Clockwise Flow)

Scenario 4
(Two-Way Flow)



Scenario 4 Improvements

Changes from Existing Conditions

- Modifying existing lanes to standard width
- Removing under-utilized turn lanes
- Reduction of on-street parking
- Maximizing available right-of-way

Enhancements to Multimodal Facilities

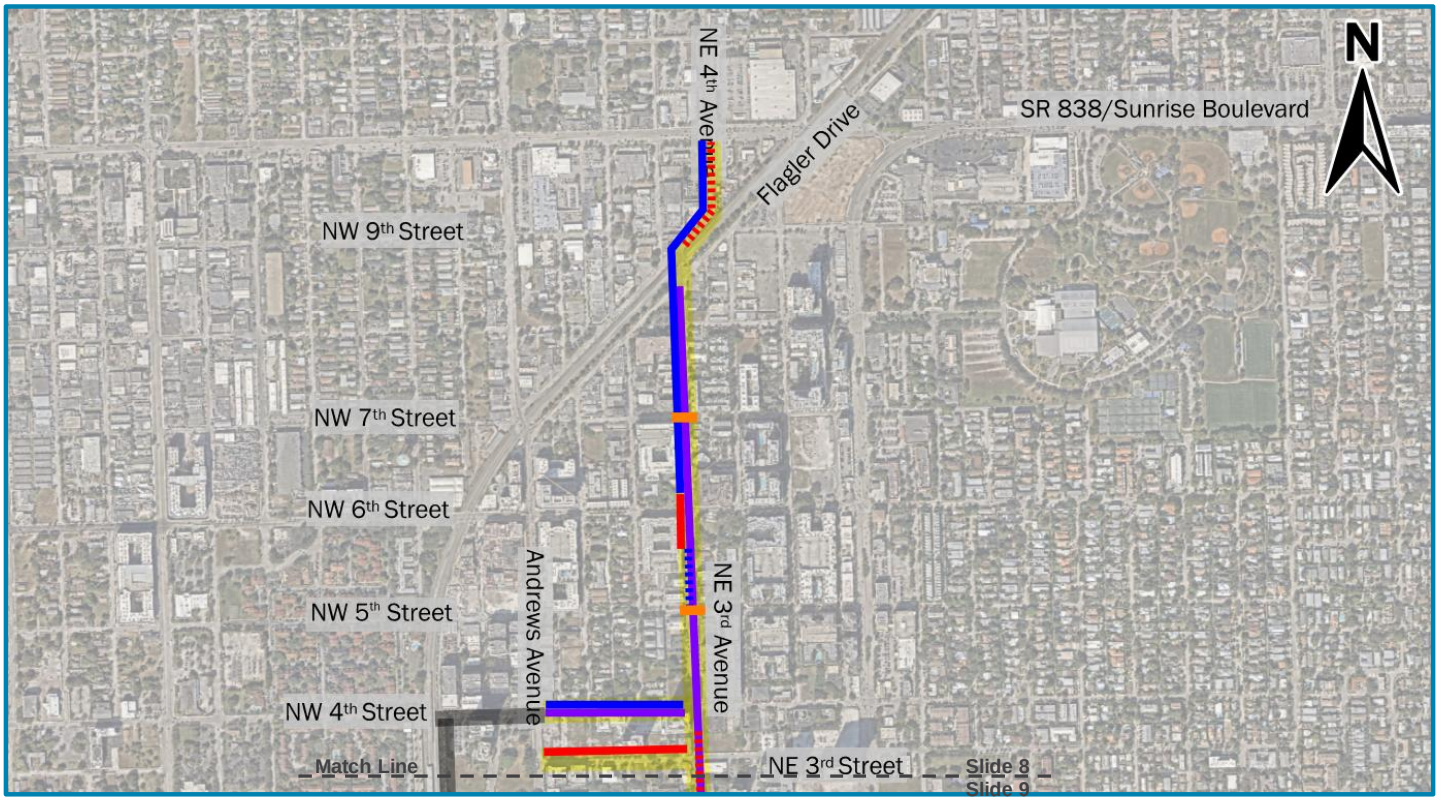
- Widened sidewalks
- Bicycle boulevards
- One-way and two-way bicycle lanes
- Bicycle boxes
- Shared-use paths
- Mid-block crosswalks

Total Vehicle Delay Results

Scenario	2045 A.M. Total Vehicle Control Delay	2045 P.M. Total Vehicle Control Delay
No-Build	1,222 hr	1,280 hr
1: Within Existing Right-of-Way	33% ↑	77% ↑
1: Full Reconstruction	33% ↑	77% ↑
2: Within Existing Right-of-Way	39% ↑	57% ↑
2: Full Reconstruction	39% ↑	57% ↑
3: Full Reconstruction	54% ↑	80% ↑
4: Pedestrian and Bicycle Connectivity Improvements	----	17% ↑

↑↑ Worse Performance (Increase in Delay)

Scenario 4 Improvements



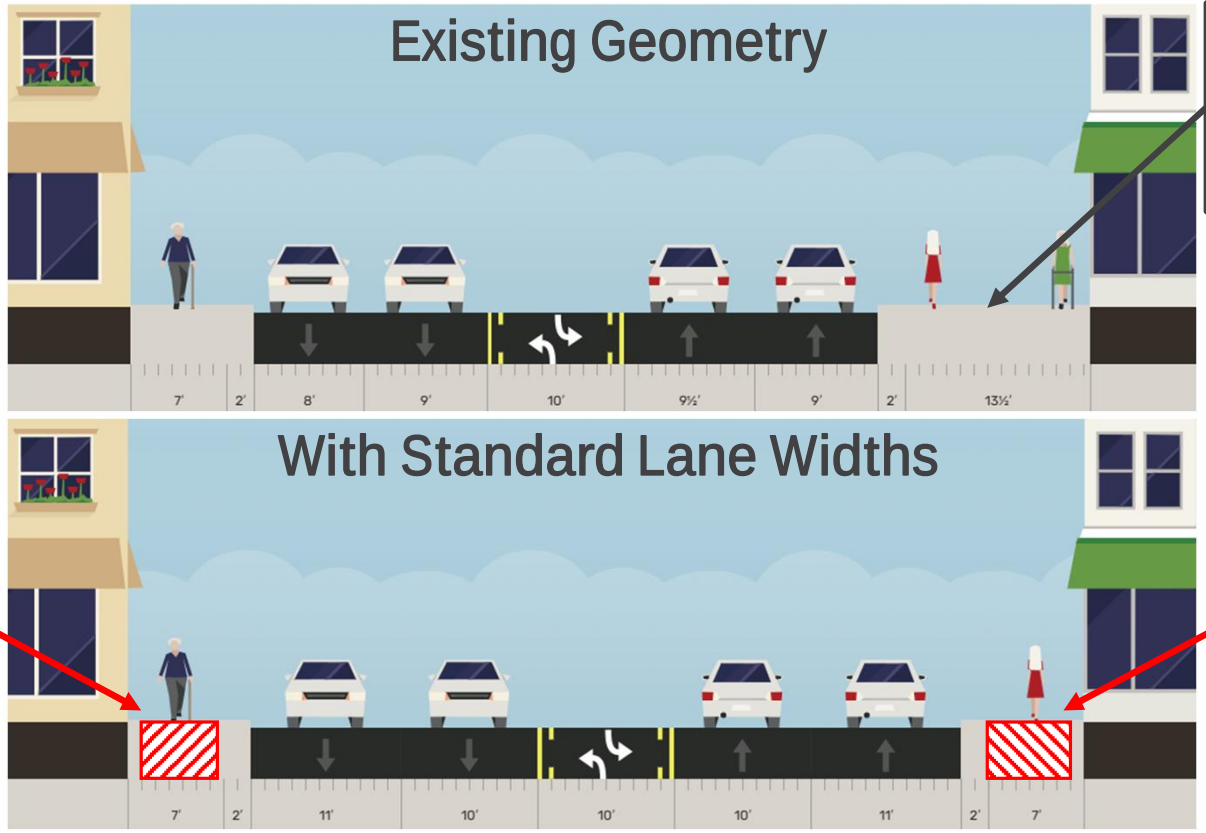
Legend:

- Multimodal Network Route
- Existing Enhanced Multimodal Facility
- Widen Sidewalk
- Shared Use Path
- Narrow Lanes to Standard
- Mid-Block Crosswalk
- Remove Turn Lane
- Remove On-Street Parking

Andrews Avenue Right-of-Way Constraints

- Substandard lane widths and limited right-of-way along Andrews Avenue between Broward Boulevard and Sunrise Boulevard
- Any improvements require standardization of lane widths which results in:
  - Reduction in existing sidewalk widths OR
  - Removal of existing travel lanes

Andrews Avenue Right-of-Way Constraints

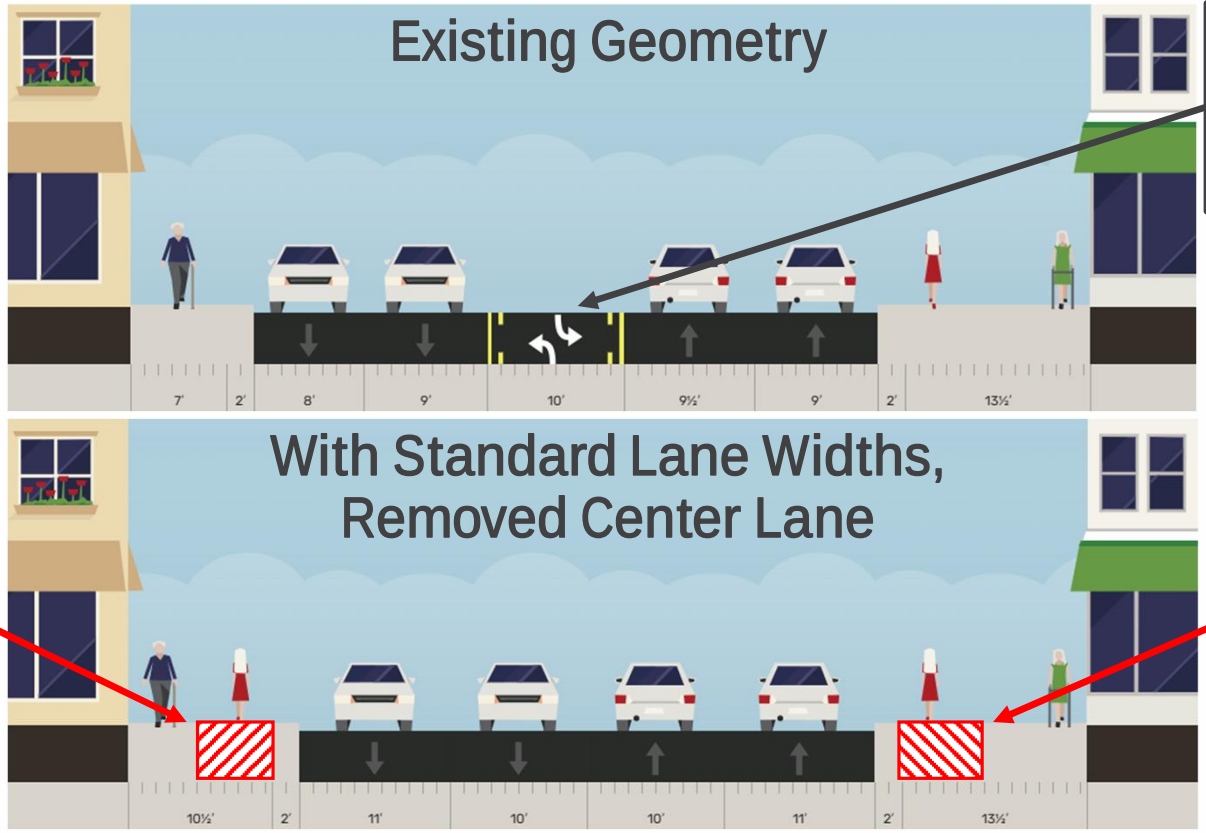


East sidewalk can be narrowed by 6.5 feet to accommodate standard travel lanes.

6-Foot Bicycle Lane Impact (Sidewalk reduced to 1 foot)

6-Foot Bicycle Lane Impact (Sidewalk reduced to 1 foot)

Andrews Avenue Right-of-Way Constraints

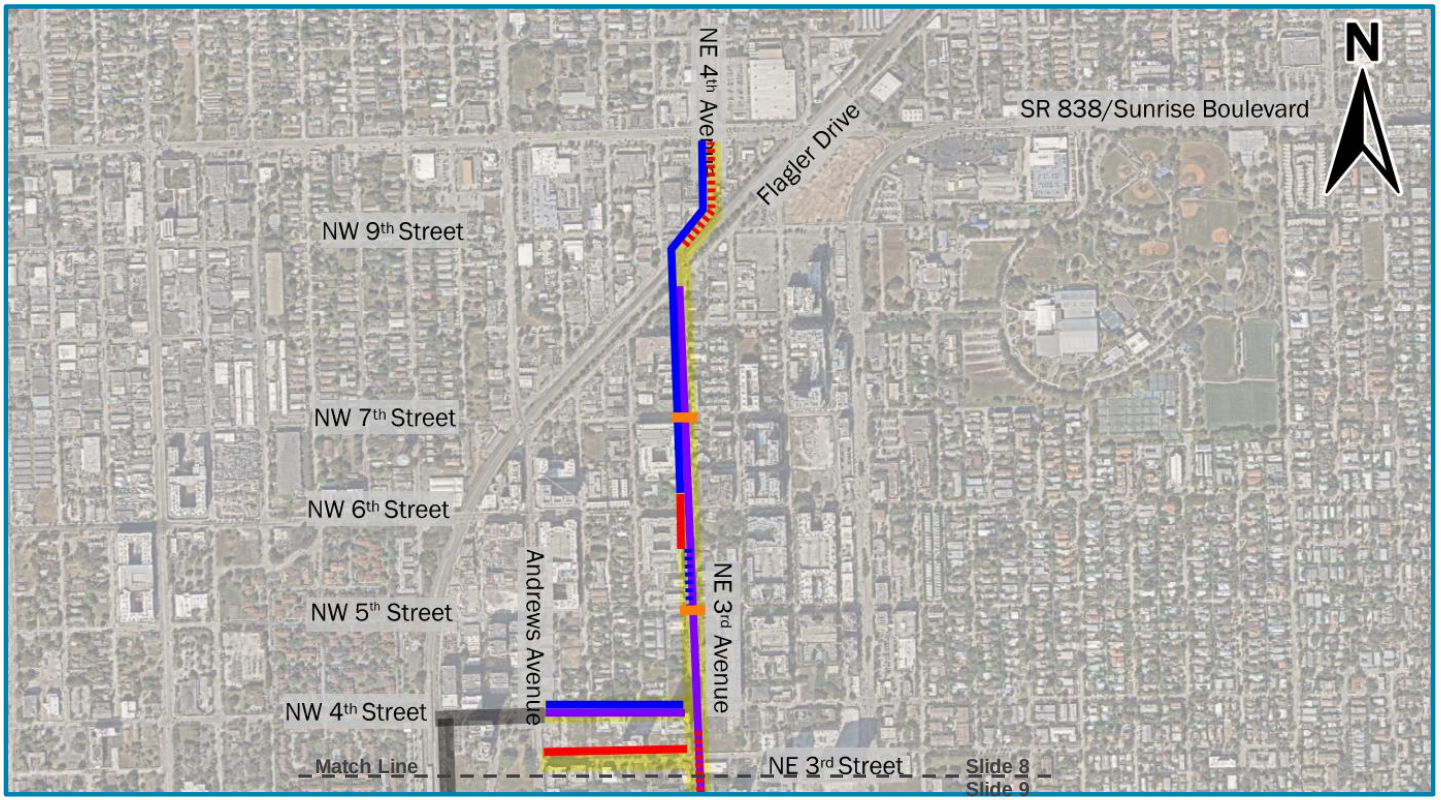


Center 10-foot turn lane can be removed to accommodate standard travel lanes.

6-Foot Bicycle Lane Impact (Sidewalk reduced to 4.5 feet)

6-Foot Bicycle Lane Impact (Sidewalk reduced to 7.5 feet)

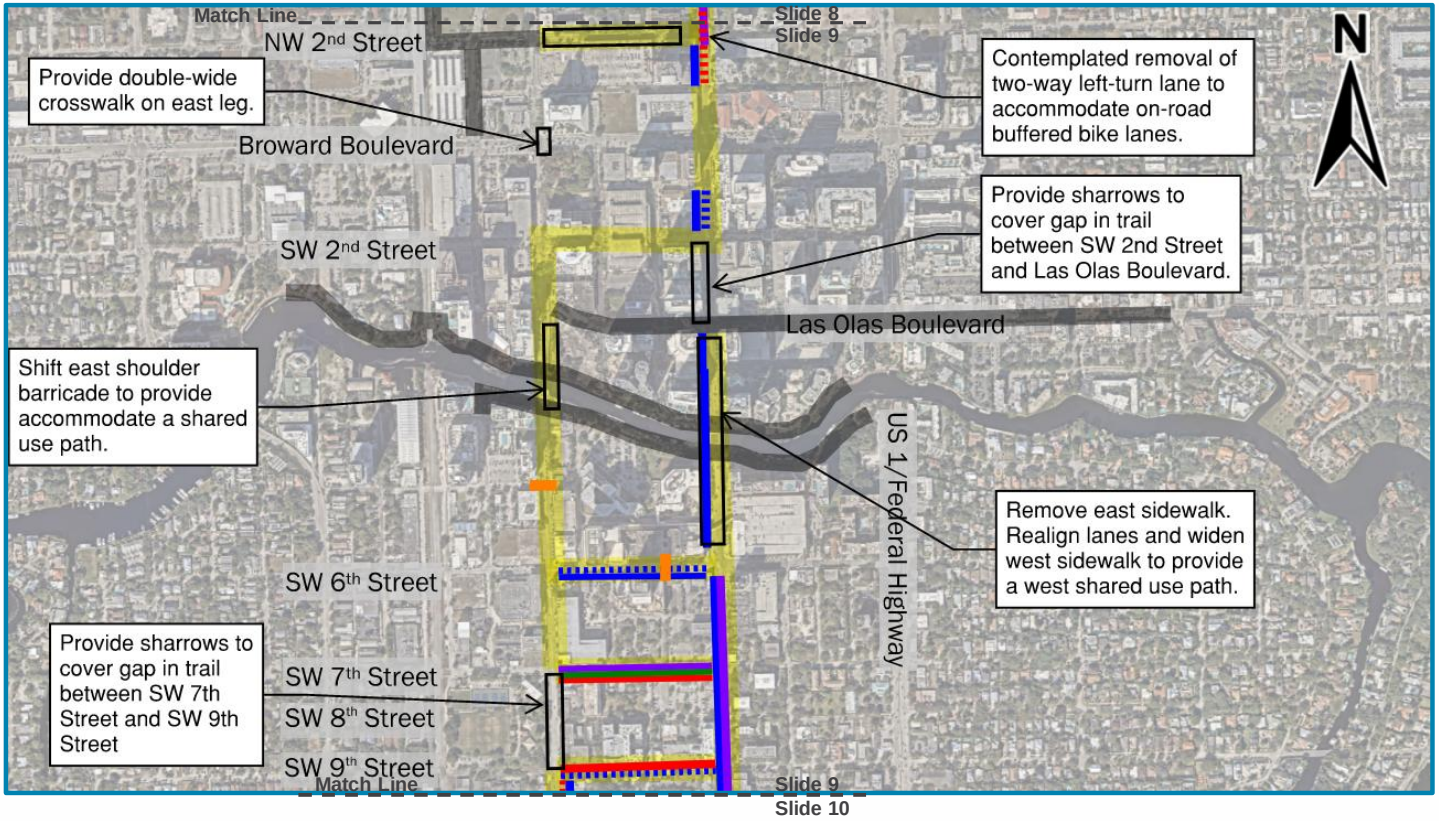
Scenario 4 Improvements

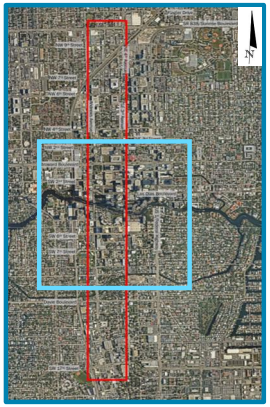


Legend:

- Multimodal Network Route
- Existing Enhanced Multimodal Facility
- Widen Sidewalk
- Shared Use Path
- Narrow Lanes to Standard
- Mid-Block Crosswalk
- Remove Turn Lane
- Remove On-Street Parking

Scenario 4 Improvements

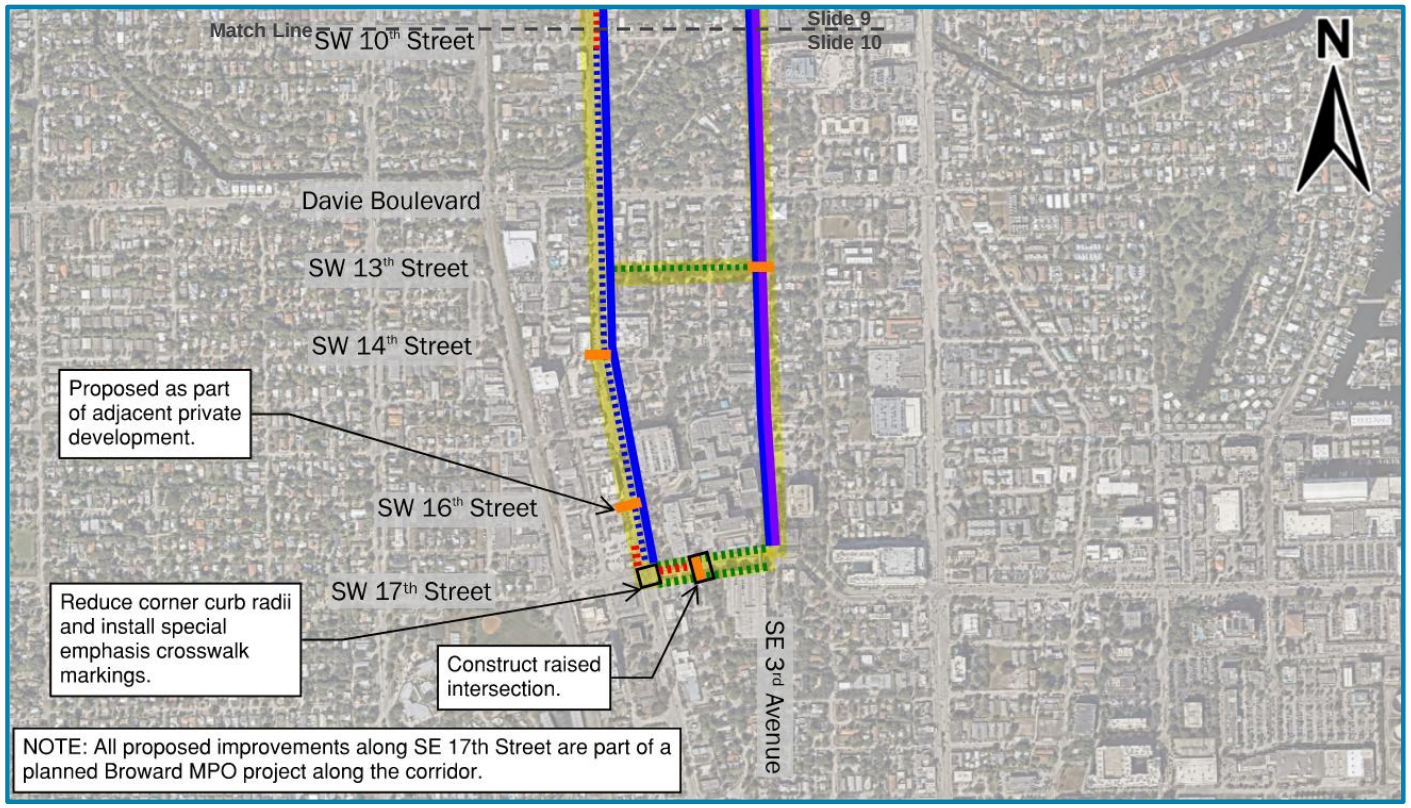




Legend:

- Multimodal Network Route
- Existing Enhanced Multimodal Facility
- Widen Sidewalk
- Bicycle Boulevard
- Shared Use Path
- Narrow Lanes to Standard
- Mid-Block Crosswalk
- Remove Lane
- Remove On-Street Parking
- Other (See notes in figure)

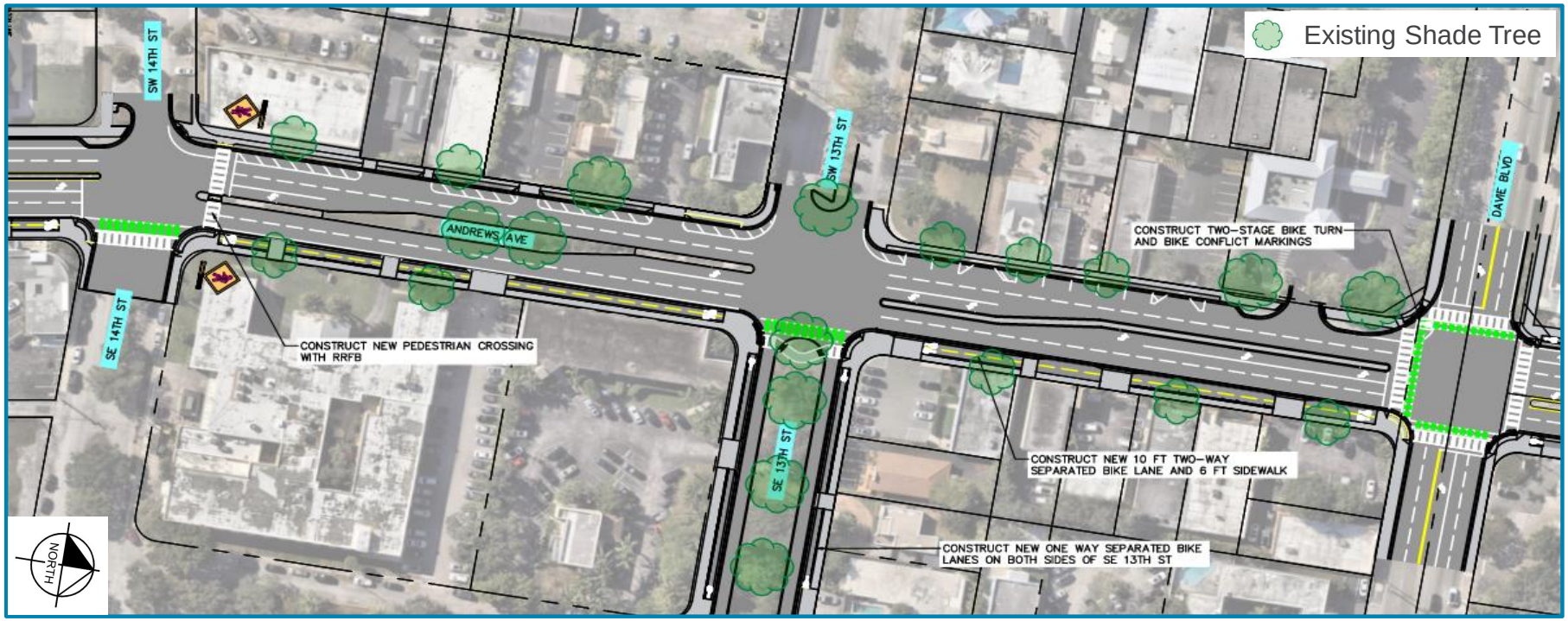
Scenario 4 Improvements



Legend:

- Multimodal Network Route
- Raised Bicycle Lane
- Shared Use Path
- Narrow Lanes to Standard
- Mid-Block Crosswalk
- Remove Lane
- Remove On-Street Parking
- Other (See notes in figure)

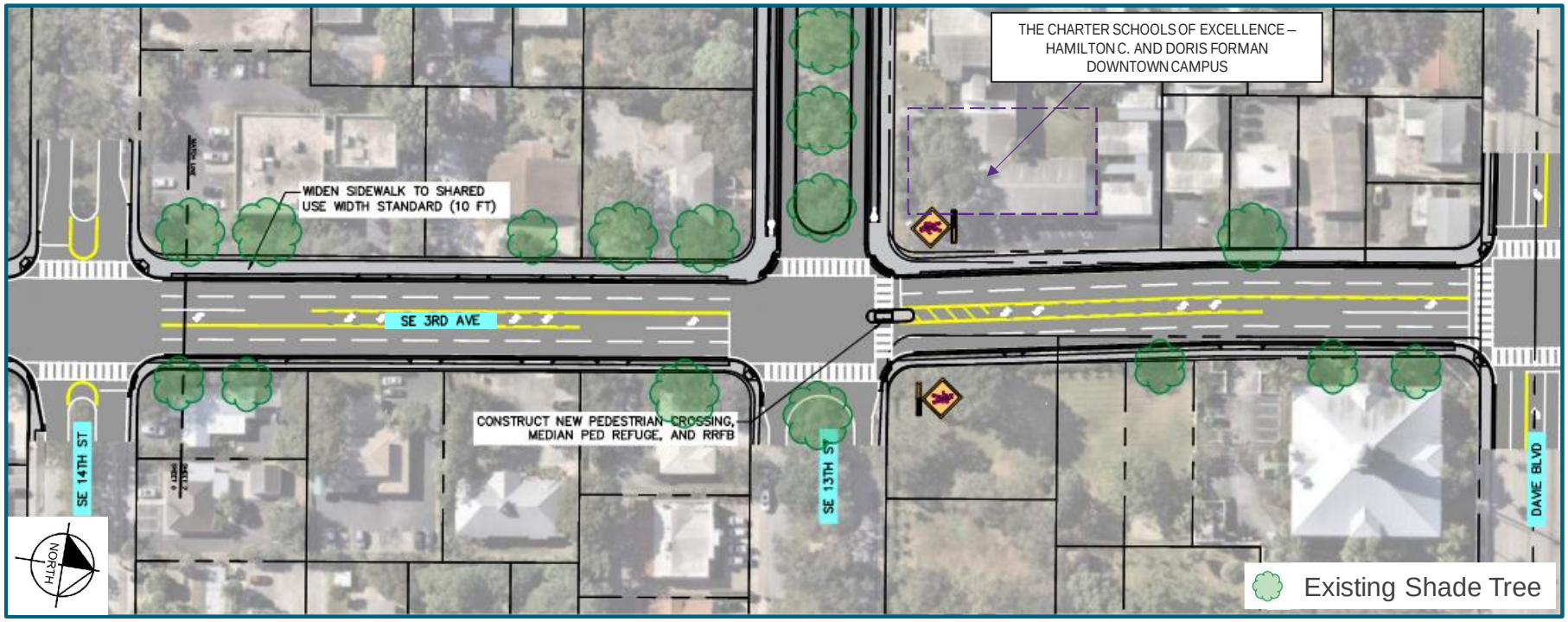
Scenario 4 Improvements



S Andrews Avenue – SW/SE 14th Street to Davie Boulevard

- Construct new 10-foot two-way separate bicycle lane and six (6) foot sidewalk on east side of roadway.
- Mid-block crosswalks with rectangular rapid flashing beacons (RRFBs) proposed along the corridor.

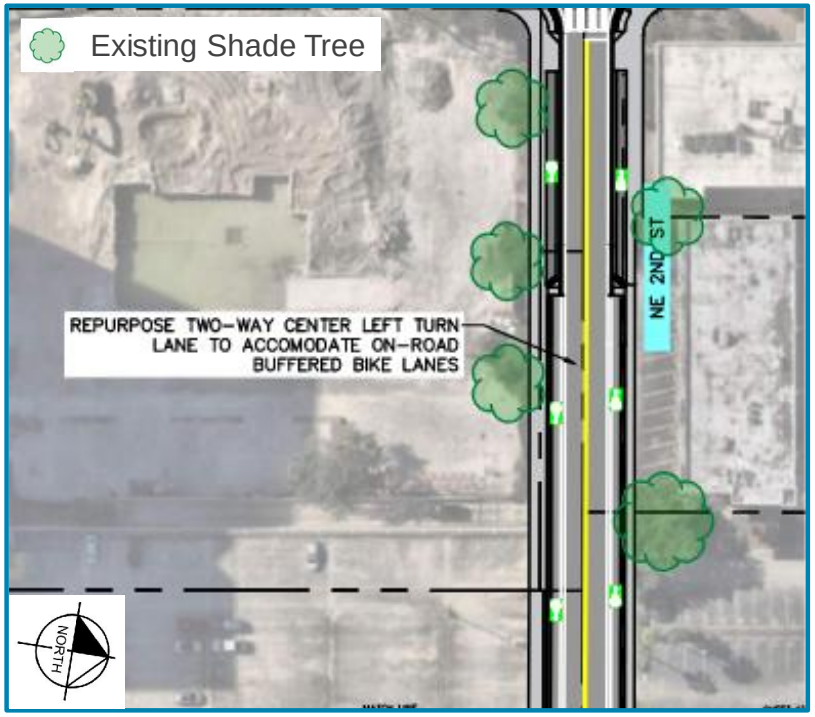
Scenario 4 Improvements



NE/SE 3rd Avenue – SE 14th Street to Davie Boulevard

- Widen sidewalk to shared use width standard (10 feet) on west side of roadway.
- Mid-block crosswalks with RRFBs proposed along the corridor.

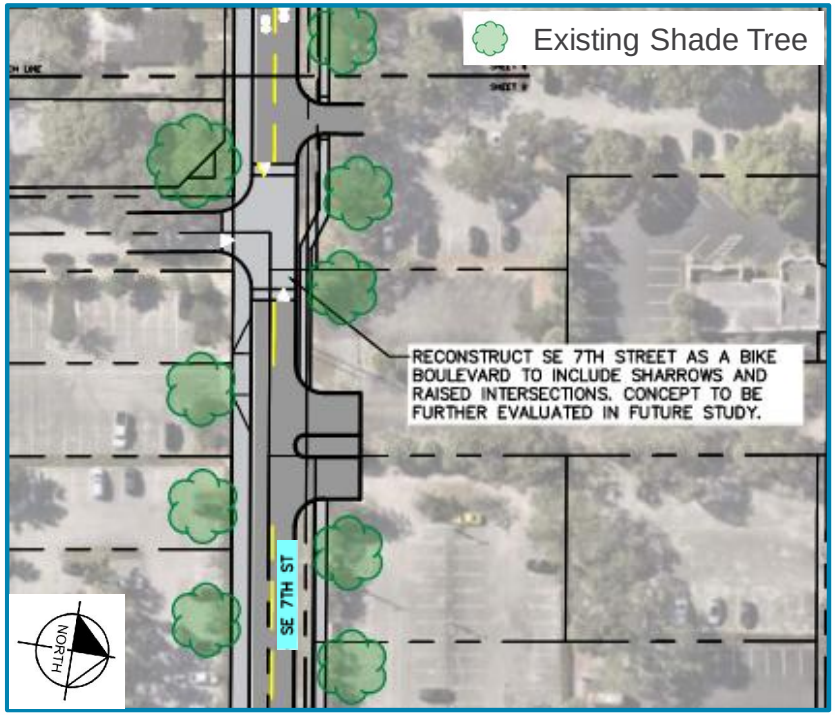
Scenario 4 Improvements



NE 2nd Street

- Repurpose two-way center left-turn lane to accommodate on-street buffered bicycle lanes.

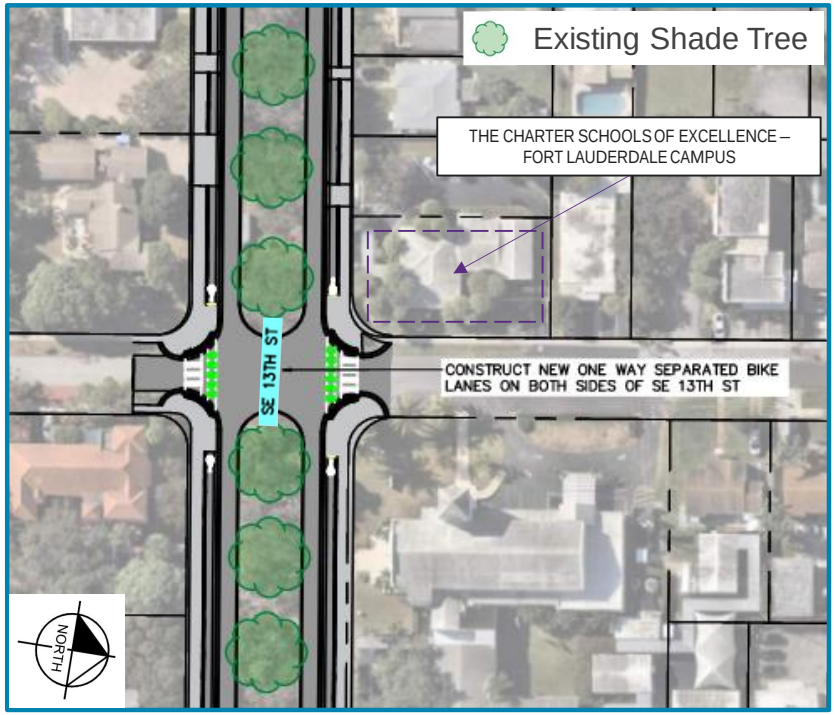
Scenario 4 Improvements



SE 7th Street

- Reconstruct to include bicycle boulevards and raised intersections.

Scenario 4 Improvements



SE 13th Street

- Construct new one-way separated bicycle lanes on either side of roadway.

Project Status/Next Steps

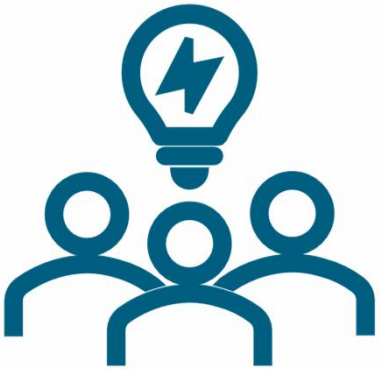
Next Steps

- Public feedback
- City Commission meeting
- Finalize technical report

Project Website

https://www.fortlauderdale.gov/government/departments-i-z/transportation-and-mobility/transportation-division/one-way-pairs

Breakout



Attachment C

Public Comment Cards

CITY OF FORT LAUDERDALE

One-Way Pairs Study
For Andrews Avenue & SE 3rd Avenue
Stakeholder Meeting
October 29, 2025

ArtServe
1350 E Sunrise Boulevard,
Fort Lauderdale, Florida
33304

Comment Card

Name: Olga Zamora

Address: 1115 NW 3 Avenue, Ft. Lauderdale, FL 33311

Representing: (if applicable) Self

Phone Number: 786-269-6044

E-Mail Address: —

Input/Comment /Statement: Andrews Avenue, from Sunrise Blvd to the FEC tracks needs to be part of the plan. The area floods. Also, the County is starting a beautification/Street Improvement Capital project on Andrews from Sunrise to Oakland Park. Continuation, as much as possible, the design and improvements from Sunrise to the FEC tracks will greatly help connectivity, flow, and beautification efforts. This stretch of road affects Progresso Village and the southern portion of South Middle River.

Please Return to Study Team

APPENDIX C

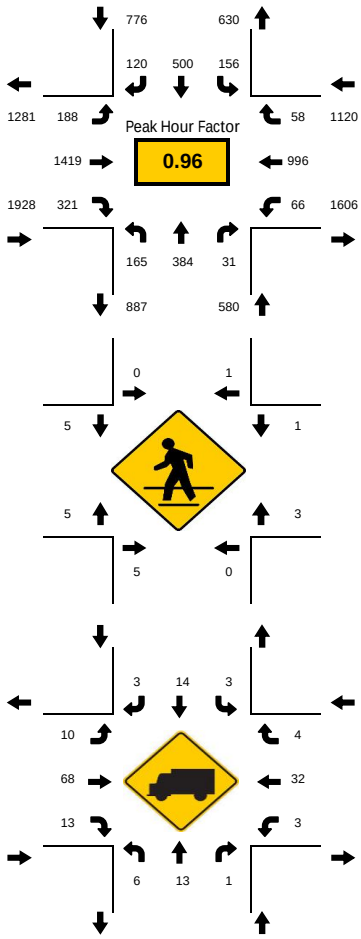
Traffic Data

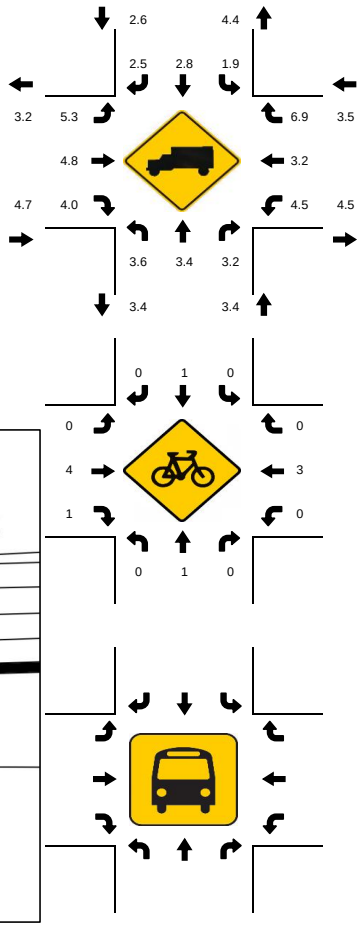
Turning Movement Counts

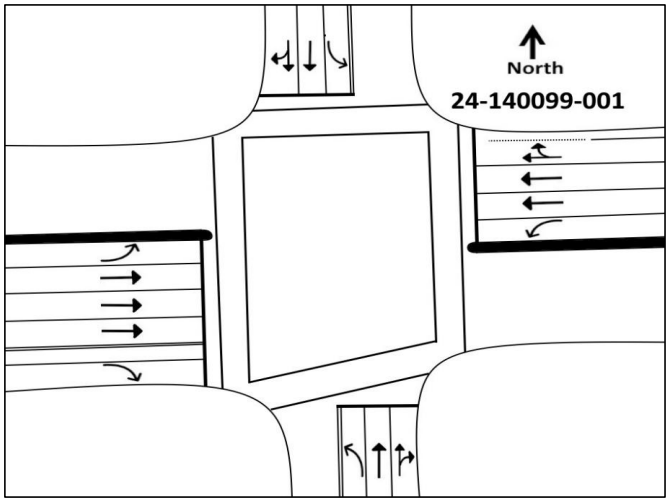
LOCATION: N Andrews Ave/SR 811A & E Sunrise Blvd/SR 838
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-001
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:30 AM - 08:45 AM





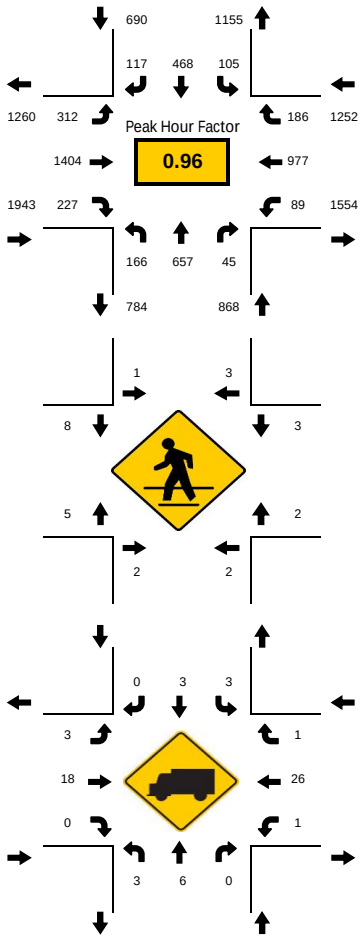


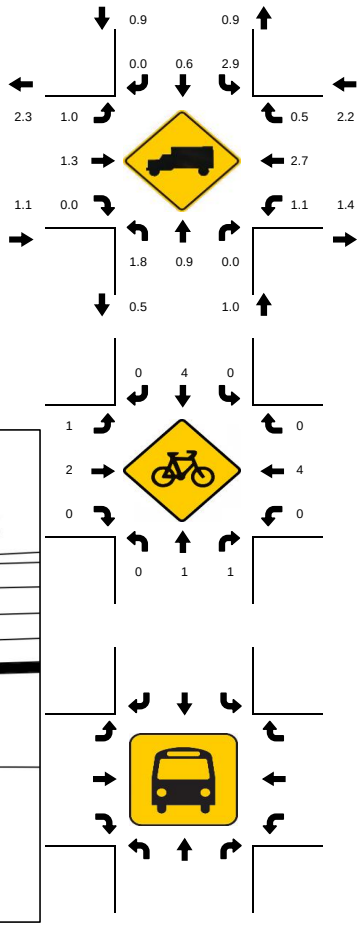
15-Min Count Period Beginning At	N Andrews Ave/SR 811A Northbound					N Andrews Ave/SR 811A Southbound					E Sunrise Blvd/SR 838 Eastbound					E Sunrise Blvd/SR 838 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	24	51	9	0		28	72	10	0		38	274	62	4		4	170	10	0		756	3694
7:15 AM	30	95	9	0		35	87	18	0		37	306	62	6		11	183	21	1		901	3990
7:30 AM	33	94	5	0		35	128	21	0		51	295	84	4		19	205	13	1		988	4179
7:45 AM	35	68	12	0		42	124	27	0		40	355	61	4		20	237	24	0		1049	4338
8:00 AM	44	106	9	0		39	131	24	0		32	311	82	6		14	244	10	0		1052	4404
8:15 AM	46	90	7	0		37	118	37	0		41	326	85	6		15	267	14	1		1090	3352
8:30 AM	41	97	7	0		36	122	32	0		44	399	84	1		14	253	17	0		1147	2262
8:45 AM	34	91	8	0		44	129	27	0		56	383	70	2		22	232	17	0		1115	1115
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	184	424	36	0		176	524	148	0		224	1596	340	24		88	1068	68	4		**4904**	
Heavy Trucks	8	16	4	0		8	20	4	0		16	92	20	0		8	40	8	0		**244**	
Pedestrians		8					4					12					8				**32**	
Bicycles	0	4	0	0		0	4	0	0		0	8	4	0		0	4	0	0		**24**	
Buses																						
Stopped Buses																						

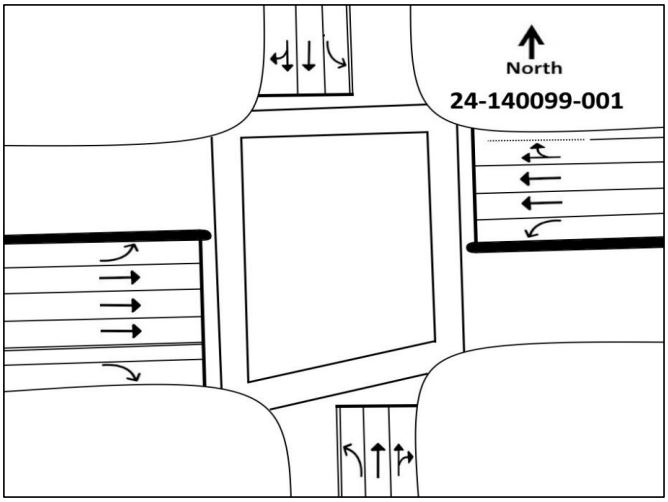
LOCATION: N Andrews Ave/SR 811A & E Sunrise Blvd/SR 838
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-001
DATE: Wed, Apr 17, 2024

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:30 PM - 05:45 PM







15-Min Count Period Beginning At	N Andrews Ave/SR 811A Northbound					N Andrews Ave/SR 811A Southbound					E Sunrise Blvd/SR 838 Eastbound					E Sunrise Blvd/SR 838 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	50	150	13	0		25	98	26	0		70	286	36	2		18	284	22	1		1081	4428
4:15 PM	29	141	10	0		28	83	24	0		69	311	46	9		25	306	27	2		1110	4541
4:30 PM	43	181	13	0		23	116	33	0		64	302	40	7		24	277	36	1		1160	4656
4:45 PM	29	142	9	0		35	77	29	0		47	323	54	8		16	275	32	1		1077	4733
5:00 PM	48	164	8	0		19	122	31	0		67	349	52	11		21	264	38	0		1194	4753
5:15 PM	46	194	12	0		26	102	30	0		89	332	57	4		25	257	50	1		1225	3559
5:30 PM	39	178	9	0		37	121	28	0		78	379	60	3		24	227	54	0		1237	2334
5:45 PM	33	121	16	0		23	123	28	0		53	344	58	7		18	229	44	0		1097	1097
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	192	776	64	0		148	492	124	0		356	1516	240	44		100	1056	216	4		**5328**	
Heavy Trucks	12	12	0	0		8	4	0	0		8	24	0	0		4	32	4	0		**108**	
Pedestrians		8					12					24					8				**52**	
Bicycles	0	4	4	0		0	8	0	0		4	4	0	0		0	8	0	0		**32**	
Buses																						
Stopped Buses																						

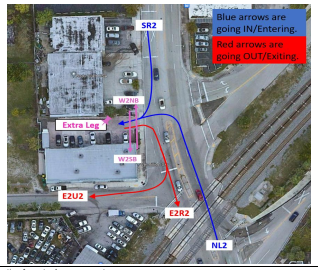
Location: N Andrews Ave & NW 7th St/Progresso Dr
City: Fort Lauderdale
Control: 2-Way Stop(EB/WB)

Project ID: 24-140099-002
Date: 4/17/2024

Data - Total

NS/EW Streets:	N Andrews Ave						N Andrews Ave						NW 7th St/Progresso Dr						NW 7th St/Progresso Dr										
AM	NORTHBOUND						SOUTHBOUND						EASTBOUND						WESTBOUND				SOUTHBOUND2			EASTBOUND2		
	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0			0	0	0	0							
	NL	NT	NR	NU	NL2	NT2	SL	ST	SR	SU	SR2		EL	ET	ER	EU			WL	WT	WR	WU	S2T2	S2R2	S2U2	E2R2	E2U2		TOTAL
7:00 AM	0	76	1	0	0	0	0	126	4	0	1		0	0	4	0			5	0	0	0	0	0	0	0	0		217
7:15 AM	0	110	4	0	0	0	0	147	4	0	0		0	0	1	0			4	2	0	0	0	0	0	0	0		272
7:30 AM	0	103	2	0	0	1	0	218	8	0	0		0	0	1	0			0	1	2	0	1	0	0	0	0		337
7:45 AM	1	101	4	0	1	0	0	184	8	0	1		0	0	0	0			1	2	1	0	0	0	0	0	0		304
8:00 AM	0	161	7	0	0	0	1	193	11	0	0		0	0	4	0			5	1	0	0	0	0	0	0	0		383
8:15 AM	0	118	9	0	0	0	0	206	4	0	0		0	0	6	0			1	0	1	0	1	0	0	0	0		346
8:30 AM	0	126	5	0	0	0	2	204	9	0	0		0	0	2	0			4	2	0	0	0	0	0	0	0		354
8:45 AM	2	109	10	0	0	0	2	175	9	0	0		0	0	4	0			2	0	0	0	0	0	0	0	0		313
	NL	NT	NR	NU	NL2	NT2	SL	ST	SR	SU	SR2		EL	ET	ER	EU			WL	WT	WR	WU	S2T2	S2R2	S2U2	E2R2	E2U2		TOTAL
TOTAL VOLUMES:	3	904	42	0	1	1	5	1453	57	0	2		0	0	22	0			22	8	4	0	2	0	0	0			2526
APPROACH %'s:	0.32%	95.06%	4.42%	0.00%	0.11%	0.11%	0.33%	95.78%	3.76%	0.00%	0.13%		0.00%	0.00%	100.00%	0.00%			64.71%	23.53%	11.76%	0.00%	100.00%	0.00%	0.00%				
PEAK HR:	08:00 AM - 09:00 AM																												TOTAL
PEAK HR VOL:	2	514	31	0	0	0	5	778	33	0	0		0	0	16	0			12	3	1	0	1	0	0	0	0		1396
PEAK HR FACTOR:	0.250	0.798	0.775	0.000	0.000	0.000	0.625	0.944	0.750	0.000	0.000		0.000	0.000	0.667	0.000			0.600	0.375	0.250	0.000	0.250	0.000	0.000	0.000	0.000		0.911
			0.814						0.949						0.667						0.667								

	NORTHBOUND						SOUTHBOUND						EASTBOUND						WESTBOUND										
PM	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0			0	0	0	0	0	0	0	0	0		
	NL	NT	NR	NU	NL2	NT2	SL	ST	SR	SU	SR2		EL	ET	ER	EU			WL	WT	WR	WU	S2T2	S2R2	S2U2	E2R2	E2U2		TOTAL
4:00 PM	3	206	5	0	0	0	1	142	14	0	0		1	0	4	0			3	3	2	0	0	0	1	1	0		386
4:15 PM	0	183	8	0	0	0	2	134	11	0	0		1	1	0	0			4	5	6	0	0	0	0	1	0		356
4:30 PM	1	212	7	0	0	0	1	180	12	0	0		1	0	2	0			6	5	3	0	0	0	0	1	0		431
4:45 PM	3	170	4	0	0	0	0	149	14	0	0		1	0	3	0			7	4	3	0	0	2	0	0	0		360
5:00 PM	1	204	4	0	0	0	0	175	9	0	0		1	0	1	0			2	4	3	0	0	0	0	2	1		407
5:15 PM	2	259	6	0	0	1	0	163	12	0	0		1	0	4	0			3	1	4	0	0	1	0	0	0		457
5:30 PM	0	172	5	0	0	0	0	205	17	0	0		0	0	3	0			4	0	2	0	0	0	0	1	0		409
5:45 PM	2	167	8	0	0	0	0	164	10	0	0		0	0	2	0			4	0	3	0	0	0	0	0	0		360
	NL	NT	NR	NU	NL2	NT2	SL	ST	SR	SU	SR2		EL	ET	ER	EU			WL	WT	WR	WU	S2T2	S2R2	S2U2	E2R2	E2U2		TOTAL
TOTAL VOLUMES:	12	1573	47	0	0	1	4	1312	99	0	0		6	1	19	0			33	22	26	0	0	3	1	6	1		3166
APPROACH %'s:	0.73%	96.33%	2.88%	0.00%	0.00%	0.06%	0.28%	92.72%	7.00%	0.00%	0.00%		23.08%	3.85%	73.08%	0.00%			40.74%	27.16%	32.10%	0.00%	0.00%	75.00%	25.00%	85.71%	14.29%		
PEAK HR:	04:30 PM - 05:30 PM																												TOTAL
PEAK HR VOL:	7	845	21	0	0	1	1	667	47	0	0		4	0	10	0			18	14	13	0	0	3	0	3	1		1655
PEAK HR FACTOR:	0.583	0.816	0.750	0.000	0.000	0.250	0.250	0.926	0.839	0.000	0.000		1.000	0.000	0.625	0.000			0.643	0.700	0.813	0.000	0.000	0.375	0.000	0.375	0.250		0.905
			0.815						0.926						0.700						0.804								



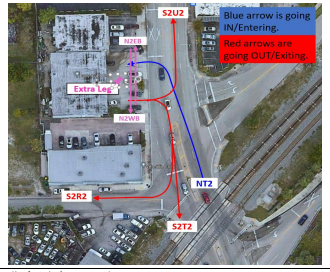
Explanation for extra leg movements

Movements entering the extra leg

NL2 Movements coming from NB on N Andrews Ave entering into the Extra Leg (Vermillion Sky Dwy)
SR2 Movements coming from SB on N Andrews Ave entering into the Extra Leg (Vermillion Sky Dwy)

Movements exiting the extra leg

E2R2 Movements exiting from Extra Leg (Vermillion Sky Dwy) entering into N Andrews Ave going SB
E2U2 Movements exiting from Extra Leg (Vermillion Sky Dwy) entering into NW 7th St going WB



Explanation for extra leg movements

Movements entering the extra leg

NT2 Movements coming from NB on N Hall Rd entering into the Extra Leg (Body Craft USA Dwy)

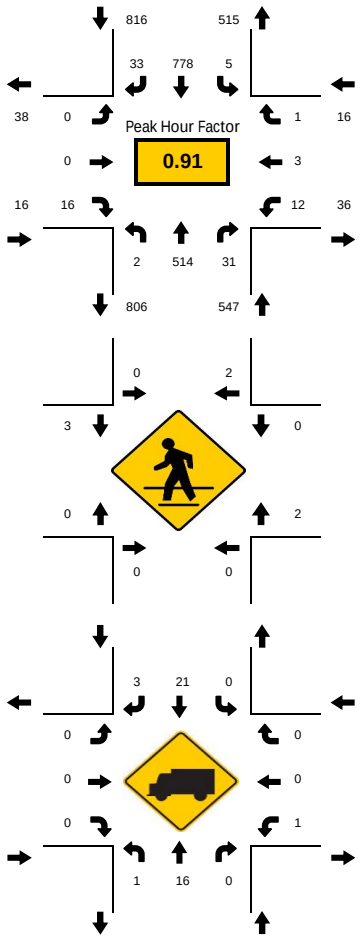
Movements exiting the extra leg

S2R2 Movements exiting from Extra Leg (Body Craft USA Dwy) entering into NW 7th St going WB
S2T2 Movements exiting from Extra Leg (Body Craft USA Dwy) entering into N Andrews Ave going SB
S2U2 Movements exiting from Extra Leg (Body Craft USA Dwy) entering into N Andrews Ave going NB

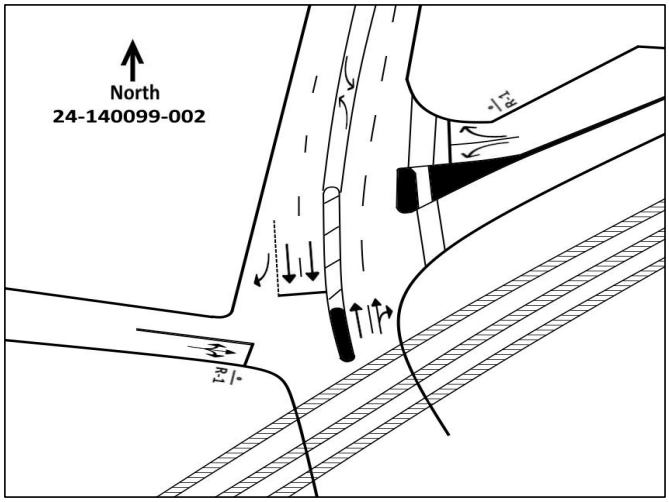
LOCATION: N Andrews Ave & NW 7th St/Progresso Dr
CITY/STATE: Fort Lauderdale, FL

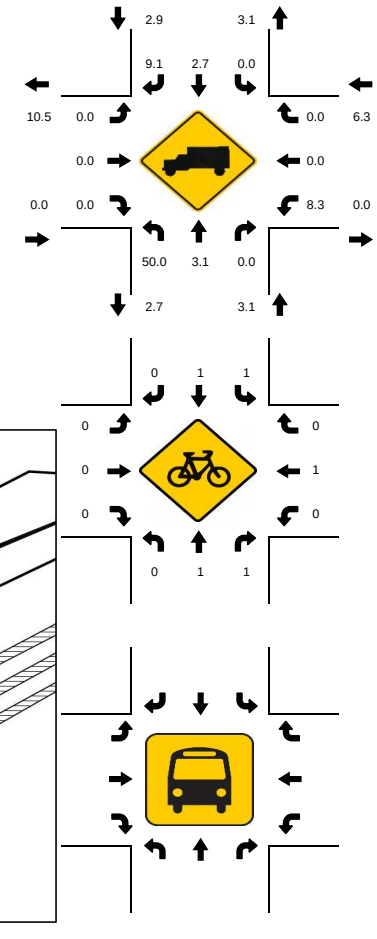
PROJECT ID: 24-140099-002
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:00 AM - 08:15 AM



National Data & Surveying Services



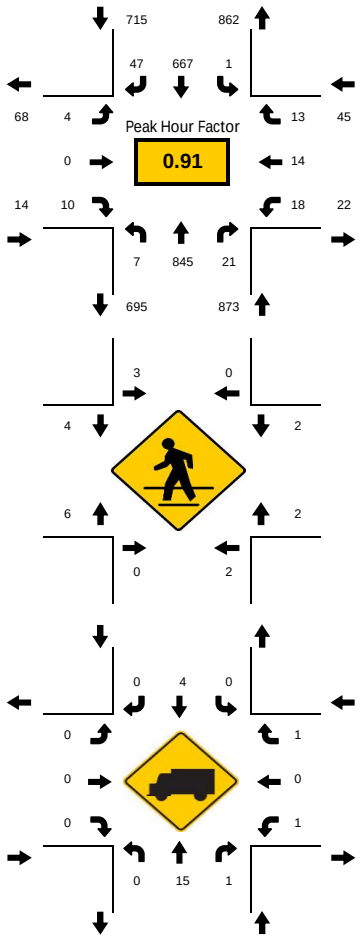


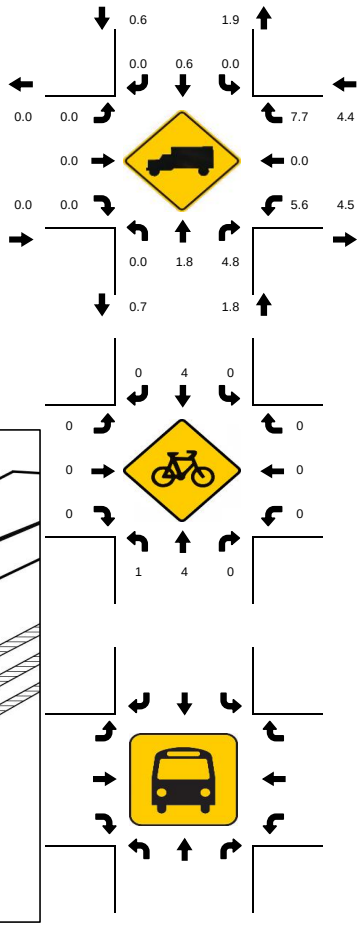
15-Min Count Period Beginning At	N Andrews Ave Northbound					N Andrews Ave Southbound					NW 7th St/Progresso Dr Eastbound					NW 7th St/Progresso Dr Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	76	1	0		0	126	4	0		0	0	4	0		5	0	0	0		216	1125
7:15 AM	0	110	4	0		0	147	4	0		0	0	1	0		4	2	0	0		272	1292
7:30 AM	0	103	2	0		0	218	8	0		0	0	1	0		0	1	2	0		335	1365
7:45 AM	1	101	4	0		0	184	8	0		0	0	0	0		1	2	1	0		302	1384
8:00 AM	0	161	7	0		1	193	11	0		0	0	4	0		5	1	0	0		383	1395
8:15 AM	0	118	9	0		0	206	4	0		0	0	6	0		1	0	1	0		345	1012
8:30 AM	0	126	5	0		2	204	9	0		0	0	2	0		4	2	0	0		354	667
8:45 AM	2	109	10	0		2	175	9	0		0	0	4	0		2	0	0	0		313	313
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	8	644	40	0		8	824	44	0		0	0	24	0		20	8	4	0		**1624**	
Heavy Trucks	4	24	0	0		0	24	8	0		0	0	0	0		4	0	0	0		**64**	
Pedestrians		0					4					8					4				**16**	
Bicycles	0	4	4	0		4	4	0	0		0	0	0	0		0	4	0	0		**20**	
Buses																						
Stopped Buses																						

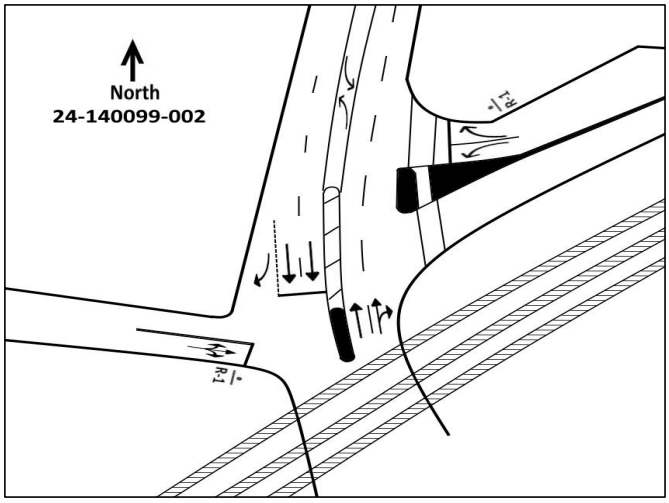
LOCATION: N Andrews Ave & NW 7th St/Progresso Dr
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-002
DATE: Wed, Apr 17, 2024

Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 05:15 PM - 05:30 PM





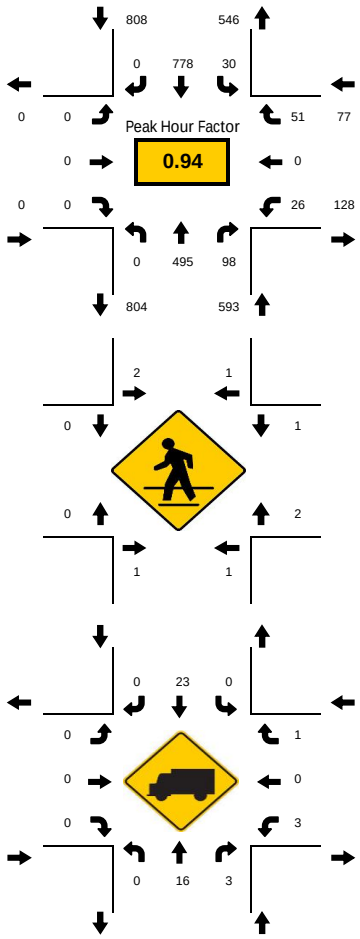


15-Min Count Period Beginning At	N Andrews Ave Northbound					N Andrews Ave Southbound					NW 7th St/Progresso Dr Eastbound					NW 7th St/Progresso Dr Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	3	206	5	0		1	142	14	0		1	0	4	0		3	3	2	0		384	1527
4:15 PM	0	183	8	0		2	134	11	0		1	1	0	0		4	5	6	0		355	1547
4:30 PM	1	212	7	0		1	180	12	0		1	0	2	0		6	5	3	0		430	1647
4:45 PM	3	170	4	0		0	149	14	0		1	0	3	0		7	4	3	0		358	1625
5:00 PM	1	204	4	0		0	175	9	0		1	0	1	0		2	4	3	0		404	1627
5:15 PM	2	259	6	0		0	163	12	0		1	0	4	0		3	1	4	0		455	1223
5:30 PM	0	172	5	0		0	205	17	0		0	0	3	0		4	0	2	0		408	768
5:45 PM	2	167	8	0		0	164	10	0		0	0	2	0		4	0	3	0		360	360
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	12	1036	28	0		4	720	56	0		4	0	16	0		28	20	16	0		**1940**	
Heavy Trucks	0	36	4	0		0	8	0	0		0	0	0	0		4	0	4	0		**56**	
Pedestrians		8					8					16					8				**40**	
Bicycles	4	8	0	0		0	8	0	0		0	0	0	0		0	0	0	0		**20**	
Buses																						
Stopped Buses																						

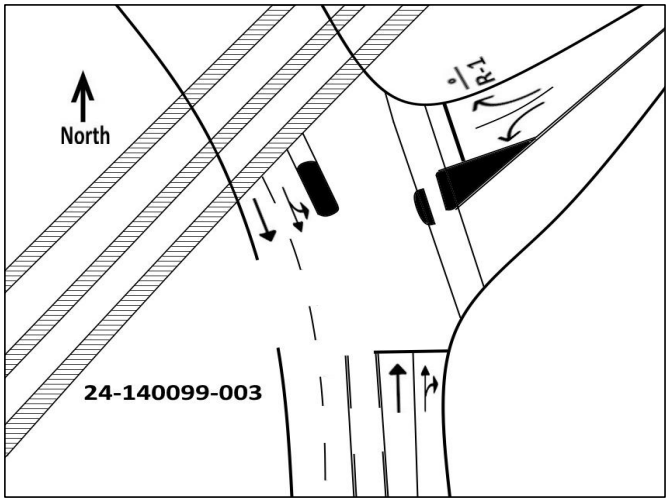
LOCATION: N Andrews Ave & N Flagler Dr
CITY/STATE: Fort Lauderdale, FL

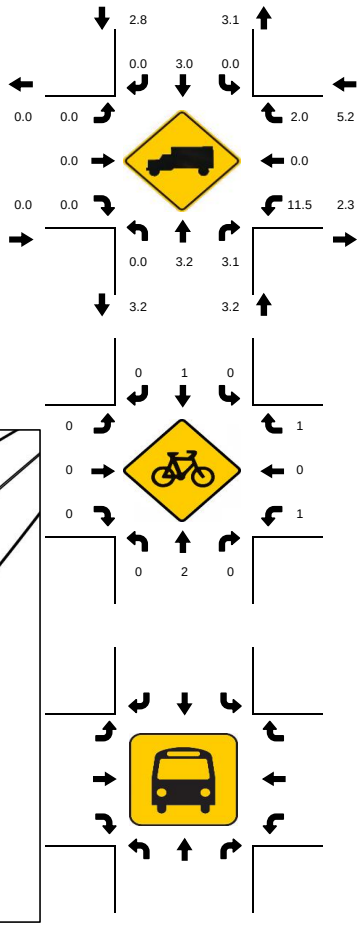
PROJECT ID: 24-140099-003
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:00 AM - 08:15 AM



National Data & Surveying Services



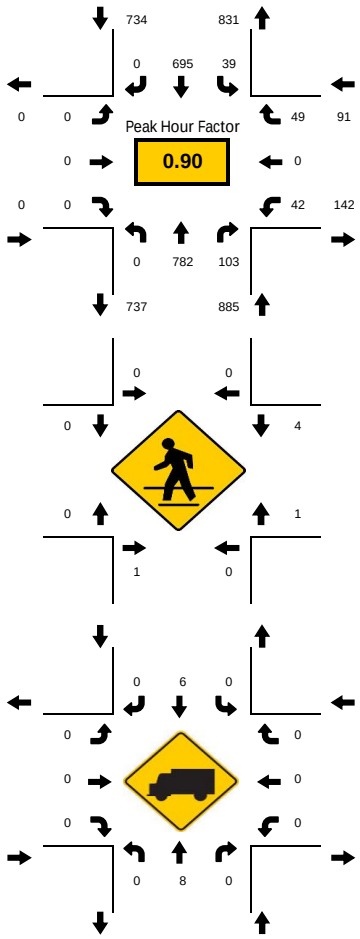


15-Min Count Period Beginning At	N Andrews Ave Northbound					N Andrews Ave Southbound					N Flagler Dr Eastbound					N Flagler Dr Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	69	12	0		2	131	0	0		0	0	0	0		4	0	9	0		227	1193
7:15 AM	0	109	15	0		1	155	0	0		0	0	0	0		7	0	4	0		291	1359
7:30 AM	0	98	16	0		5	212	0	0		0	0	0	0		8	0	11	0		350	1447
7:45 AM	0	98	23	0		10	177	0	0		0	0	0	0		10	0	7	0		325	1461
8:00 AM	0	163	19	0		6	193	0	0		0	0	0	0		7	0	4	1		393	1478
8:15 AM	0	112	24	0		9	209	0	0		0	0	0	0		9	0	16	0		379	1085
8:30 AM	0	120	21	0		5	202	0	0		0	0	0	0		5	0	11	0		364	706
8:45 AM	0	100	34	0		10	174	0	0		0	0	0	0		4	0	20	0		342	342
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	**Total**	
All Vehicles	0	652	136	0		40	836	0	0		0	0	0	0		36	0	80	4		**1784**	
Heavy Trucks	0	24	8	0		0	24	0	0		0	0	0	0		4	0	4	0		**64**	
Pedestrians		4					8					0					8				**20**	
Bicycles	0	4	0	0		0	4	0	0		0	0	0	0		4	0	4	0		**16**	
Buses																						
Stopped Buses																						

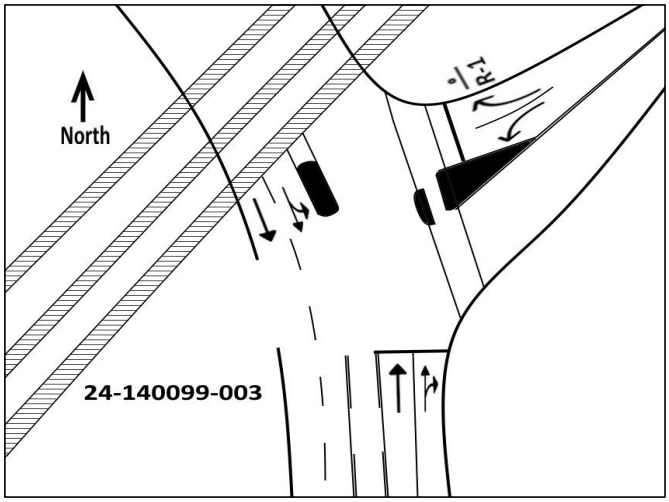
LOCATION: N Andrews Ave & N Flagler Dr
CITY/STATE: Fort Lauderdale, FL

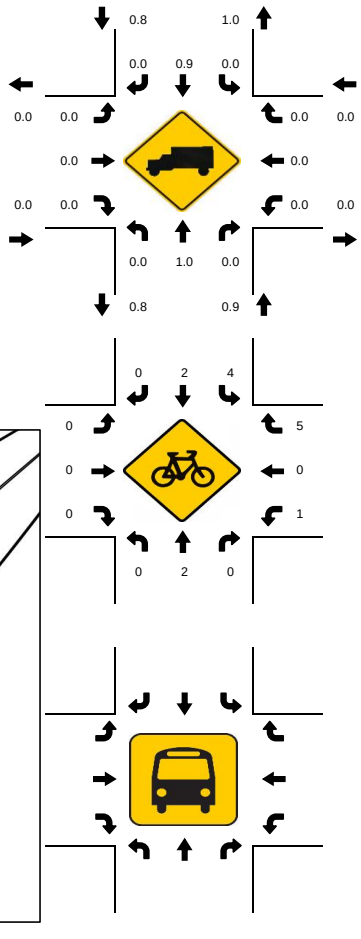
PROJECT ID: 24-140099-003
DATE: Wed, Apr 17, 2024

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:15 PM - 05:30 PM



National Data & Surveying Services



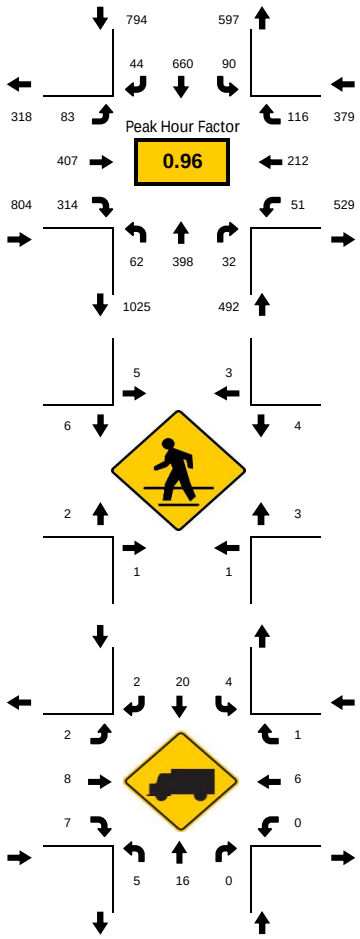


15-Min Count Period Beginning At	N Andrews Ave Northbound					N Andrews Ave Southbound					N Flagler Dr Eastbound					N Flagler Dr Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	202	26	1		18	139	0	0		0	0	0	0		10	0	10	1		407	1563
4:15 PM	0	184	16	0		9	129	0	0		0	0	0	0		13	0	10	0		361	1573
4:30 PM	0	212	17	0		5	183	0	0		0	0	0	0		6	0	10	0		433	1688
4:45 PM	0	161	21	0		9	151	0	0		0	0	0	0		9	0	11	0		362	1689
5:00 PM	0	200	18	0		11	170	0	0		0	0	0	0		8	0	10	0		417	1710
5:15 PM	0	251	32	0		8	161	0	0		0	0	0	0		8	0	16	0		476	1293
5:30 PM	0	167	23	0		14	198	0	0		0	0	0	0		21	0	11	0		434	817
5:45 PM	0	164	30	0		6	166	0	0		0	0	0	0		5	0	12	0		383	383
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	0	1004	128	0		56	792	0	0		0	0	0	0		84	0	64	0		**2128**	
Heavy Trucks	0	12	0	0		0	8	0	0		0	0	0	0		0	0	0	0		**20**	
Pedestrians		4					0					0					8				**12**	
Bicycles	0	4	0	0		8	4	0	0		0	0	0	0		4	0	12	0		**32**	
Buses																						
Stopped Buses																						

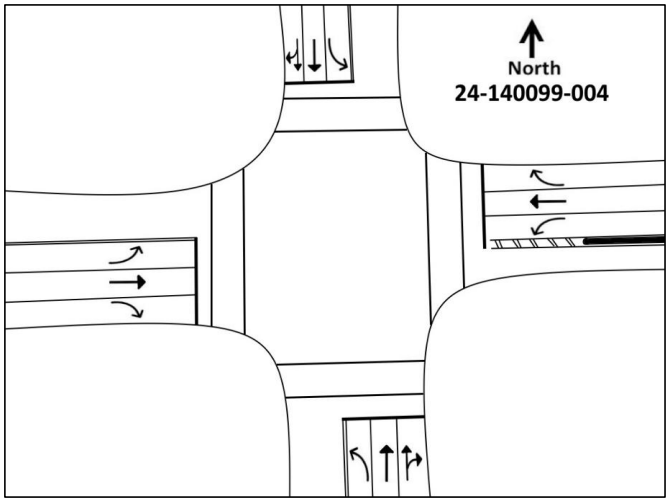
LOCATION: N Andrews Ave & Sistrunk Blvd/NW 6th St/NE 6th St
CITY/STATE: Fort Lauderdale, FL

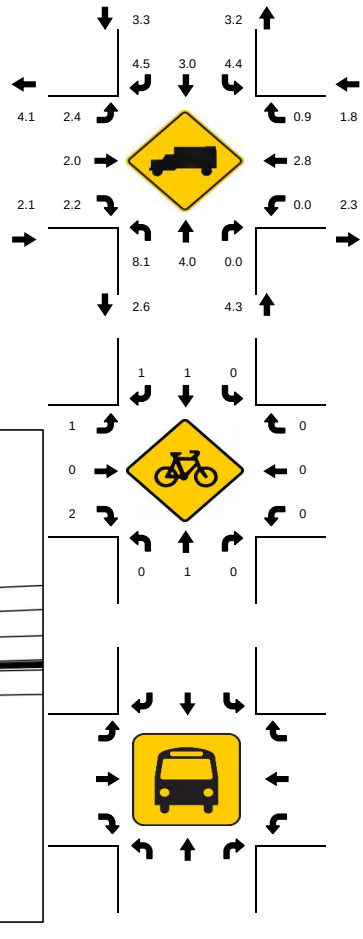
PROJECT ID: 24-140099-004
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:30 AM - 08:45 AM



National Data & Surveying Services



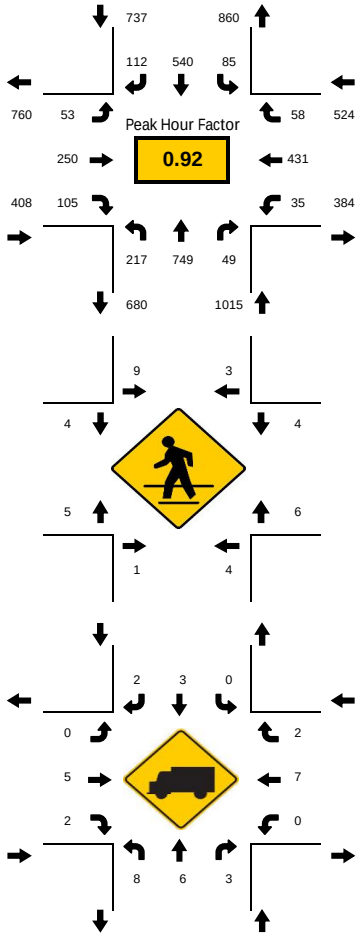


15-Min Count Period Beginning At	N Andrews Ave Northbound					N Andrews Ave Southbound					Sistrunk Blvd/NW 6th St/NE 6th S Eastbound					Sistrunk Blvd/NW 6th St/NE 6th S Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	6	49	4	0		9	121	11	0		16	42	30	0		5	28	13	0		334	1803
7:15 AM	8	85	3	0		15	130	8	0		19	56	30	0		6	37	20	0		417	2092
7:30 AM	11	63	4	0		23	191	16	0		28	66	48	0		4	47	22	0		523	2284
7:45 AM	16	74	6	0		17	173	10	0		16	79	58	0		13	43	24	0		529	2405
8:00 AM	17	130	10	0		19	168	7	0		18	84	66	0		18	46	40	0		623	2469
8:15 AM	11	83	7	0		20	178	12	0		24	104	81	0		11	54	24	0		609	1846
8:30 AM	17	89	8	0		23	162	15	0		14	117	90	0		13	59	37	0		644	1237
8:45 AM	17	96	7	0		28	152	10	0		27	102	77	0		9	53	15	0		593	593
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	68	520	40	0		112	712	60	0		108	468	360	0		72	236	160	0		**2916**	
Heavy Trucks	12	28	0	0		4	24	4	0		4	12	8	0		0	12	4	0		**112**	
Pedestrians		4					16					16					8				**44**	
Bicycles	0	4	0	0		0	4	4	0		4	0	4	0		0	0	0	0		**20**	
Buses																						
Stopped Buses																						

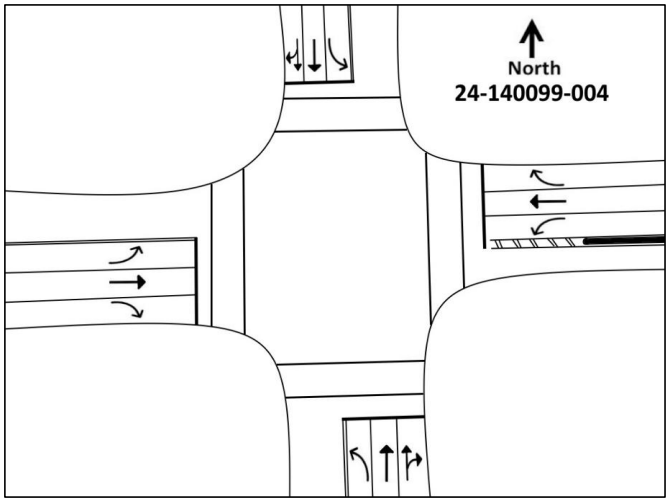
LOCATION: N Andrews Ave & Sistrunk Blvd/NW 6th St/NE 6th St
CITY/STATE: Fort Lauderdale, FL

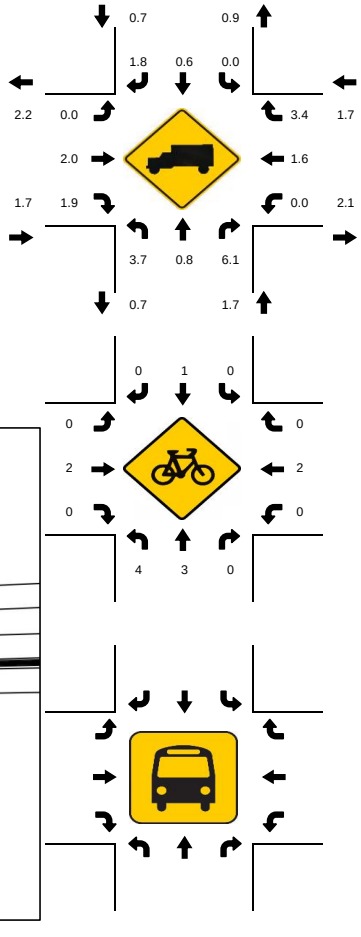
PROJECT ID: 24-140099-004
DATE: Wed, Apr 17, 2024

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:15 PM - 05:30 PM



National Data & Surveying Services



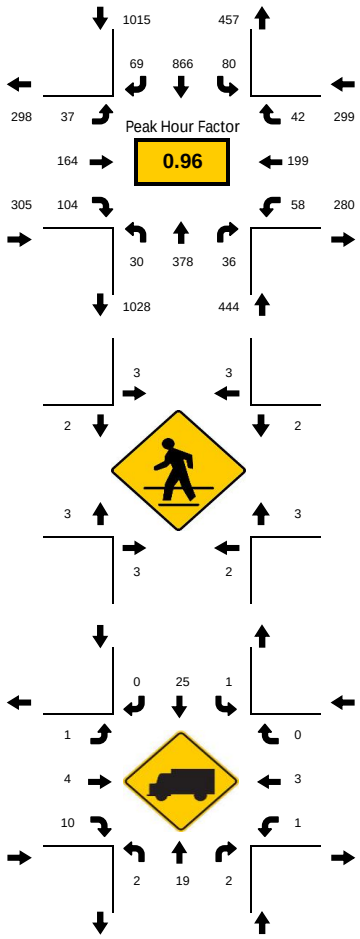


15-Min Count Period Beginning At	N Andrews Ave Northbound					N Andrews Ave Southbound					Sistrunk Blvd/NW 6th St/NE 6th S Eastbound					Sistrunk Blvd/NW 6th St/NE 6th S Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	27	174	10	0		14	107	20	0		17	71	21	0		11	97	25	0		594	2387
4:15 PM	31	153	15	0		26	92	24	0		16	45	25	1		11	93	25	0		557	2463
4:30 PM	42	194	7	0		24	119	29	0		14	61	19	0		8	81	15	0		613	2633
4:45 PM	57	161	10	0		26	139	20	0		9	50	22	0		6	115	8	0		623	2684
5:00 PM	57	186	17	0		16	132	27	0		14	66	24	0		8	110	13	0		670	2671
5:15 PM	68	234	14	0		16	107	26	0		20	73	26	0		9	111	23	0		727	2001
5:30 PM	35	168	8	0		27	162	39	0		10	61	33	0		11	95	14	1		664	1274
5:45 PM	34	160	10	0		26	134	24	0		16	56	29	0		12	94	15	0		610	610
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	272	936	68	0		108	648	156	0		80	292	132	0		44	460	92	4		**3292**	
Heavy Trucks	12	8	8	0		0	4	4	0		0	12	4	0		0	12	8	0		**72**	
Pedestrians		8					28					20					24				**80**	
Bicycles	8	8	0	0		0	4	0	0		0	8	0	0		0	4	0	0		**32**	
Buses																						
Stopped Buses																						

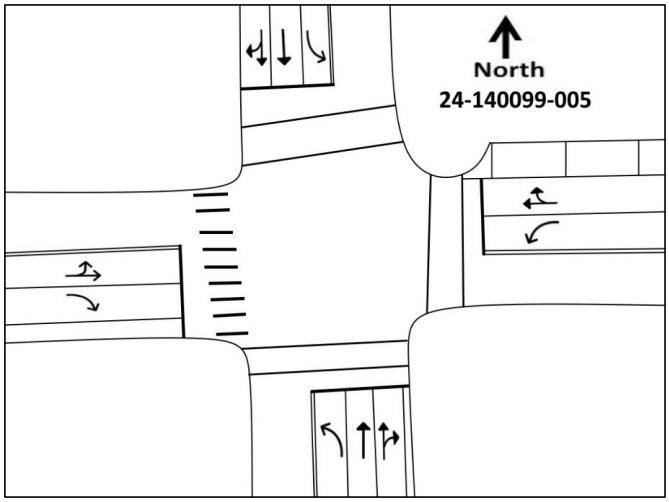
LOCATION: N Andrews Ave & NW 4th St/NE 4th St
CITY/STATE: Fort Lauderdale, FL

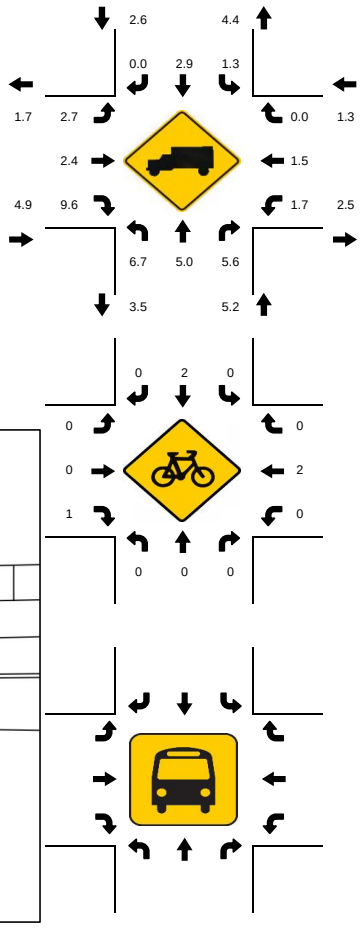
PROJECT ID: 24-140099-005
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:00 AM - 08:15 AM



National Data & Surveying Services



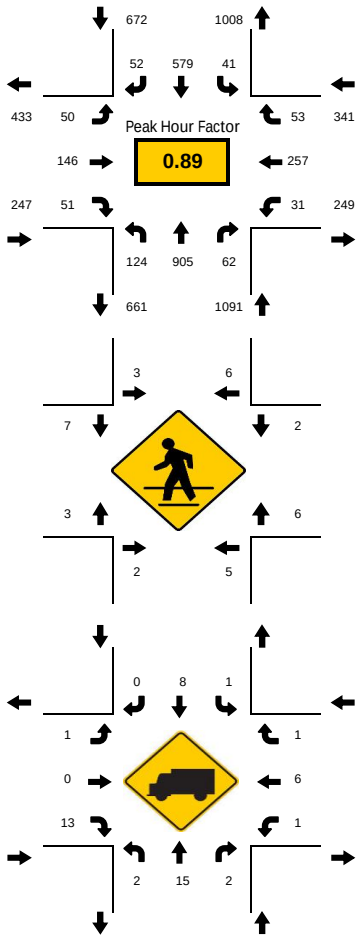


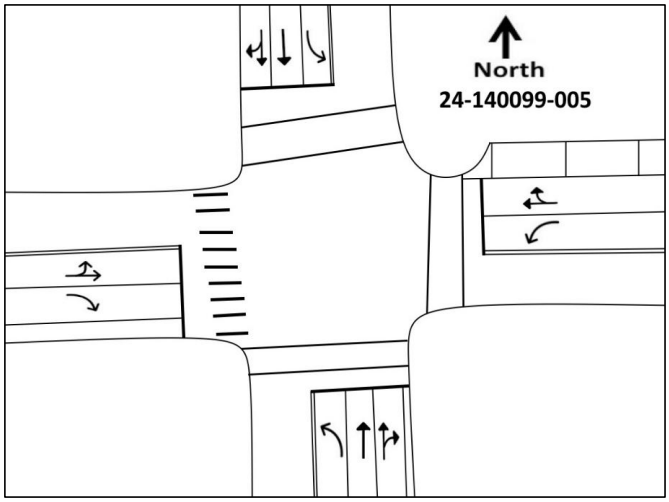
15-Min Count Period Beginning At	N Andrews Ave Northbound					N Andrews Ave Southbound					NW 4th St/NE 4th St Eastbound					NW 4th St/NE 4th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	3	55	6	0		2	140	11	0		7	12	19	0		7	14	3	0		279	1453
7:15 AM	7	64	5	0		7	172	7	0		2	21	9	0		8	26	9	0		337	1714
7:30 AM	1	68	6	0		13	226	8	0		7	21	17	0		8	34	10	0		419	1886
7:45 AM	2	54	4	0		9	204	14	0		8	31	29	0		13	35	15	0		418	1977
8:00 AM	10	122	14	0		18	212	16	0		13	40	21	1		14	48	11	0		540	2063
8:15 AM	6	80	4	0		17	226	17	0		6	42	34	0		12	55	10	0		509	1523
8:30 AM	8	80	8	0		29	220	22	0		2	35	18	0		23	53	12	0		510	1014
8:45 AM	6	96	10	0		16	208	14	0		15	47	31	0		9	43	9	0		504	504
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	40	488	56	0		116	904	88	0		60	188	136	4		92	220	48	0		**2440**	
Heavy Trucks	4	24	8	0		4	32	0	0		4	8	16	0		4	8	0	0		**112**	
Pedestrians		8					8					12					12				**40**	
Bicycles	0	0	0	0		0	8	0	0		0	0	4	0		0	4	0	0		**16**	
Buses																						
Stopped Buses																						

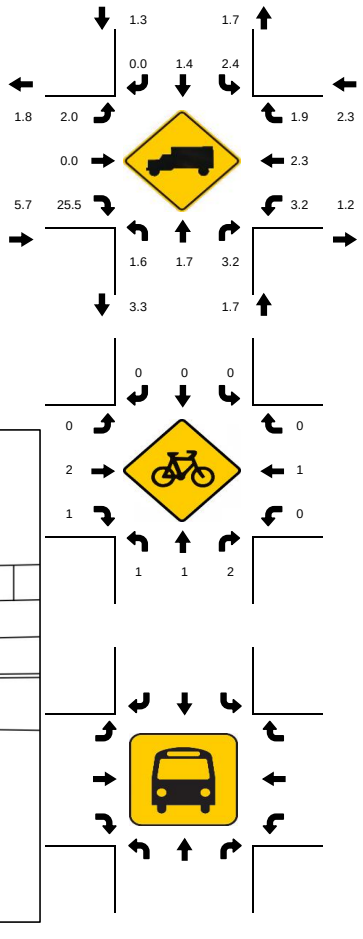
LOCATION: N Andrews Ave & NW 4th St/NE 4th St
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-005
DATE: Wed, Apr 17, 2024

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:15 PM - 05:30 PM





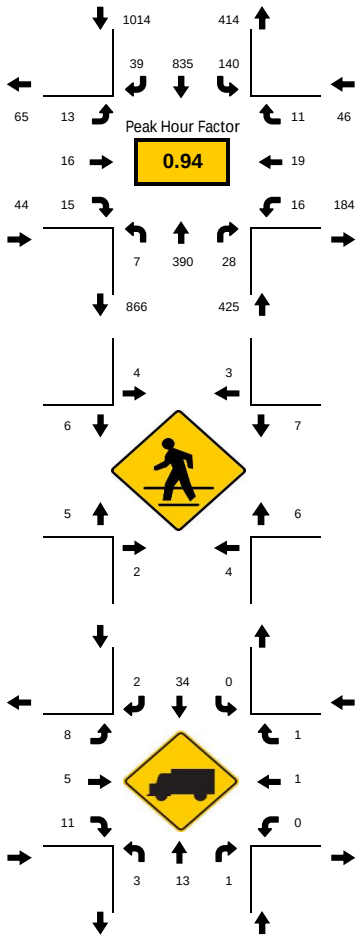


15-Min Count Period Beginning At	N Andrews Ave Northbound					N Andrews Ave Southbound					NW 4th St/NE 4th St Eastbound					NW 4th St/NE 4th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	17	174	15	0		9	119	20	0		19	30	9	0		9	56	10	0		487	2017
4:15 PM	15	190	14	0		5	110	15	0		13	26	13	0		10	54	13	1		479	2152
4:30 PM	30	207	16	0		9	121	12	0		11	24	13	0		5	64	11	0		523	2333
4:45 PM	24	194	13	0		6	136	13	0		16	33	13	0		4	63	13	0		528	2351
5:00 PM	40	260	20	0		9	141	16	0		9	24	11	0		10	74	8	0		622	2320
5:15 PM	36	273	14	0		14	128	14	0		12	44	14	0		10	82	19	0		660	1698
5:30 PM	24	178	15	0		12	174	9	0		13	45	13	0		7	38	13	0		541	1038
5:45 PM	17	176	20	0		12	141	12	0		13	28	11	0		9	48	10	0		497	497
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	160	1092	80	0		56	696	64	0		64	180	56	0		40	328	76	0		**2892**	
Heavy Trucks	4	16	4	0		4	16	0	0		4	0	20	0		4	12	4	0		**88**	
Pedestrians		12					24					16					12				**64**	
Bicycles	4	4	8	0		0	0	0	0		0	8	4	0		0	4	0	0		**32**	
Buses																						
Stopped Buses																						

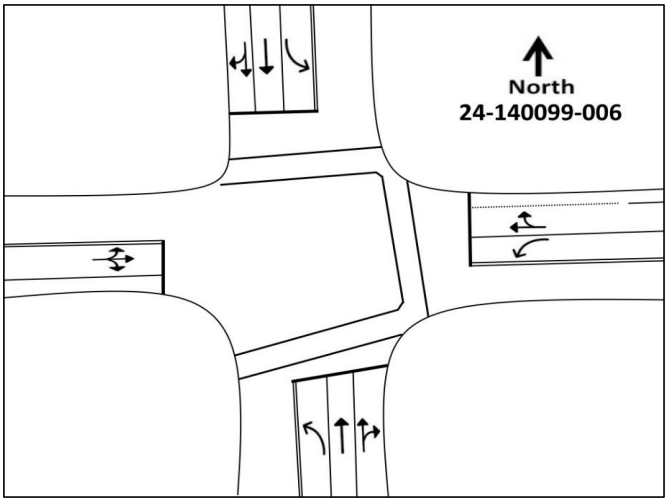
LOCATION: N Andrews Ave & NW 2nd St/NE 2nd St
CITY/STATE: Fort Lauderdale, FL

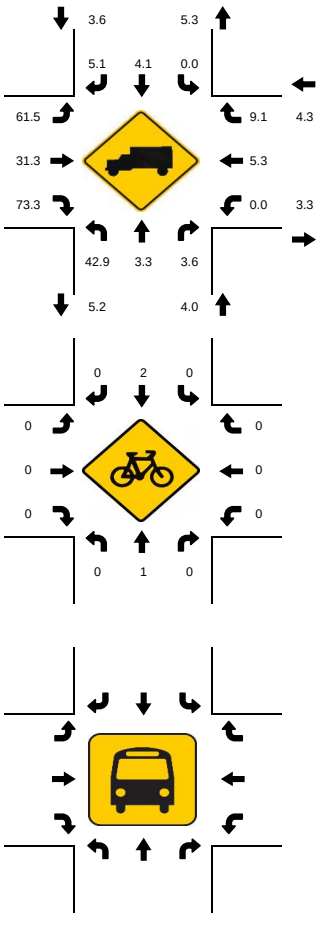
PROJECT ID: 24-140099-006
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM



National Data & Surveying Services



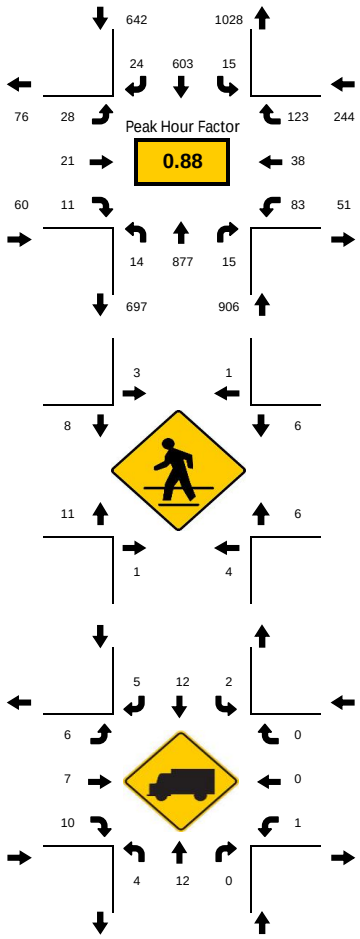


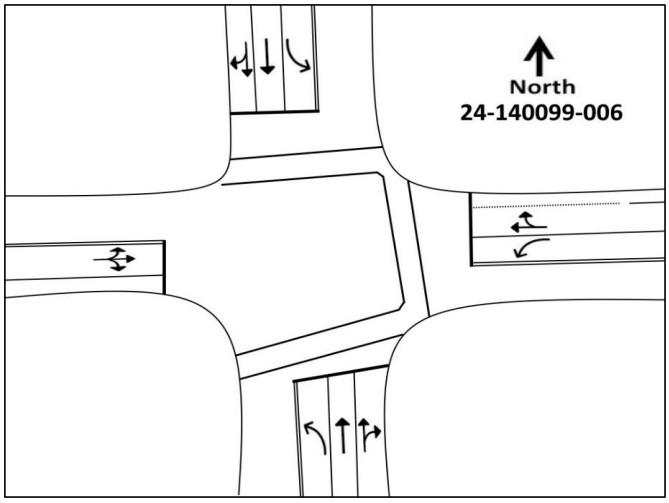
15-Min Count Period Beginning At	N Andrews Ave Northbound					N Andrews Ave Southbound					NW 2nd St/NE 2nd St Eastbound					NW 2nd St/NE 2nd St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	1	66	3	0		9	137	4	0		1	1	6	0		1	1	0	0		230	1177
7:15 AM	0	66	3	0		7	175	4	0		1	3	1	0		3	1	4	0		268	1341
7:30 AM	0	72	7	0		16	233	4	0		1	3	5	0		2	3	3	0		349	1427
7:45 AM	0	70	3	0		30	201	6	0		3	6	0	0		4	5	2	0		330	1452
8:00 AM	3	116	5	0		23	218	10	0		3	5	6	0		2	1	2	0		394	1529
8:15 AM	1	87	7	0		25	200	13	0		2	3	3	0		5	6	2	0		354	1135
8:30 AM	2	83	9	0		38	207	8	0		4	6	2	0		4	7	4	0		374	781
8:45 AM	1	104	7	0		54	210	8	0		4	2	4	0		5	5	3	0		407	407
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	12	464	36	0		216	872	52	0		16	24	24	0		20	28	16	0		**1780**	
Heavy Trucks	4	24	4	0		0	40	4	0		12	12	12	0		0	4	4	0		**120**	
Pedestrians		12					16					16					16				**60**	
Bicycles	0	4	0	0		0	4	0	0		0	0	0	0		0	0	0	0		**8**	
Buses																						
Stopped Buses																						

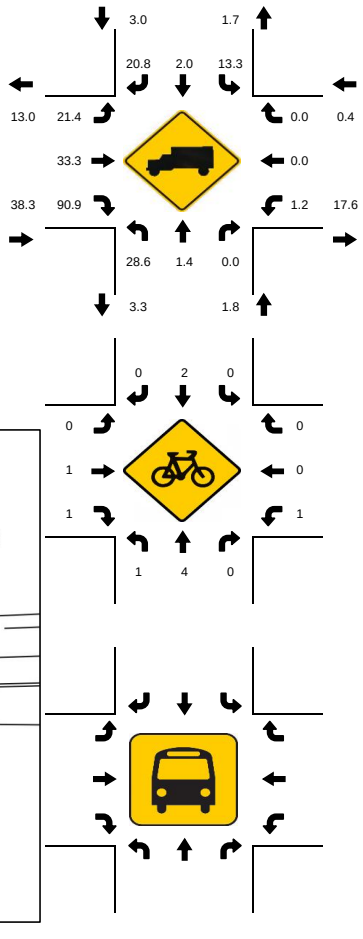
LOCATION: N Andrews Ave & NW 2nd St/NE 2nd St
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-006
DATE: Wed, Apr 17, 2024

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:00 PM - 05:15 PM





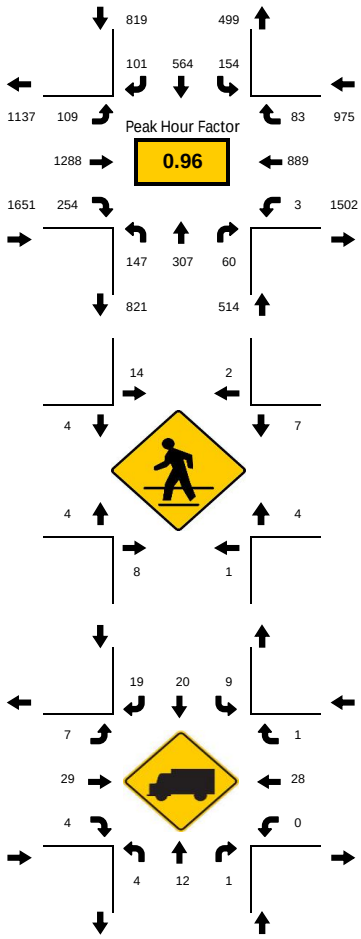


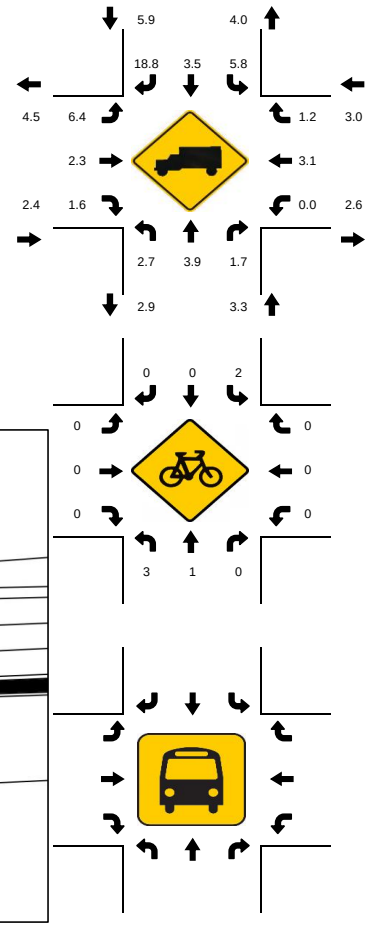
15-Min Count Period Beginning At	N Andrews Ave Northbound					N Andrews Ave Southbound					NW 2nd St/NE 2nd St Eastbound					NW 2nd St/NE 2nd St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	1	161	5	0		4	119	3	0		6	6	2	0		11	7	15	0		340	1530
4:15 PM	4	186	1	0		2	132	3	0		1	1	5	0		11	8	18	0		372	1714
4:30 PM	2	220	4	1		2	130	4	0		4	1	3	0		9	9	17	0		406	1818
4:45 PM	1	190	6	0		6	135	5	0		7	4	3	0		19	9	27	0		412	1852
5:00 PM	7	270	5	0		4	136	11	0		8	5	3	1		22	13	39	0		524	1845
5:15 PM	1	247	4	0		3	150	4	0		7	9	3	0		18	7	23	0		476	1321
5:30 PM	5	170	0	0		2	182	4	0		5	3	2	0		24	9	34	0		440	845
5:45 PM	2	202	3	0		4	154	2	0		6	2	3	0		7	5	15	0		405	405
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	28	1080	24	0		24	728	44	0		32	36	12	4		96	52	156	0		**2316**	
Heavy Trucks	8	16	0	0		8	20	8	0		8	12	12	4		4	0	0	0		**96**	
Pedestrians		8					12					24					24				**68**	
Bicycles	4	8	0	0		0	4	0	0		0	4	4	0		4	0	0	0		**28**	
Buses																						
Stopped Buses																						

LOCATION: N Andrews Ave/S Andrews Ave & E Broward Blvd/W Broward Blvd/SR 842
CITY/STATE: Fort Lauderdale, FL

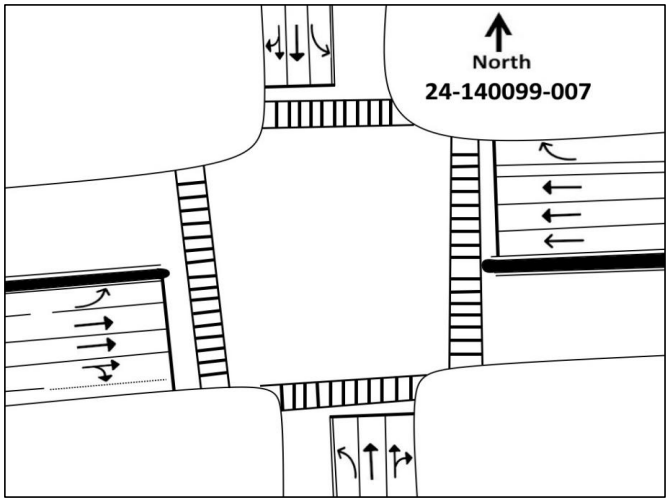
PROJECT ID: 24-140099-007
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM





National Data & Surveying Services

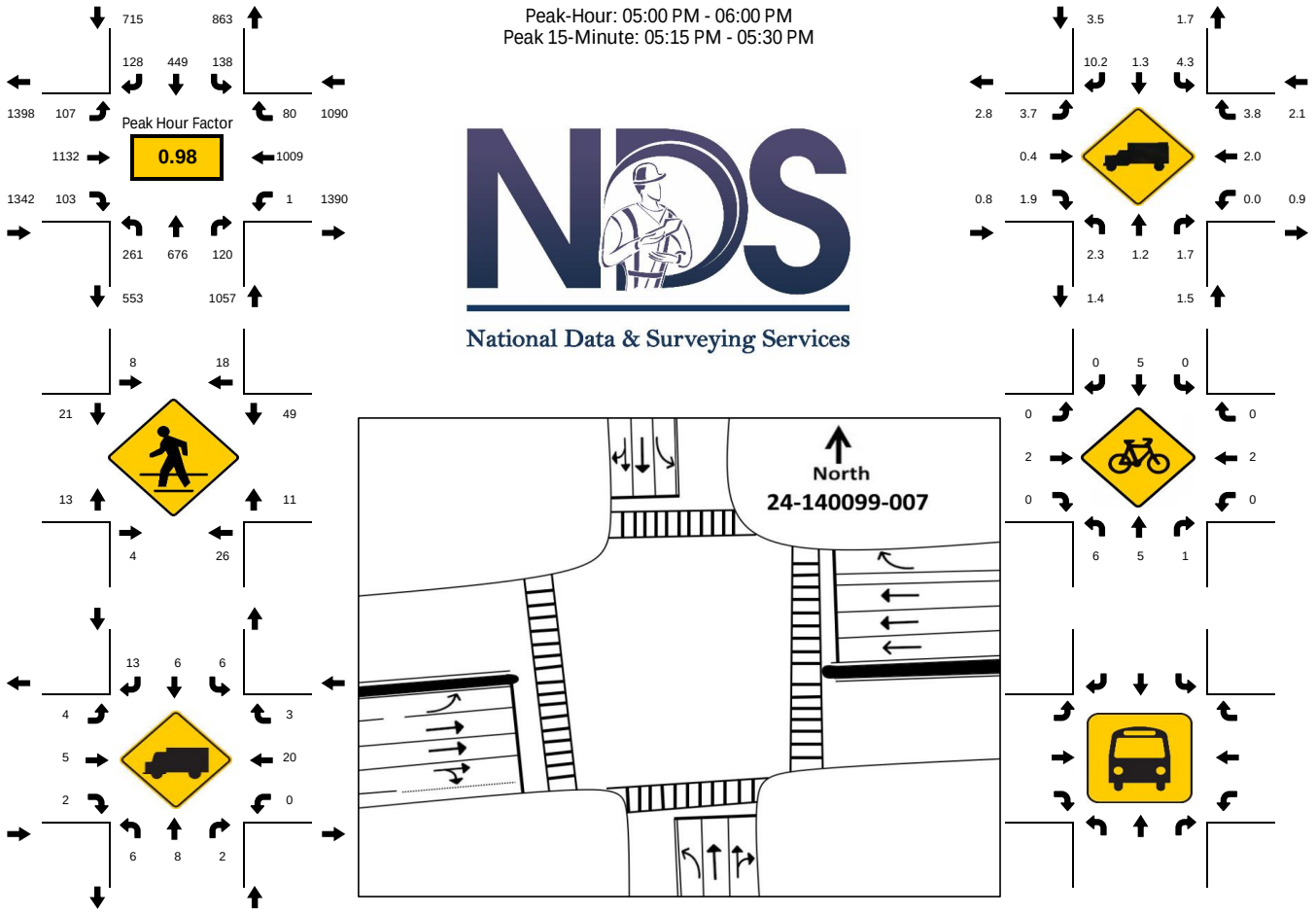


15-Min Count Period Beginning At	N Andrews Ave/S Andrews Ave Northbound					N Andrews Ave/S Andrews Ave Southbound					roward Blvd/W Broward Blvd/SR Eastbound					roward Blvd/W Broward Blvd/SR Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	33	39	9	0		39	77	24	0		11	222	49	0		0	179	12	0		694	3305
7:15 AM	37	51	10	0		39	95	28	1		14	268	37	0		0	176	10	0		766	3613
7:30 AM	28	69	16	0		41	148	26	0		25	298	44	0		0	239	10	0		944	3761
7:45 AM	34	62	9	0		46	135	29	0		27	278	46	0		0	220	15	0		901	3834
8:00 AM	44	92	14	0		40	122	29	0		24	315	55	0		3	241	23	0		1002	3959
8:15 AM	33	51	16	0		40	147	29	0		11	299	63	0		0	197	28	0		914	2957
8:30 AM	38	70	13	0		38	144	25	0		35	327	79	0		0	228	20	0		1017	2043
8:45 AM	32	94	17	0		36	151	18	0		39	347	57	0		0	223	12	0		1026	1026
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	176	376	68	0		160	604	116	0		156	1388	316	0		12	964	112	0		**4448**	
Heavy Trucks	8	20	4	0		20	32	28	0		12	40	16	0		0	36	4	0		**220**	
Pedestrians		20					40					20					24				**104**	
Bicycles	8	4	0	0		4	0	0	0		0	0	0	0		0	0	0	0		**16**	
Buses																						
Stopped Buses																						

LOCATION: N Andrews Ave/S Andrews Ave & E Broward Blvd/W Broward Blvd/SR 842
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-007
DATE: Wed, Apr 17, 2024

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:15 PM - 05:30 PM

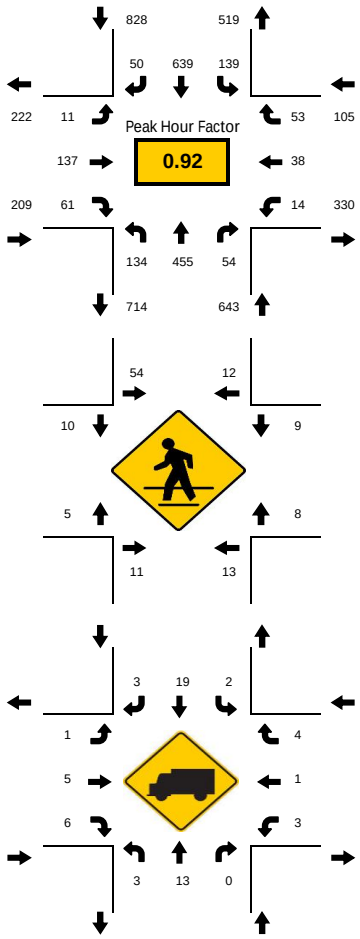


15-Min Count Period Beginning At	N Andrews Ave/S Andrews Ave Northbound					N Andrews Ave/S Andrews Ave Southbound					roward Blvd/W Broward Blvd/SR Eastbound					roward Blvd/W Broward Blvd/SR Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	73	114	15	0		34	73	27	0		27	291	27	0		0	306	28	0		1015	4022
4:15 PM	56	121	13	0		31	81	34	0		25	308	20	1		1	260	35	0		986	4074
4:30 PM	72	173	27	0		29	102	29	0		28	256	16	0		0	245	30	0		1007	4163
4:45 PM	86	124	31	0		36	76	34	0		21	263	21	0		0	301	21	0		1014	4164
5:00 PM	68	198	27	0		31	118	29	0		29	268	20	2		0	252	25	0		1067	4204
5:15 PM	58	210	29	0		30	100	36	0		20	285	34	0		1	255	17	0		1075	3137
5:30 PM	58	117	24	0		48	103	37	0		25	295	26	0		0	255	20	0		1008	2062
5:45 PM	77	151	40	0		29	128	26	0		30	284	23	1		0	247	18	0		1054	1054
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	308	840	160	0		192	512	148	0		120	1180	136	8		4	1020	100	0		**4728**	
Heavy Trucks	8	12	4	0		8	8	24	0		4	12	4	0		0	32	8	0		**124**	
Pedestrians		92					32					72					180				**376**	
Bicycles	8	12	4	0		0	8	0	0		0	8	0	0		0	4	0	0		**44**	
Buses																						
Stopped Buses																						

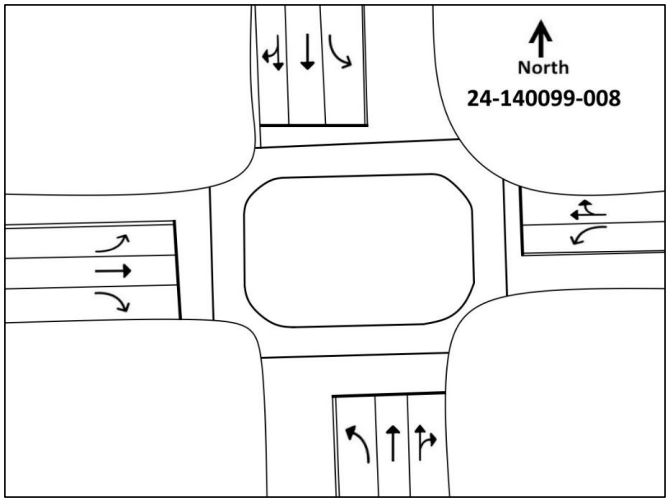
LOCATION: S Andrews Ave & SW 2nd St/SE 2nd St
CITY/STATE: Fort Lauderdale, FL

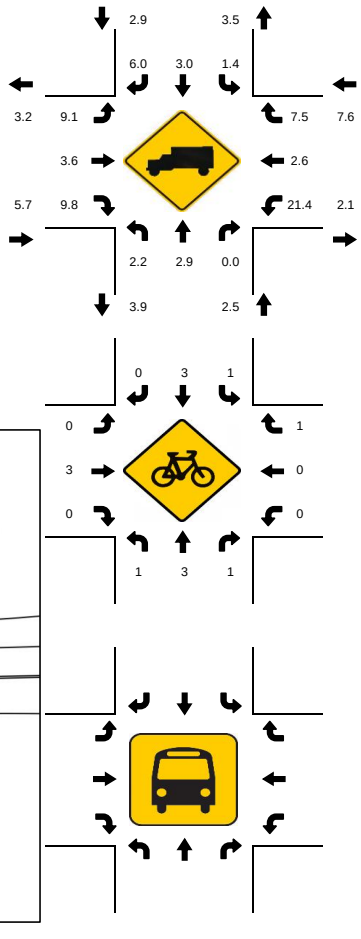
PROJECT ID: 24-140099-008
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM



National Data & Surveying Services



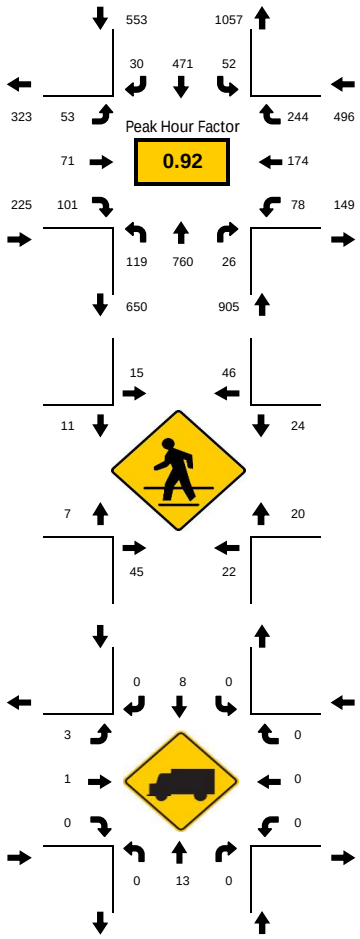


15-Min Count Period Beginning At	S Andrews Ave Northbound					S Andrews Ave Southbound					SW 2nd St/SE 2nd St Eastbound					SW 2nd St/SE 2nd St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	13	75	4	0		21	97	6	1		1	6	9	0		2	5	10	0		250	1210
7:15 AM	21	82	4	0		18	104	7	0		2	11	5	0		2	5	8	0		269	1414
7:30 AM	16	109	9	0		19	166	11	0		1	11	7	0		1	5	12	0		367	1541
7:45 AM	12	83	5	0		31	134	9	0		3	26	7	0		1	3	10	0		324	1624
8:00 AM	36	140	10	0		19	158	10	0		3	32	19	0		5	10	12	0		454	1785
8:15 AM	33	84	9	0		24	166	13	0		3	25	13	0		4	13	9	0		396	1331
8:30 AM	32	106	15	0		47	157	14	0		3	35	11	0		4	10	16	0		450	935
8:45 AM	33	125	20	0		49	158	13	0		2	45	18	0		1	5	16	0		485	485
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	144	560	80	0		196	664	56	0		12	180	76	0		20	52	64	0		**2104**	
Heavy Trucks	8	28	0	0		4	32	8	0		4	8	12	0		12	4	8	0		**128**	
Pedestrians		36					108					32					24				**200**	
Bicycles	4	8	4	0		4	12	0	0		0	8	0	0		0	0	4	0		**44**	
Buses																						
Stopped Buses																						

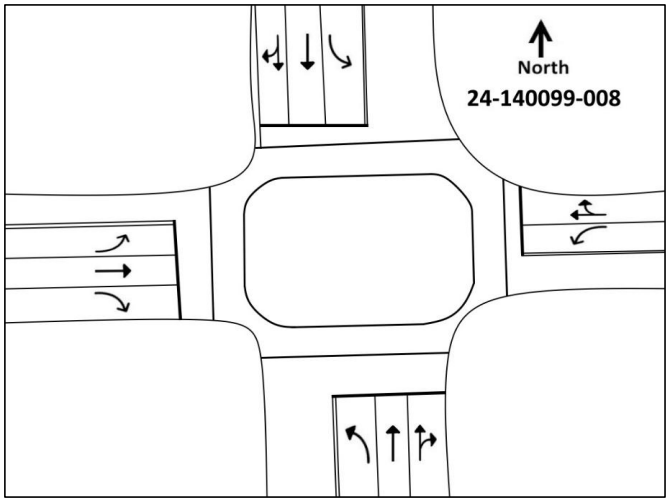
LOCATION: S Andrews Ave & SW 2nd St/SE 2nd St
CITY/STATE: Fort Lauderdale, FL

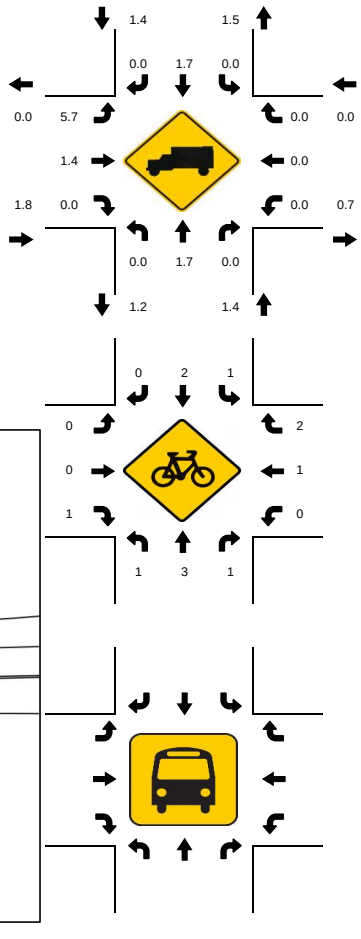
PROJECT ID: 24-140099-008
DATE: Wed, Apr 17, 2024

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:00 PM - 05:15 PM



National Data & Surveying Services



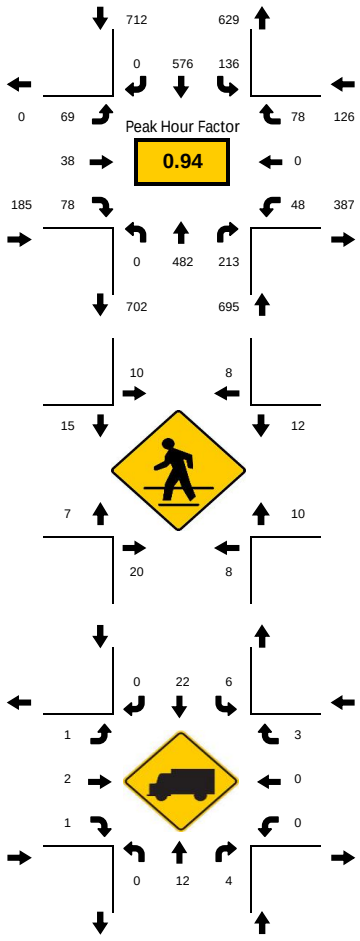


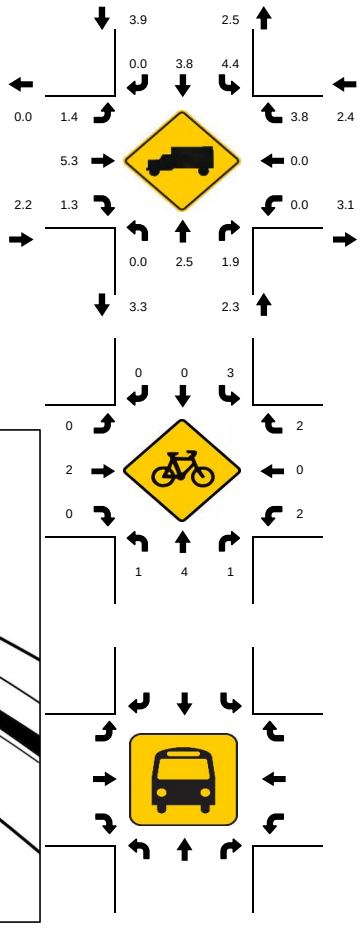
15-Min Count Period Beginning At	S Andrews Ave Northbound					S Andrews Ave Southbound					SW 2nd St/SE 2nd St Eastbound					SW 2nd St/SE 2nd St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	25	162	6	0		11	75	6	0		6	16	14	0		10	22	40	0		393	1757
4:15 PM	29	151	8	0		16	88	6	0		8	11	13	0		11	34	37	0		412	1954
4:30 PM	32	203	1	0		8	98	10	0		12	11	19	0		10	35	48	0		487	2126
4:45 PM	40	181	6	0		16	77	6	0		7	11	25	0		12	34	50	0		465	2075
5:00 PM	39	204	5	0		9	115	9	0		18	18	31	0		23	44	75	0		590	2179
5:15 PM	29	230	6	0		15	111	12	0		14	13	27	0		22	47	58	0		584	1589
5:30 PM	30	127	3	0		15	89	6	0		11	22	26	0		13	37	57	0		436	1005
5:45 PM	21	199	12	0		13	156	3	0		10	18	17	0		20	46	54	0		569	569
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	156	920	48	0		60	624	48	0		72	88	124	0		92	188	300	0		**2720**	
Heavy Trucks	0	20	0	0		0	12	0	0		8	4	0	0		0	0	0	0		**44**	
Pedestrians		120					128					36					76				**360**	
Bicycles	4	4	4	0		4	8	0	0		0	0	4	0		0	4	4	0		**36**	
Buses																						
Stopped Buses																						

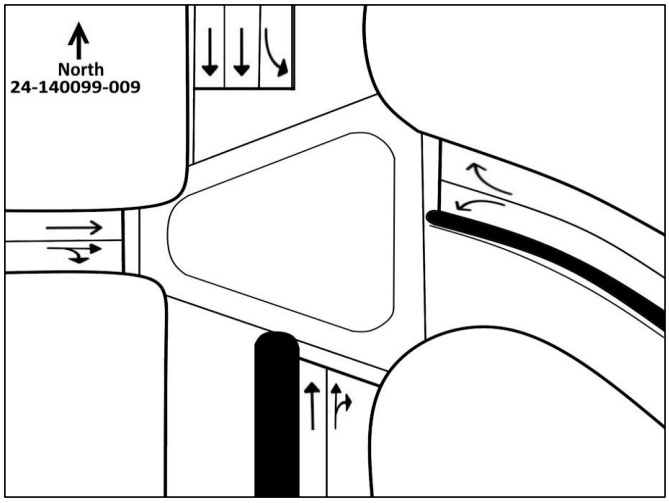
LOCATION: S Andrews Ave & W Las Olas Blvd/E Las Olas Blvd
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-009
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM





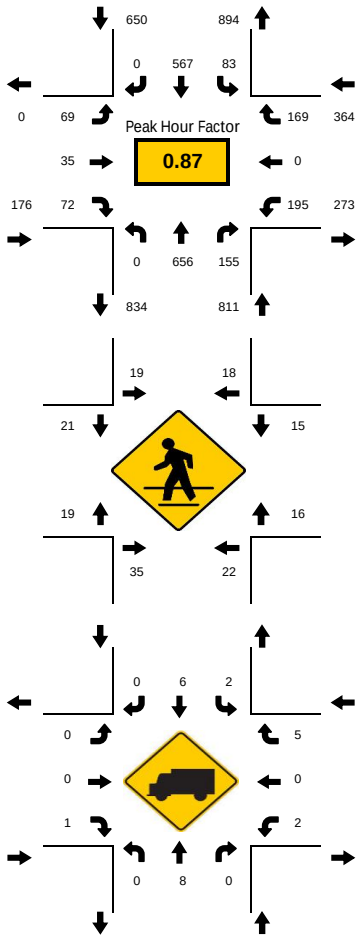


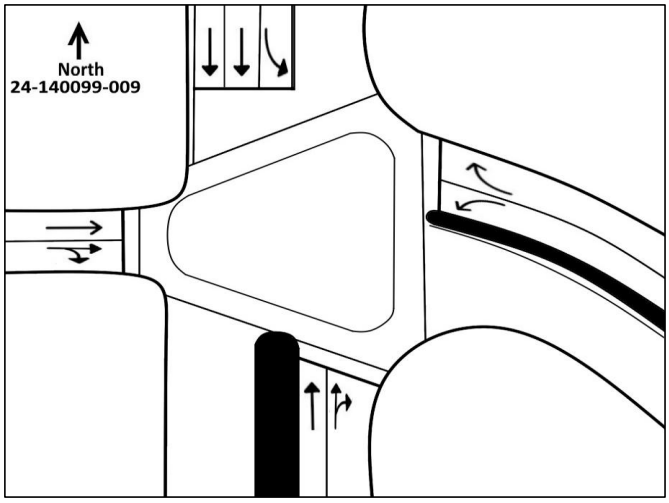
15-Min Count Period Beginning At	S Andrews Ave Northbound					S Andrews Ave Southbound					W Las Olas Blvd/E Las Olas Blvd Eastbound					W Las Olas Blvd/E Las Olas Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	74	17	0		17	87	0	0		9	1	5	0		3	0	11	0		224	1179
7:15 AM	0	81	28	0		17	99	0	1		8	1	7	0		11	0	19	0		272	1376
7:30 AM	0	97	35	0		22	147	0	0		17	6	14	0		7	0	16	1		362	1524
7:45 AM	0	83	34	0		14	133	0	0		14	6	10	0		10	0	17	0		321	1583
8:00 AM	0	135	49	0		35	138	0	0		19	7	11	0		9	0	18	0		421	1718
8:15 AM	0	98	54	0		39	153	0	0		12	10	22	0		12	0	20	0		420	1297
8:30 AM	0	119	47	0		24	145	0	0		20	9	22	0		18	0	17	0		421	877
8:45 AM	0	130	63	0		38	140	0	0		18	12	23	0		9	0	23	0		456	456
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	0	540	252	0		156	612	0	0		80	48	92	0		72	0	92	0		**1944**	
Heavy Trucks	0	24	8	0		12	32	0	0		4	4	4	0		0	0	4	0		**92**	
Pedestrians		40					24					28					40				**132**	
Bicycles	4	12	4	0		4	0	0	0		0	8	0	0		4	0	8	0		**44**	
Buses																						
Stopped Buses																						

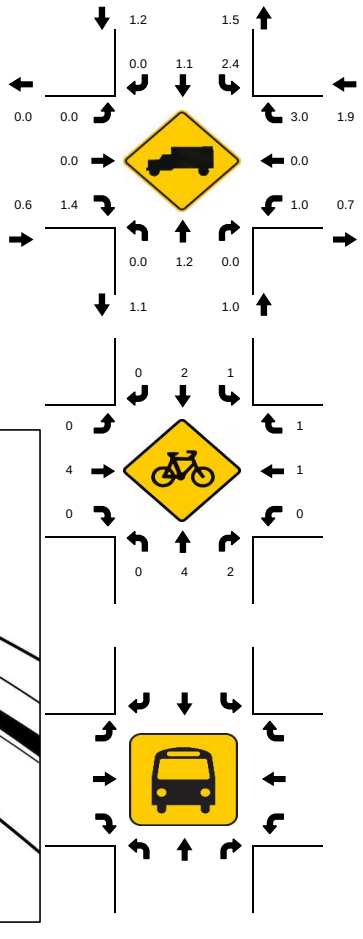
LOCATION: S Andrews Ave & W Las Olas Blvd/E Las Olas Blvd
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-009
DATE: Wed, Apr 17, 2024

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:15 PM - 05:30 PM





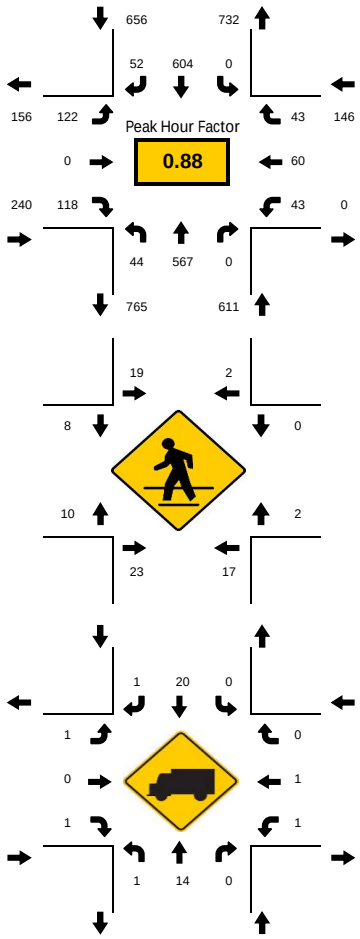


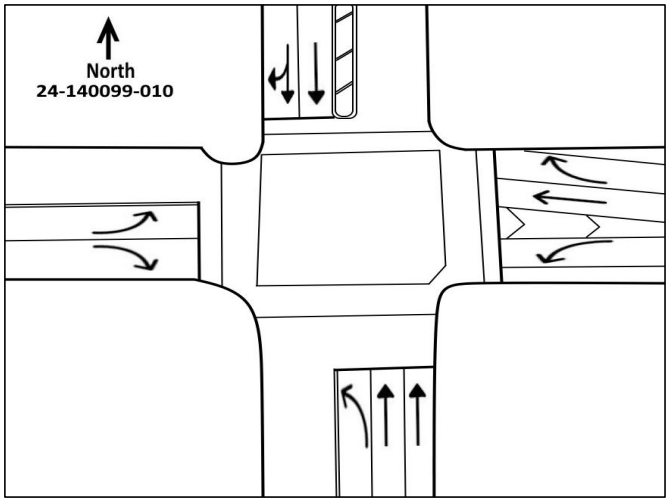
15-Min Count Period Beginning At	S Andrews Ave Northbound					S Andrews Ave Southbound					W Las Olas Blvd/E Las Olas Blvd Eastbound					W Las Olas Blvd/E Las Olas Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	139	27	0		19	85	0	0		21	11	12	0		22	0	40	1		377	1669
4:15 PM	0	127	38	0		13	93	0	0		16	10	10	0		40	0	48	0		395	1815
4:30 PM	0	167	27	0		11	111	0	0		24	5	19	0		49	0	35	1		449	1994
4:45 PM	0	171	24	0		15	110	0	0		16	10	12	0		39	0	51	0		448	1890
5:00 PM	0	163	32	0		23	140	0	0		18	13	25	0		54	0	55	0		523	2001
5:15 PM	0	209	48	0		19	147	0	0		18	9	20	0		60	0	44	0		574	1478
5:30 PM	0	105	34	0		21	91	0	0		17	1	8	0		35	0	33	0		345	904
5:45 PM	0	179	41	0		20	189	0	0		16	12	19	0		46	0	37	0		559	559
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	0	836	192	0		92	756	0	0		72	52	100	0		240	0	220	0		**2560**	
Heavy Trucks	0	12	0	0		4	12	0	0		0	0	4	0		4	0	8	0		**44**	
Pedestrians		76					48					64					40				**228**	
Bicycles	0	8	4	0		4	8	0	0		0	12	0	0		0	4	4	0		**44**	
Buses																						
Stopped Buses																						

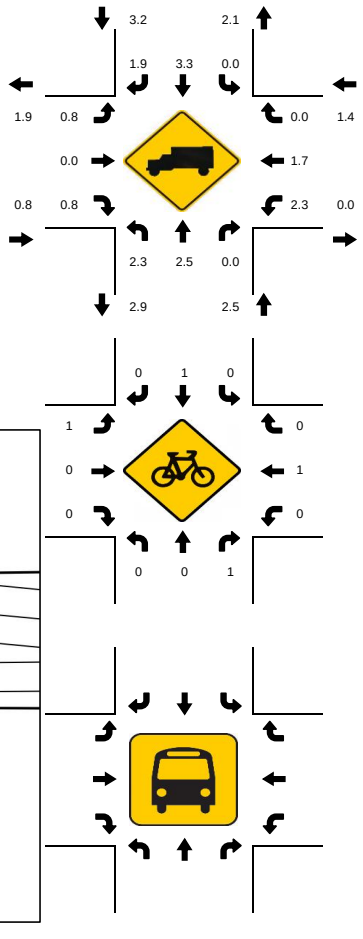
LOCATION: S Andrews Ave & SW 6th St/SE 6th St
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-010
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM





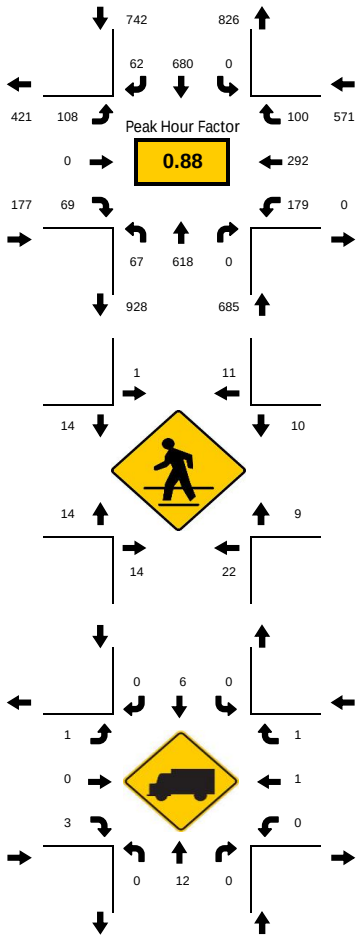


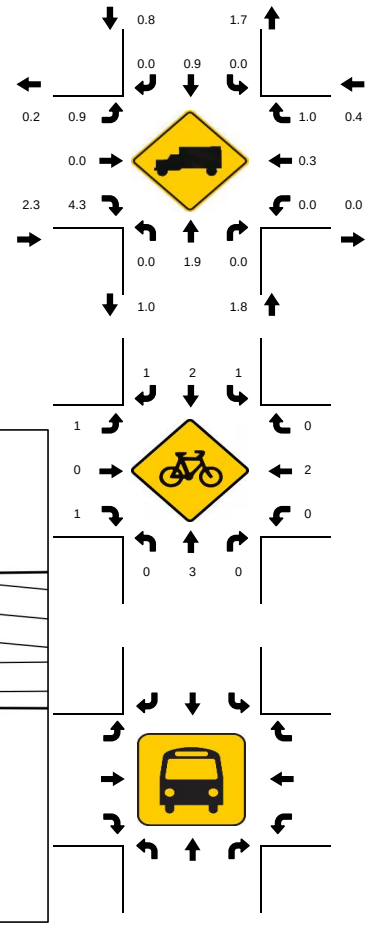
15-Min Count Period Beginning At	S Andrews Ave Northbound					S Andrews Ave Southbound					SW 6th St/SE 6th St Eastbound					SW 6th St/SE 6th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	5	65	0	0		0	78	8	0		14	0	15	1		22	12	5	0		225	1191
7:15 AM	5	76	0	0		0	105	4	0		15	0	24	0		10	10	5	0		254	1336
7:30 AM	9	100	0	0		0	135	8	0		16	0	40	0		18	10	7	0		343	1491
7:45 AM	12	131	0	0		0	127	11	0		18	0	38	0		11	11	10	0		369	1554
8:00 AM	8	121	0	0		0	146	7	0		22	0	31	0		13	15	7	0		370	1653
8:15 AM	12	122	0	0		0	158	18	0		35	0	29	0		8	14	13	0		409	1283
8:30 AM	14	146	0	0		0	138	10	0		37	0	28	0		12	10	11	0		406	874
8:45 AM	10	178	0	0		0	162	17	0		27	0	30	1		10	21	12	0		468	468
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	56	712	0	0		0	648	72	0		148	0	124	4		52	84	52	0		**1952**	
Heavy Trucks	4	24	0	0		0	24	4	0		4	0	4	0		4	4	0	0		**72**	
Pedestrians		52					28					24					4				**108**	
Bicycles	0	0	4	0		0	4	0	0		4	0	0	0		0	4	0	0		**16**	
Buses																						
Stopped Buses																						

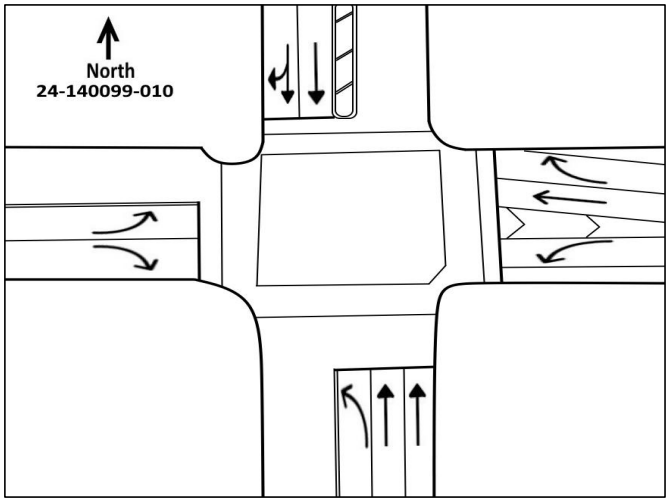
LOCATION: S Andrews Ave & SW 6th St/SE 6th St
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-010
DATE: Wed, Apr 17, 2024

Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 05:00 PM - 05:15 PM





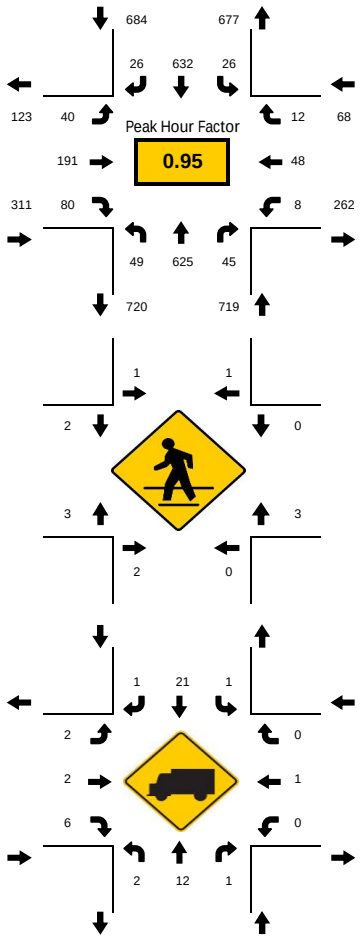


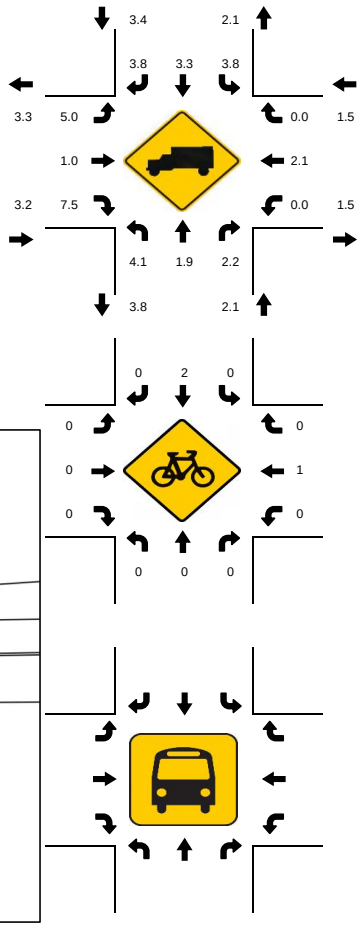
15-Min Count Period Beginning At	S Andrews Ave Northbound					S Andrews Ave Southbound					SW 6th St/SE 6th St Eastbound					SW 6th St/SE 6th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	18	104	0	0		0	98	10	0		19	0	21	0		36	54	14	0		374	1746
4:15 PM	13	125	0	0		0	117	18	0		25	0	21	0		35	50	15	0		419	1990
4:30 PM	10	133	0	2		0	156	13	0		24	0	15	0		49	63	22	0		487	2175
4:45 PM	15	139	0	0		0	138	14	0		24	0	22	0		27	65	22	0		466	2057
5:00 PM	17	177	0	0		0	170	16	0		32	0	20	0		59	93	34	0		618	2122
5:15 PM	23	169	0	0		0	216	19	0		28	0	12	0		44	71	22	0		604	1504
5:30 PM	17	120	0	0		0	88	14	0		22	0	17	0		40	39	12	0		369	900
5:45 PM	14	152	0	0		0	197	17	0		29	0	15	0		32	52	23	0		531	531
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	92	708	0	8		0	864	76	0		128	0	88	0		236	372	136	0		**2708**	
Heavy Trucks	0	24	0	0		0	8	0	0		4	0	8	0		0	4	4	0		**52**	
Pedestrians		60					16					44					24				**144**	
Bicycles	0	4	0	0		4	8	4	0		4	0	4	0		0	8	0	0		**36**	
Buses																						
Stopped Buses																						

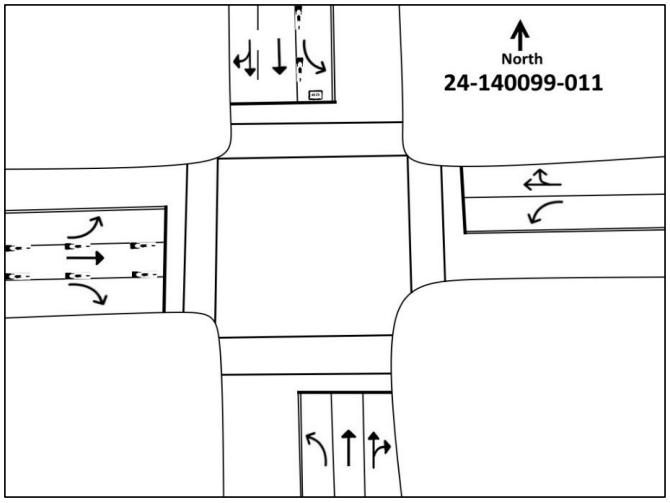
LOCATION: S Andrews Ave & SW 7th St/SE 7th St
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-011
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM





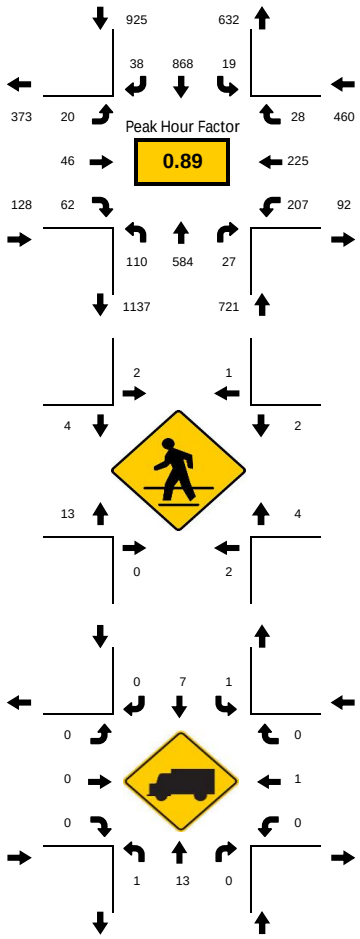


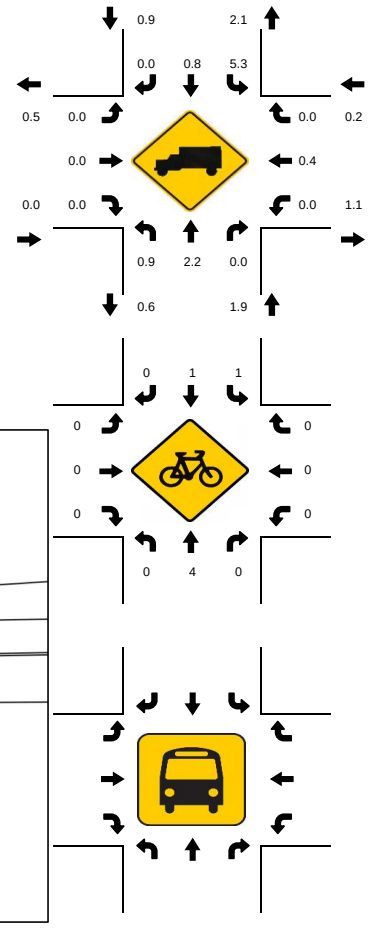
15-Min Count Period Beginning At	S Andrews Ave Northbound					S Andrews Ave Southbound					SW 7th St/SE 7th St Eastbound					SW 7th St/SE 7th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	5	74	13	0		15	70	1	0		5	26	8	0		0	1	2	0		220	1294
7:15 AM	14	76	12	0		22	100	6	0		7	40	18	0		1	8	1	0		305	1504
7:30 AM	15	128	12	0		20	125	4	0		8	34	23	0		1	11	3	0		384	1643
7:45 AM	11	129	7	0		6	138	2	1		11	26	32	0		2	17	3	0		385	1699
8:00 AM	19	146	8	0		8	163	9	0		6	42	13	0		2	12	2	0		430	1782
8:15 AM	11	138	10	0		6	160	7	0		9	52	28	0		3	18	2	0		444	1352
8:30 AM	9	174	8	0		6	147	6	0		12	45	19	0		2	9	3	0		440	908
8:45 AM	10	167	19	0		6	162	4	0		13	52	20	0		1	9	5	0		468	468
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	76	696	76	0		32	652	36	0		52	208	112	0		12	72	20	0		**2044**	
Heavy Trucks	8	20	4	0		4	28	4	0		4	4	12	0		0	4	0	0		**92**	
Pedestrians		8					4					8					4				**24**	
Bicycles	0	0	0	0		0	4	0	0		0	0	0	0		0	4	0	0		**8**	
Buses																						
Stopped Buses																						

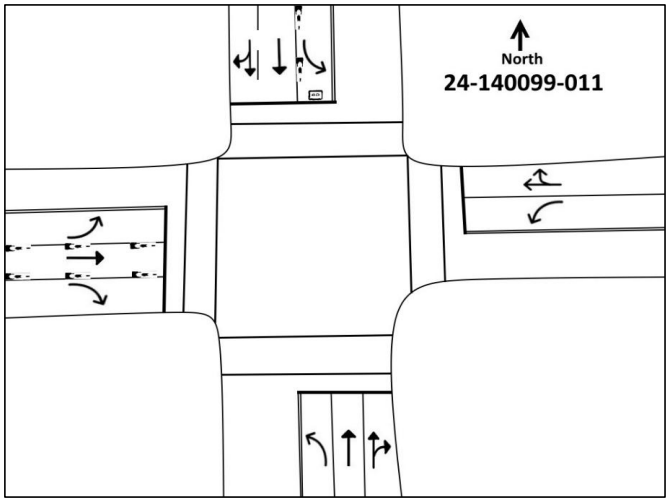
LOCATION: S Andrews Ave & SW 7th St/SE 7th St
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-011
DATE: Wed, Apr 17, 2024

Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 05:00 PM - 05:15 PM





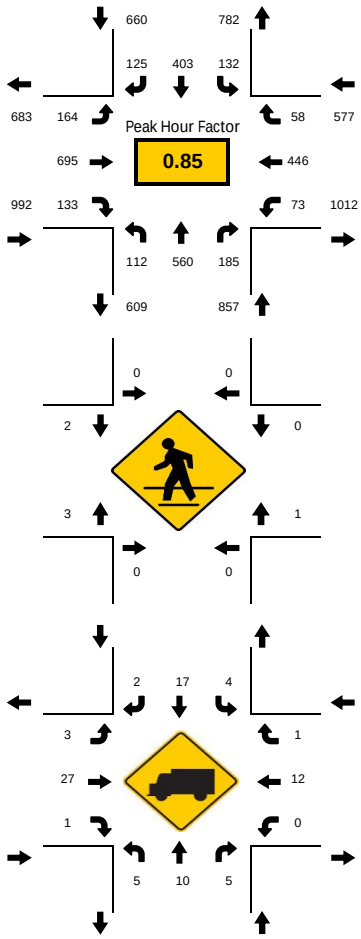


15-Min Count Period Beginning At	S Andrews Ave Northbound					S Andrews Ave Southbound					SW 7th St/SE 7th St Eastbound					SW 7th St/SE 7th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	22	106	3	0		1	152	5	0		3	10	16	0		31	26	8	0		383	1841
4:15 PM	18	125	2	0		1	168	4	0		4	12	18	0		26	43	4	0		425	2088
4:30 PM	25	136	6	0		6	215	4	0		2	14	22	0		52	50	3	0		535	2234
4:45 PM	29	139	7	0		2	171	5	0		3	4	16	0		54	63	5	0		498	2132
5:00 PM	22	166	5	0		7	247	11	0		4	13	17	0		66	66	6	0		630	2119
5:15 PM	34	143	9	0		4	235	18	0		11	15	7	0		35	46	14	0		571	1489
5:30 PM	18	129	7	0		6	152	5	0		4	10	18	0		29	46	9	0		433	918
5:45 PM	13	147	14	0		8	201	4	1		11	19	20	0		18	25	4	0		485	485
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	136	664	36	0		28	988	72	0		44	60	88	0		264	264	56	0		**2700**	
Heavy Trucks	4	24	0	0		4	12	0	0		0	0	0	0		0	4	0	0		**48**	
Pedestrians		4					4					28					12				**48**	
Bicycles	0	8	0	0		4	4	0	0		0	0	0	0		0	0	0	0		**16**	
Buses																						
Stopped Buses																						

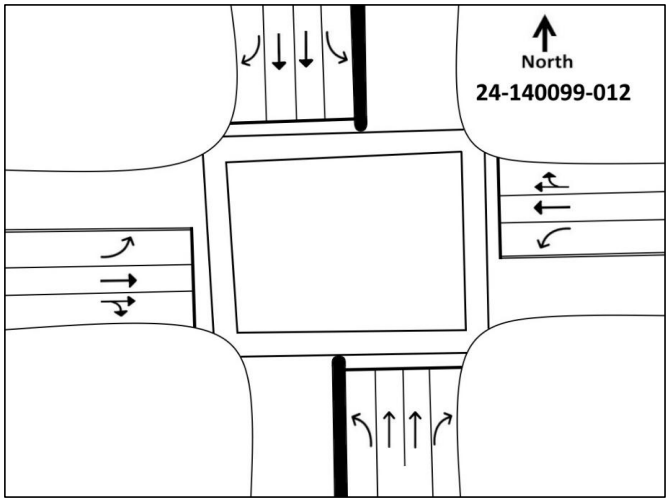
LOCATION: S Andrews Ave & Davie Blvd/SR 736
CITY/STATE: Fort Lauderdale, FL

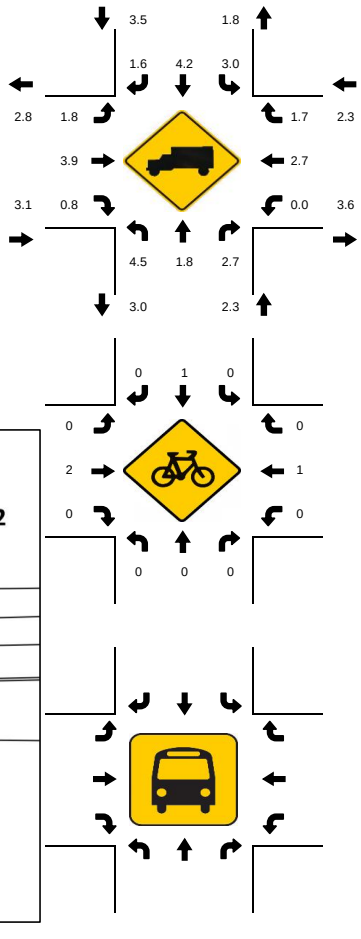
PROJECT ID: 24-140099-012
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM



National Data & Surveying Services



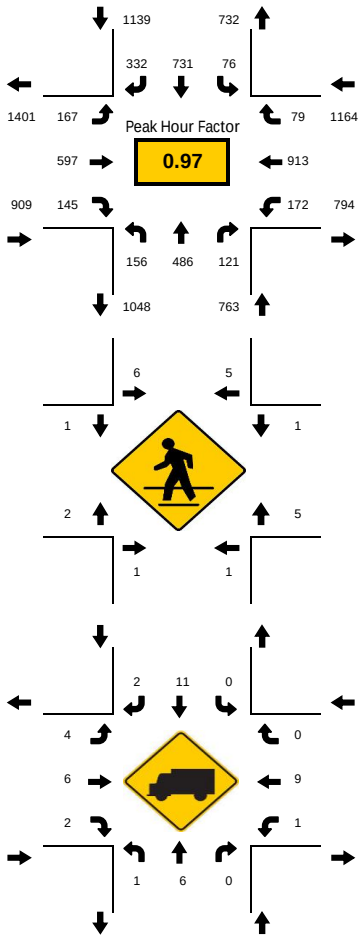


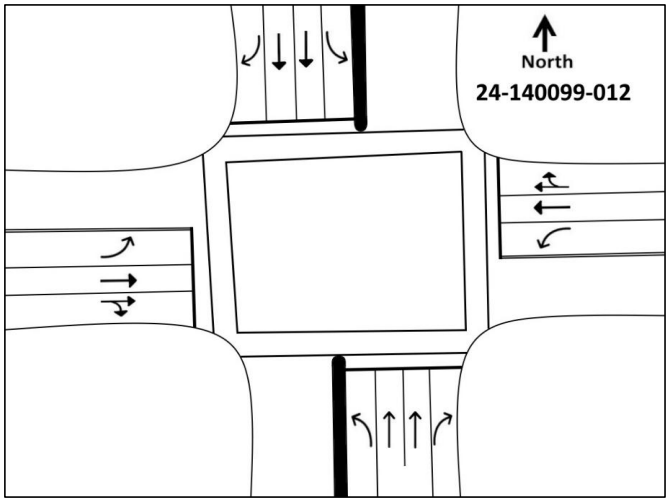
15-Min Count Period Beginning At	S Andrews Ave Northbound					S Andrews Ave Southbound					Davie Blvd/SR 736 Eastbound					Davie Blvd/SR 736 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	21	66	25	0		4	55	35	0		23	66	28	0		13	94	7	0		437	2215
7:15 AM	35	96	36	0		24	88	23	0		10	62	19	0		17	87	5	0		502	2411
7:30 AM	40	129	47	0		23	71	34	1		13	85	18	0		21	122	9	0		613	2590
7:45 AM	41	146	57	0		38	67	38	0		19	77	20	0		13	132	15	0		663	2841
8:00 AM	15	143	42	0		28	124	24	1		21	92	14	0		17	101	11	0		633	3086
8:15 AM	34	139	45	0		37	105	32	0		29	104	16	0		21	101	18	0		681	2453
8:30 AM	34	146	53	0		32	82	35	0		40	233	49	0		16	130	14	0		864	1772
8:45 AM	28	132	45	1		33	92	34	1		74	266	54	0		19	114	15	0		908	908
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	136	584	212	4		148	496	140	4		296	1064	216	0		84	520	72	0		**3976**	
Heavy Trucks	12	20	8	0		12	24	4	0		8	36	4	0		0	24	4	0		**156**	
Pedestrians		0					0					12					4				**16**	
Bicycles	0	0	0	0		0	4	0	0		0	4	0	0		0	4	0	0		**12**	
Buses																						
Stopped Buses																						

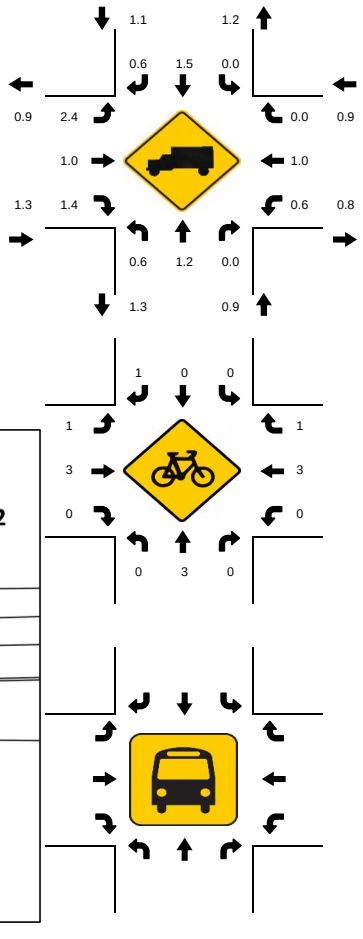
LOCATION: S Andrews Ave & Davie Blvd/SR 736
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-012
DATE: Wed, Apr 17, 2024

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:00 PM - 05:15 PM





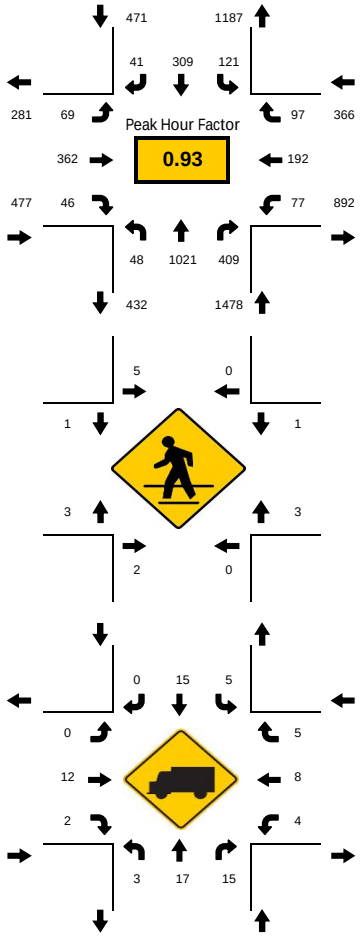


15-Min Count Period Beginning At	S Andrews Ave Northbound					S Andrews Ave Southbound					Davie Blvd/SR 736 Eastbound					Davie Blvd/SR 736 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	28	101	27	0		17	160	79	0		32	133	47	0		41	232	11	1		909	3688
4:15 PM	42	92	17	0		25	130	69	1		36	147	47	0		45	236	17	0		904	3800
4:30 PM	25	133	21	0		27	168	111	1		22	120	33	0		22	201	25	0		909	3872
4:45 PM	11	127	28	1		28	187	116	1		32	155	35	0		29	203	13	0		966	3970
5:00 PM	47	134	25	0		24	174	96	0		46	158	43	1		36	211	26	0		1021	3975
5:15 PM	44	119	37	0		22	202	81	1		35	125	30	0		44	215	21	0		976	2954
5:30 PM	42	110	30	1		20	181	88	0		46	152	30	0		46	243	18	0		1007	1978
5:45 PM	22	123	29	0		9	174	67	0		39	162	42	0		46	244	14	0		971	971
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	188	536	148	4		96	808	384	4		184	648	172	4		184	976	104	0		**4440**	
Heavy Trucks	4	12	0	0		0	24	4	0		4	12	4	4		4	16	0	0		**84**	
Pedestrians		4					16					8					8				**36**	
Bicycles	0	8	0	0		0	0	4	0		4	8	0	0		0	8	4	0		**36**	
Buses																						
Stopped Buses																						

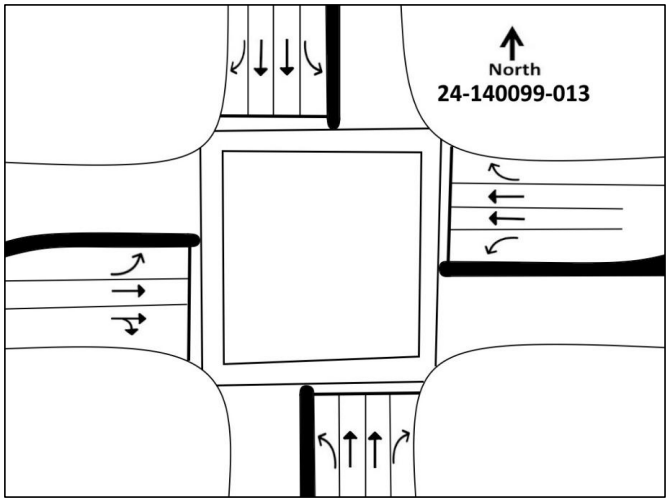
LOCATION: S Andrews Ave & SW 17th St/SE 17th St
CITY/STATE: Fort Lauderdale, FL

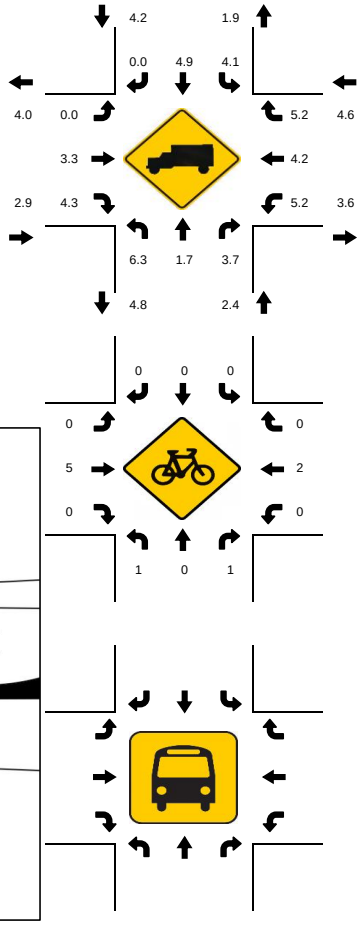
PROJECT ID: 24-140099-013
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:15 AM - 08:30 AM



National Data & Surveying Services



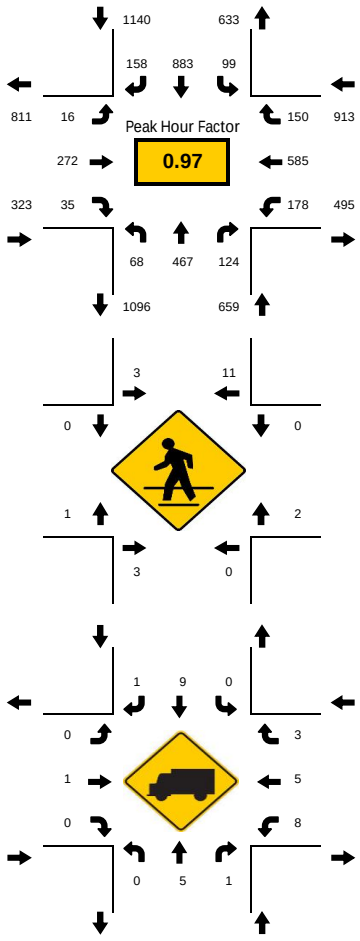


15-Min Count Period Beginning At	S Andrews Ave Northbound					S Andrews Ave Southbound					SW 17th St/SE 17th St Eastbound					SW 17th St/SE 17th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	7	159	27	0		10	48	4	0		9	33	5	0		7	26	15	0		350	2044
7:15 AM	13	174	45	0		19	80	10	0		7	47	6	0		22	26	16	0		465	2330
7:30 AM	10	240	43	0		14	91	5	0		11	77	8	0		29	41	22	0		591	2612
7:45 AM	14	250	63	0		27	77	3	0		13	77	7	0		29	53	25	0		638	2712
8:00 AM	13	270	85	1		30	83	10	0		8	40	8	0		22	45	21	0		636	2792
8:15 AM	12	256	122	0		18	81	13	0		25	122	14	0		13	47	24	0		747	2156
8:30 AM	13	262	94	0		30	78	5	0		13	83	13	0		22	50	26	2		691	1409
8:45 AM	7	233	108	2		43	67	13	0		23	117	11	0		18	50	26	0		718	718
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	52	1080	488	8		172	332	52	0		100	488	56	0		88	200	104	8		**3228**	
Heavy Trucks	8	36	20	0		8	24	0	0		0	24	4	0		8	16	8	0		**156**	
Pedestrians		4					8					8					8				**28**	
Bicycles	4	0	4	0		0	0	0	0		0	12	0	0		0	8	0	0		**28**	
Buses																						
Stopped Buses																						

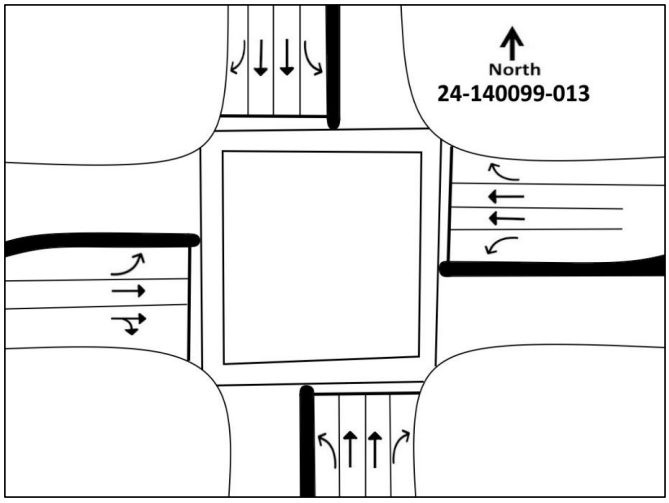
LOCATION: S Andrews Ave & SW 17th St/SE 17th St
CITY/STATE: Fort Lauderdale, FL

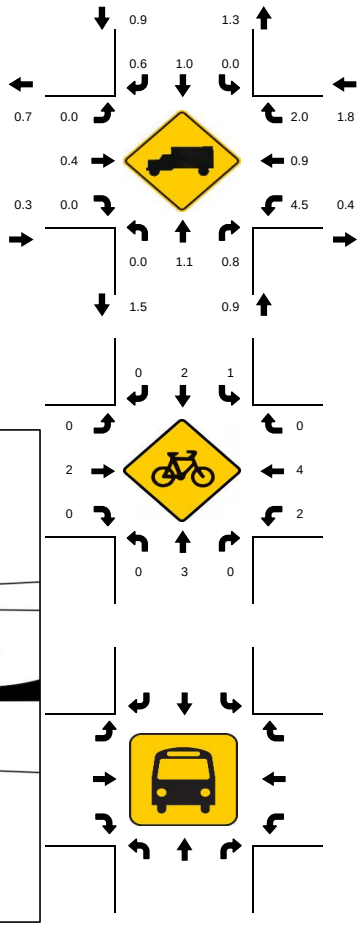
PROJECT ID: 24-140099-013
DATE: Wed, Apr 17, 2024

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:15 PM - 05:30 PM



National Data & Surveying Services



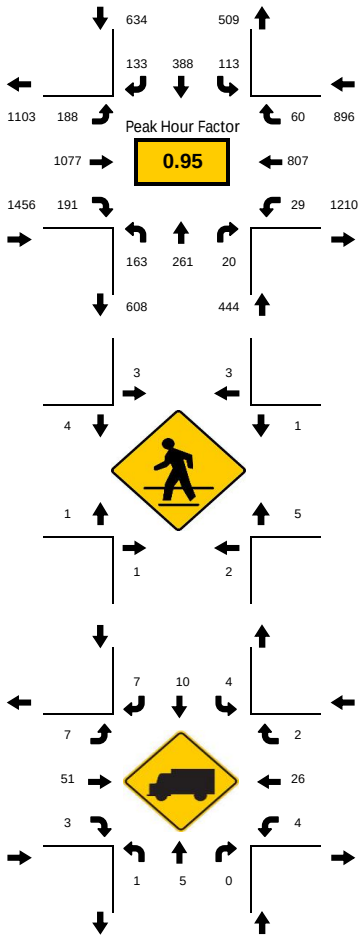


15-Min Count Period Beginning At	S Andrews Ave Northbound					S Andrews Ave Southbound					SW 17th St/SE 17th St Eastbound					SW 17th St/SE 17th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	18	96	36	1		46	194	44	0		5	65	9	0		37	150	35	0		736	2809
4:15 PM	15	72	31	1		33	196	29	0		10	62	10	0		35	121	28	0		643	2848
4:30 PM	18	103	45	0		35	186	44	0		7	58	9	0		44	132	37	1		719	2989
4:45 PM	16	76	34	4		31	196	43	0		4	72	4	0		37	154	40	0		711	3007
5:00 PM	12	121	29	0		21	228	53	0		6	75	10	0		44	139	37	0		775	3035
5:15 PM	19	109	29	0		23	242	49	0		4	68	8	0		49	146	38	0		784	2260
5:30 PM	17	117	30	1		29	206	33	0		3	59	8	0		47	152	35	0		737	1476
5:45 PM	18	120	36	1		26	207	23	0		3	70	9	0		38	148	40	0		739	739
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	76	484	144	4		116	968	212	0		24	300	40	0		196	608	160	0		**3332**	
Heavy Trucks	0	8	4	0		0	12	4	0		0	4	0	0		16	16	8	0		**72**	
Pedestrians		8					28					4					8				**48**	
Bicycles	0	8	0	0		4	8	0	0		0	8	0	0		8	12	0	0		**48**	
Buses																						
Stopped Buses																						

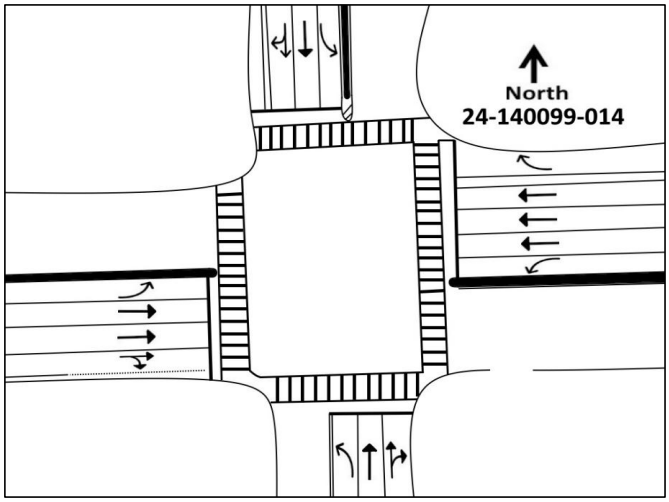
LOCATION: NE 4th Ave/SR 811 & E Sunrise Blvd/SR 838
CITY/STATE: Fort Lauderdale, FL

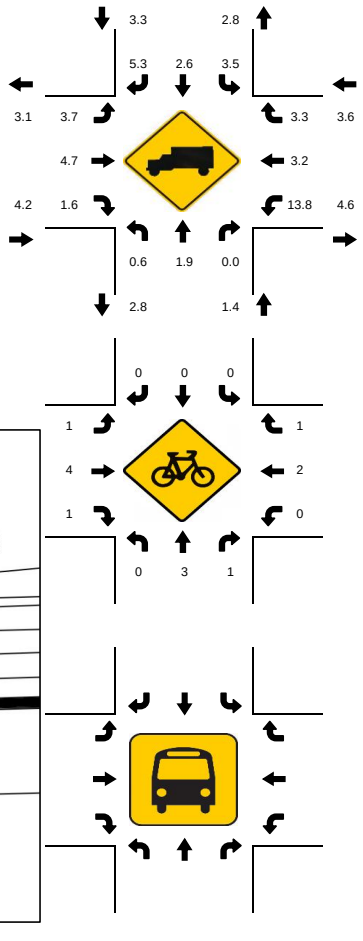
PROJECT ID: 24-140099-014
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:30 AM - 08:45 AM



National Data & Surveying Services



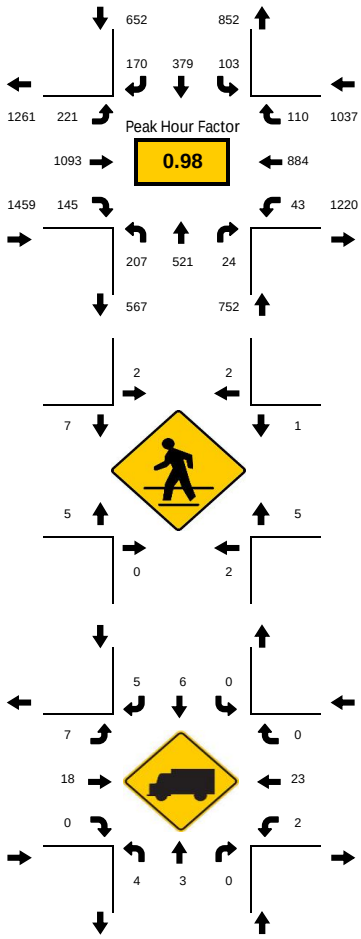


15-Min Count Period Beginning At	NE 4th Ave/SR 811 Northbound					NE 4th Ave/SR 811 Southbound					E Sunrise Blvd/SR 838 Eastbound					E Sunrise Blvd/SR 838 Westbound						Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	
7:00 AM	27	41	1	0		9	39	28	1		46	192	34	0		4	136	9	1		568	2797
7:15 AM	38	99	5	0		26	67	35	1		59	197	31	0		7	105	13	0		683	3034
7:30 AM	28	72	7	0		26	77	33	0		38	203	33	1		9	174	13	2		716	3236
7:45 AM	40	47	4	0		24	93	49	1		39	272	54	0		8	184	14	1		830	3424
8:00 AM	51	69	5	0		21	102	42	1		40	240	38	3		8	171	13	1		805	3430
8:15 AM	46	63	6	0		28	96	33	0		38	262	68	3		9	225	8	0		885	2625
8:30 AM	37	60	4	0		35	108	29	1		50	286	60	0		4	209	21	0		904	1740
8:45 AM	29	69	5	0		26	82	29	1		53	289	25	1		7	202	18	0		836	836
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	204	276	24	0		140	432	168	4		212	1156	272	12		36	900	84	4		**3924**	
Heavy Trucks	4	8	0	0		8	12	8	0		12	72	4	0		4	36	4	0		**172**	
Pedestrians		12					8					12					12				**44**	
Bicycles	0	8	4	0		0	0	0	0		4	12	4	0		0	4	4	0		**40**	
Buses																						
Stopped Buses																						

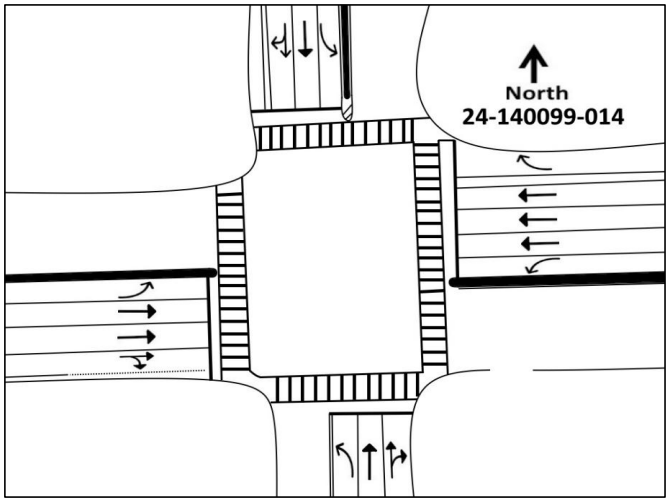
LOCATION: NE 4th Ave/SR 811 & E Sunrise Blvd/SR 838
CITY/STATE: Fort Lauderdale, FL

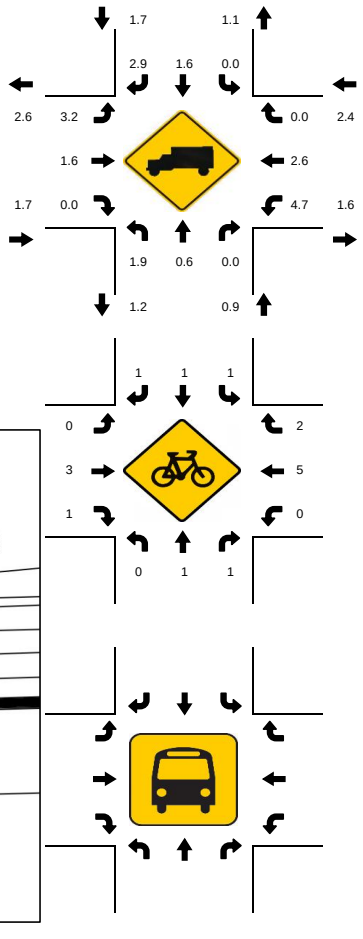
PROJECT ID: 24-140099-014
DATE: Wed, Apr 17, 2024

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:00 PM - 05:15 PM



National Data & Surveying Services



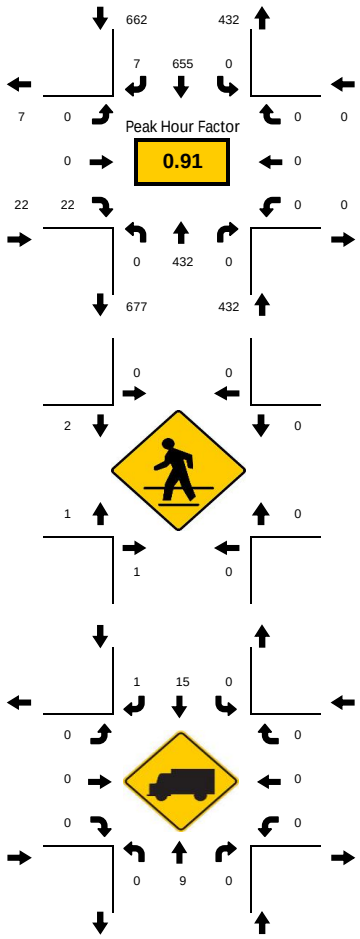


15-Min Count Period Beginning At	NE 4th Ave/SR 811 Northbound					NE 4th Ave/SR 811 Southbound					E Sunrise Blvd/SR 838 Eastbound					E Sunrise Blvd/SR 838 Westbound						Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	
4:00 PM	38	123	5	0		30	78	39	1		48	249	27	4		14	248	28	4		936	3759
4:15 PM	40	120	8	0		32	84	35	0		48	254	24	5		8	266	18	2		944	3820
4:30 PM	57	103	6	0		34	92	37	1		44	251	21	2		12	236	23	1		920	3849
4:45 PM	35	138	6	0		20	73	39	0		57	279	28	4		9	240	31	0		959	3900
5:00 PM	54	129	7	0		29	97	59	0		53	264	27	6		8	228	33	3		997	3825
5:15 PM	55	139	8	0		24	89	35	0		50	264	46	1		12	226	24	0		973	2828
5:30 PM	63	115	3	0		29	120	37	1		48	286	44	2		10	190	22	1		971	1855
5:45 PM	44	112	9	0		33	71	31	1		56	291	29	1		6	164	33	3		884	884
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	252	556	32	0		116	480	236	4		228	1144	184	24		48	960	132	12		**4408**	
Heavy Trucks	8	8	0	0		0	8	8	0		12	24	0	4		4	32	0	4		**104**	
Pedestrians		4					8					20					12				**44**	
Bicycles	0	4	4	0		4	4	4	0		0	8	4	0		0	12	8	0		**52**	
Buses																						
Stopped Buses																						

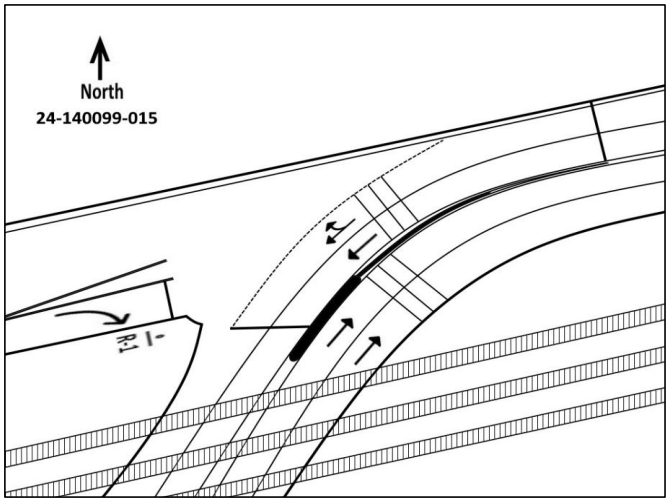
LOCATION: NE 3rd Ave/SR 811 & Progresso Dr
CITY/STATE: Fort Lauderdale, FL

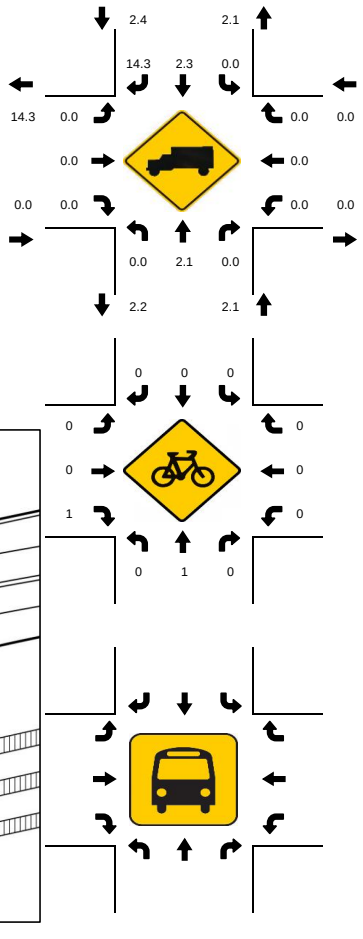
PROJECT ID: 24-140099-015
DATE: Wed, Apr 17, 2024

Peak-Hour: 07:45 AM - 08:45 AM
Peak 15-Minute: 08:15 AM - 08:30 AM



National Data & Surveying Services



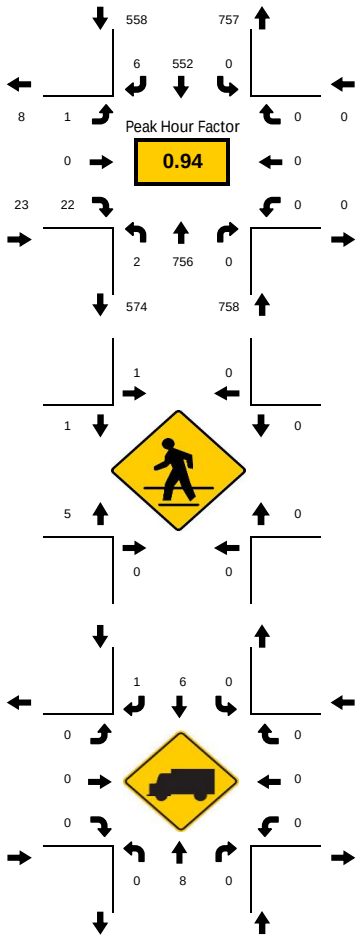


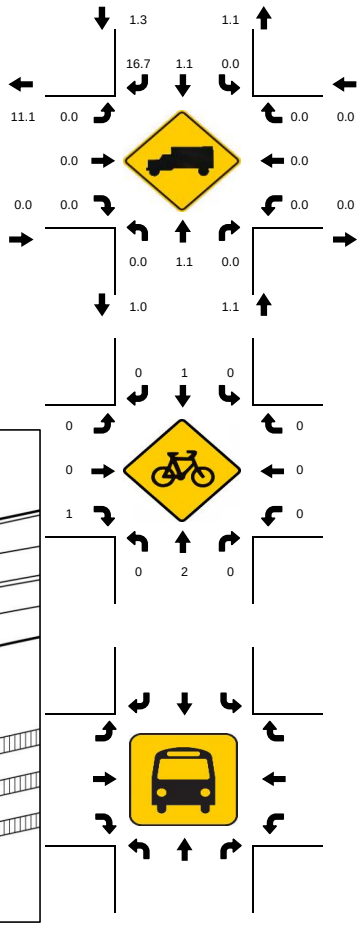
15-Min Count Period Beginning At	NE 3rd Ave/SR 811 Northbound					NE 3rd Ave/SR 811 Southbound					Progresso Dr Eastbound					Progresso Dr Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	1	75	0	0		0	64	0	0		0	0	3	0		0	0	0	0		143	876
7:15 AM	0	137	0	0		0	98	2	0		0	0	9	0		0	0	0	0		246	997
7:30 AM	0	105	0	0		0	112	2	0		0	0	11	0		0	0	0	0		230	1057
7:45 AM	0	90	0	0		0	163	1	0		0	0	3	0		0	0	0	0		257	1116
8:00 AM	0	113	0	0		0	144	2	0		0	0	5	0		0	0	0	0		264	1090
8:15 AM	0	128	0	0		0	172	0	0		0	0	6	0		0	0	0	0		306	826
8:30 AM	0	101	0	0		0	176	4	0		0	0	8	0		0	0	0	0		289	520
8:45 AM	0	97	0	0		0	129	1	0		0	0	4	0		0	0	0	0		231	231
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	0	512	0	0		0	704	16	0		0	0	32	0		0	0	0	0		**1264**	
Heavy Trucks	0	16	0	0		0	28	4	0		0	0	0	0		0	0	0	0		**48**	
Pedestrians		4					0					8					0				**12**	
Bicycles	0	4	0	0		0	0	0	0		0	0	4	0		0	0	0	0		**8**	
Buses																						
Stopped Buses																						

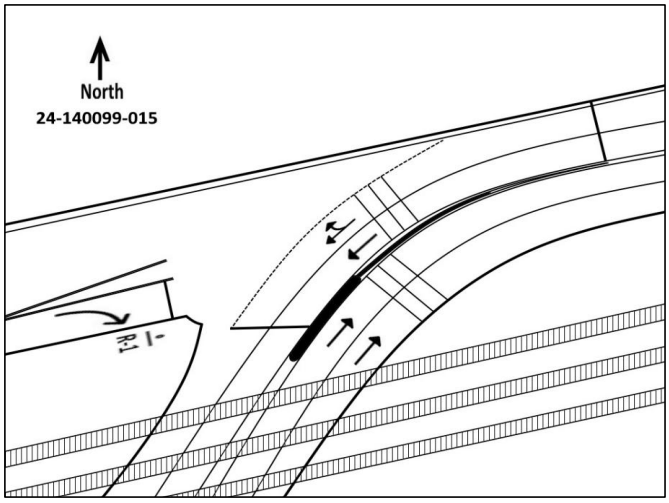
LOCATION: NE 3rd Ave/SR 811 & Progresso Dr
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-015
DATE: Wed, Apr 17, 2024

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:15 PM - 05:30 PM





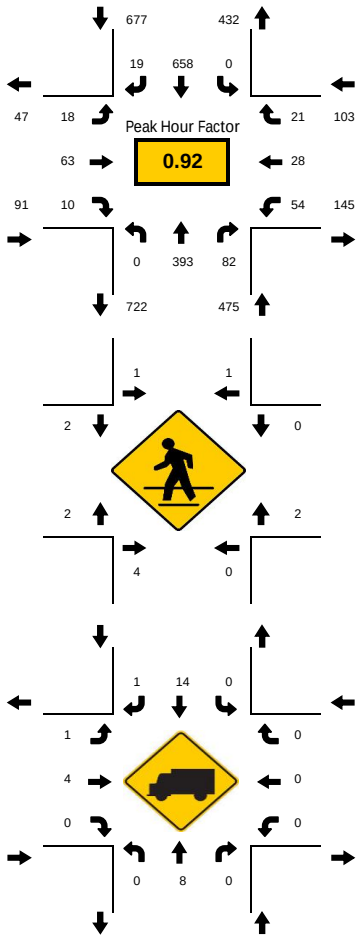


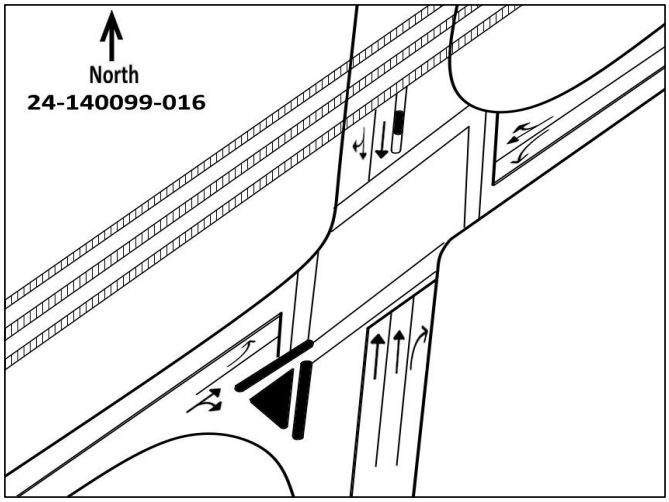
15-Min Count Period Beginning At	NE 3rd Ave/SR 811 Northbound					NE 3rd Ave/SR 811 Southbound					Progresso Dr Eastbound					Progresso Dr Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	151	0	0		0	108	5	0		0	0	7	0		0	0	0	0		271	1172
4:15 PM	0	174	0	0		0	111	1	0		0	0	7	1		0	0	0	0		294	1232
4:30 PM	0	161	0	0		0	121	6	0		0	0	12	0		0	0	0	0		300	1296
4:45 PM	2	193	0	0		0	103	4	0		0	0	5	0		0	0	0	0		307	1339
5:00 PM	0	191	0	0		0	134	0	0		0	0	5	1		0	0	0	0		331	1310
5:15 PM	0	208	0	0		0	144	1	0		0	0	5	0		0	0	0	0		358	979
5:30 PM	0	164	0	0		0	171	1	0		0	0	7	0		0	0	0	0		343	621
5:45 PM	0	162	0	0		0	109	1	0		0	0	6	0		0	0	0	0		278	278
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	8	832	0	0		0	684	16	0		0	0	28	4		0	0	0	0		**1572**	
Heavy Trucks	0	16	0	0		0	8	4	0		0	0	0	0		0	0	0	0		**28**	
Pedestrians		0					4					12					0				**16**	
Bicycles	0	4	0	0		0	4	0	0		0	0	4	0		0	0	0	0		**12**	
Buses																						
Stopped Buses																						

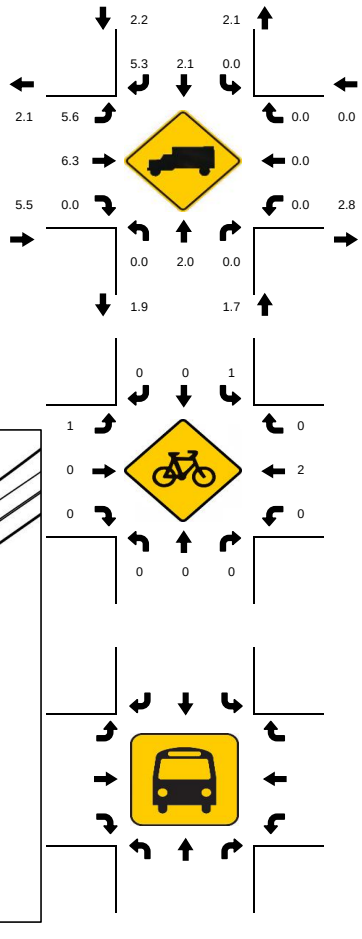
LOCATION: NE 3rd Ave/SR 811 & N Flagler Dr
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-016
DATE: Wed, Apr 17, 2024

Peak-Hour: 07:45 AM - 08:45 AM
Peak 15-Minute: 08:15 AM - 08:30 AM





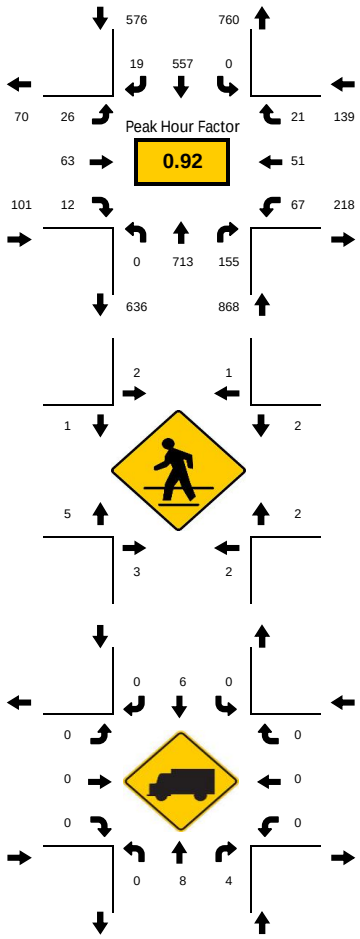


15-Min Count Period Beginning At	NE 3rd Ave/SR 811 Northbound					NE 3rd Ave/SR 811 Southbound					N Flagler Dr Eastbound					N Flagler Dr Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	69	4	0		0	66	2	0		7	4	1	0		3	2	0	0		158	1030
7:15 AM	0	132	14	0		0	105	2	0		5	13	2	0		6	2	1	0		282	1190
7:30 AM	0	99	11	0		1	121	1	0		1	15	1	0		10	10	4	0		274	1273
7:45 AM	0	79	23	0		0	161	5	0		8	17	3	0		9	8	3	0		316	1346
8:00 AM	0	98	20	0		0	147	1	0		3	15	1	0		15	6	12	0		318	1328
8:15 AM	0	121	17	0		0	174	5	0		3	15	1	0		17	8	4	0		365	1010
8:30 AM	0	95	22	0		0	176	8	0		4	16	5	0		13	6	2	0		347	645
8:45 AM	0	90	18	0		0	129	3	0		5	26	7	0		6	12	2	0		298	298
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	0	484	92	0		0	704	32	0		32	68	20	0		68	32	48	0		**1580**	
Heavy Trucks	0	12	0	0		0	28	4	0		4	8	0	0		0	0	0	0		**56**	
Pedestrians		12					4					12					8				**36**	
Bicycles	0	0	0	0		4	0	0	0		4	0	0	0		0	4	0	0		**12**	
Buses																						
Stopped Buses																						

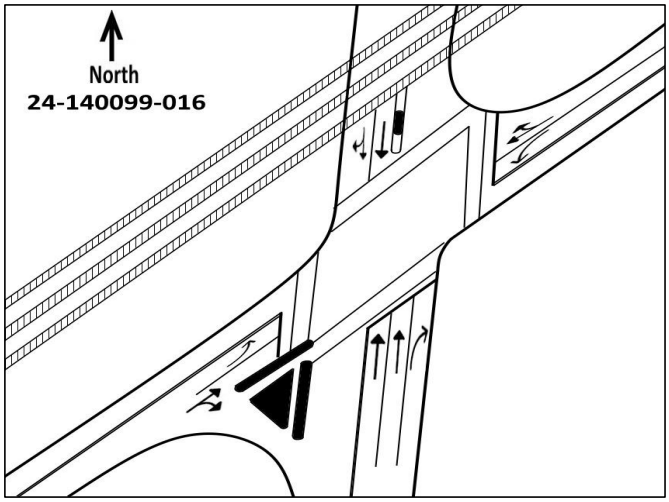
LOCATION: NE 3rd Ave/SR 811 & N Flagler Dr
CITY/STATE: Fort Lauderdale, FL

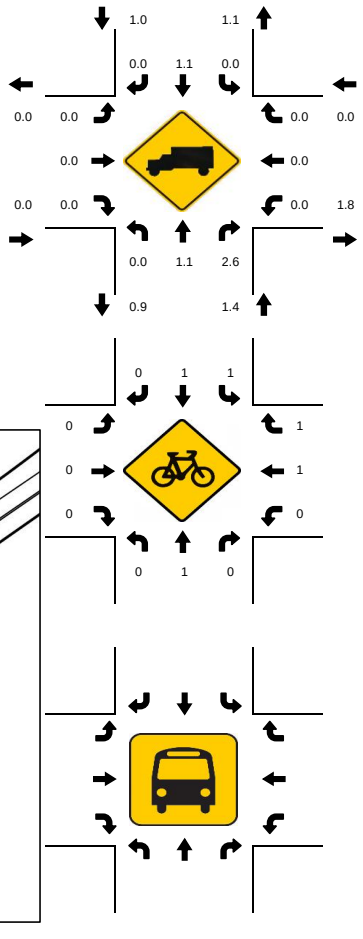
PROJECT ID: 24-140099-016
DATE: Wed, Apr 17, 2024

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:15 PM - 05:30 PM



National Data & Surveying Services



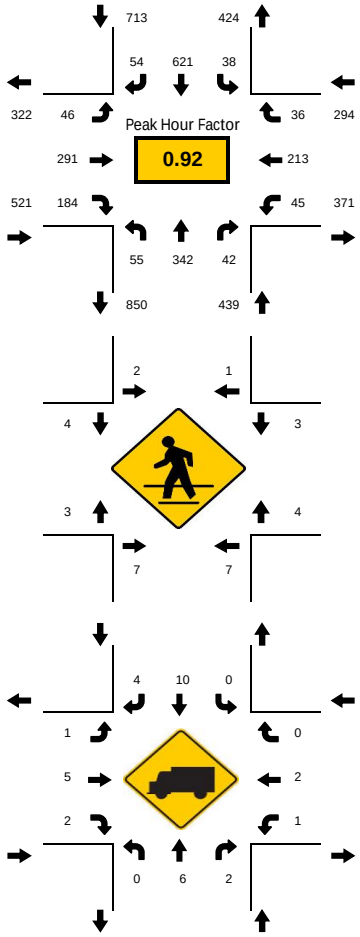


15-Min Count Period Beginning At	NE 3rd Ave/SR 811 Northbound					NE 3rd Ave/SR 811 Southbound					N Flagler Dr Eastbound					N Flagler Dr Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	138	22	0		0	113	2	0		8	19	5	0		8	17	6	0		338	1445
4:15 PM	0	168	27	0		0	113	3	0		3	12	3	0		12	10	1	0		352	1512
4:30 PM	0	149	31	0		0	123	9	0		5	16	6	0		9	11	8	0		367	1617
4:45 PM	0	184	38	0		0	109	2	0		7	13	1	0		15	14	5	0		388	1684
5:00 PM	0	183	34	0		0	136	3	0		3	12	3	0		18	10	3	0		405	1661
5:15 PM	0	195	49	0		0	144	5	0		5	19	2	0		18	11	9	0		457	1256
5:30 PM	0	151	34	0		0	168	9	0		11	19	6	0		16	16	4	0		434	799
5:45 PM	0	152	38	0		0	116	0	0		3	18	6	0		18	10	4	0		365	365
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	0	780	196	0		0	672	36	0		44	76	24	0		72	64	36	0		**2000**	
Heavy Trucks	0	16	4	0		0	8	0	0		0	0	0	0		0	0	0	0		**28**	
Pedestrians		12					12					12					8				**44**	
Bicycles	0	4	0	0		4	4	0	0		0	0	0	0		0	4	4	0		**20**	
Buses																						
Stopped Buses																						

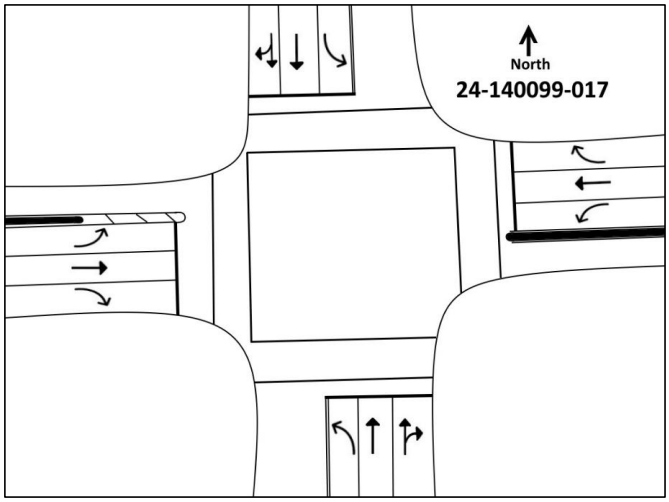
LOCATION: NE 3rd Ave/SR 811 & Sistrunk Blvd/NE 6th St
CITY/STATE: Fort Lauderdale, FL

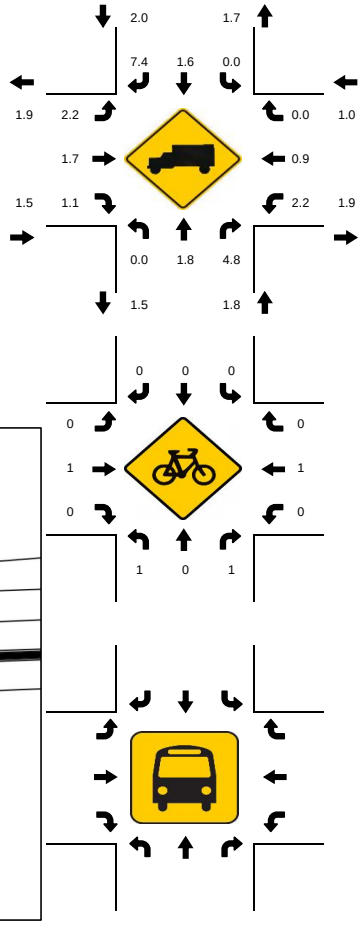
PROJECT ID: 24-140099-017
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:30 AM - 08:45 AM



National Data & Surveying Services



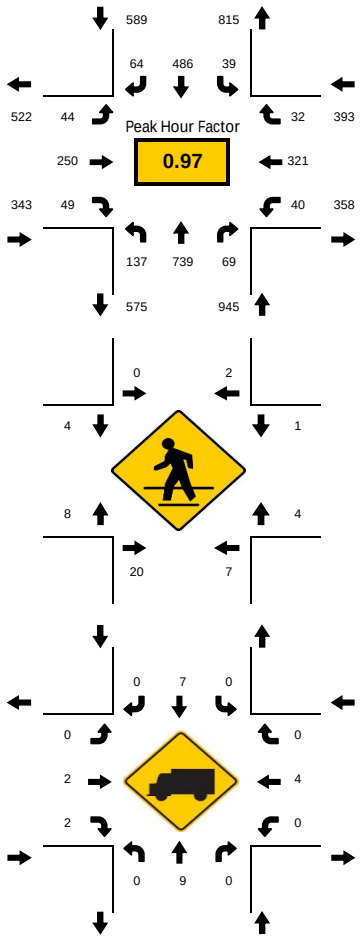


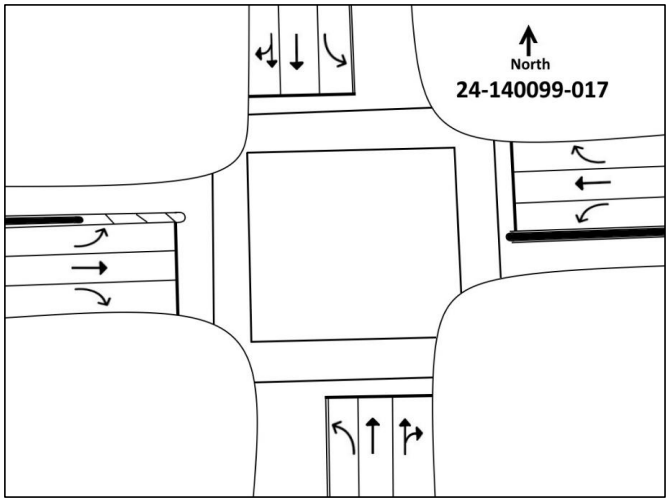
15-Min Count Period Beginning At	NE 3rd Ave/SR 811 Northbound					NE 3rd Ave/SR 811 Southbound					Sistrunk Blvd/NE 6th St Eastbound					Sistrunk Blvd/NE 6th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	11	52	2	0		2	70	3	0		1	27	17	0		5	27	5	0		222	1366
7:15 AM	5	85	8	0		9	99	10	0		16	39	22	0		8	36	9	0		346	1592
7:30 AM	9	56	2	0		9	111	16	0		16	50	35	0		13	34	9	0		360	1768
7:45 AM	21	59	9	0		7	173	11	0		11	53	37	0		16	31	10	0		438	1940
8:00 AM	13	83	9	0		5	144	10	0		7	70	37	0		9	52	9	0		448	1967
8:15 AM	11	98	6	0		11	177	11	0		9	70	53	0		12	56	8	0		522	1519
8:30 AM	23	80	14	0		8	160	18	0		19	79	49	0		14	59	9	0		532	997
8:45 AM	8	81	13	0		14	140	15	0		11	72	45	0		10	46	10	0		465	465
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	92	392	56	0		56	708	72	0		76	316	212	0		56	236	40	0		**2312**	
Heavy Trucks	0	12	4	0		0	16	8	0		4	8	4	0		4	4	0	0		**64**	
Pedestrians		20					4					16					16				**56**	
Bicycles	4	0	4	0		0	0	0	0		0	4	0	0		0	4	0	0		**16**	
Buses																						
Stopped Buses																						

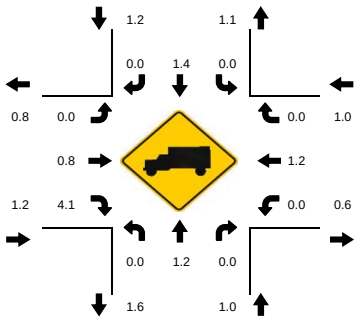
LOCATION: NE 3rd Ave/SR 811 & Sistrunk Blvd/NE 6th St
CITY/STATE: Fort Lauderdale, FL

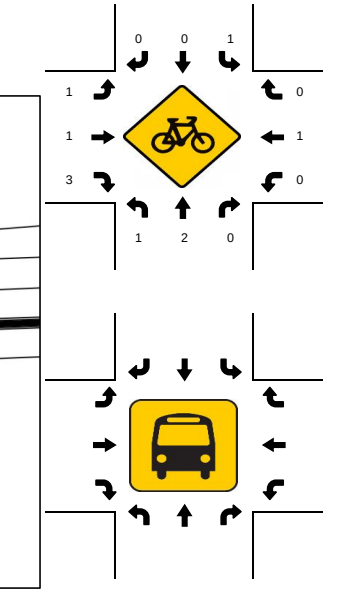
PROJECT ID: 24-140099-017
DATE: Wed, Apr 17, 2024

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:15 PM - 05:30 PM







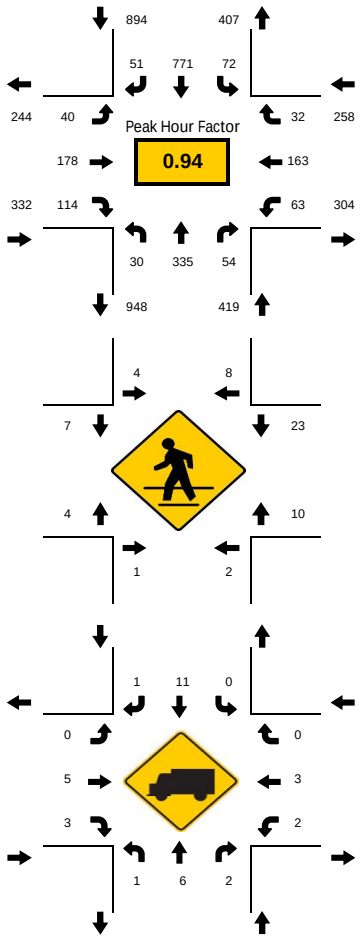


15-Min Count Period Beginning At	NE 3rd Ave/SR 811 Northbound					NE 3rd Ave/SR 811 Southbound					Sistrunk Blvd/NE 6th St Eastbound					Sistrunk Blvd/NE 6th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	28	162	11	0		9	108	14	0		11	53	13	0		4	75	5	0		493	2022
4:15 PM	33	151	13	0		11	97	19	0		12	56	11	0		11	62	5	0		481	2104
4:30 PM	26	133	10	0		5	106	19	0		14	67	16	0		11	76	10	0		493	2206
4:45 PM	36	205	15	0		10	100	16	0		12	58	16	0		9	73	5	0		555	2270
5:00 PM	35	200	13	0		7	121	18	0		7	60	10	0		11	84	9	0		575	2235
5:15 PM	35	185	23	0		12	120	12	0		16	67	10	0		8	84	11	0		583	1660
5:30 PM	31	149	18	0		10	145	18	0		9	65	13	0		12	80	7	0		557	1077
5:45 PM	27	184	16	0		12	111	11	0		6	59	11	1		10	67	5	0		520	520
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	144	820	92	0		48	580	72	0		64	268	64	0		48	336	44	0		**2580**	
Heavy Trucks	0	12	0	0		0	12	0	0		0	4	4	0		0	8	0	0		**40**	
Pedestrians		36					8					16					8				**68**	
Bicycles	4	8	0	0		4	0	0	0		4	4	8	0		0	4	0	0		**36**	
Buses																						
Stopped Buses																						

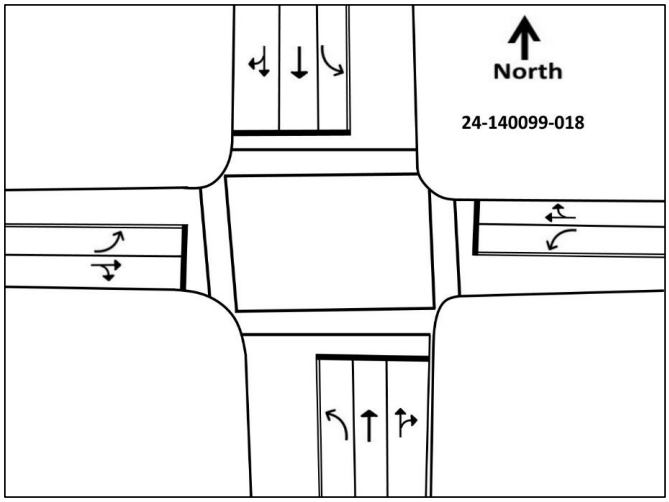
LOCATION: NE 3rd Ave/SR 811 & NE 4th St
CITY/STATE: Fort Lauderdale, FL

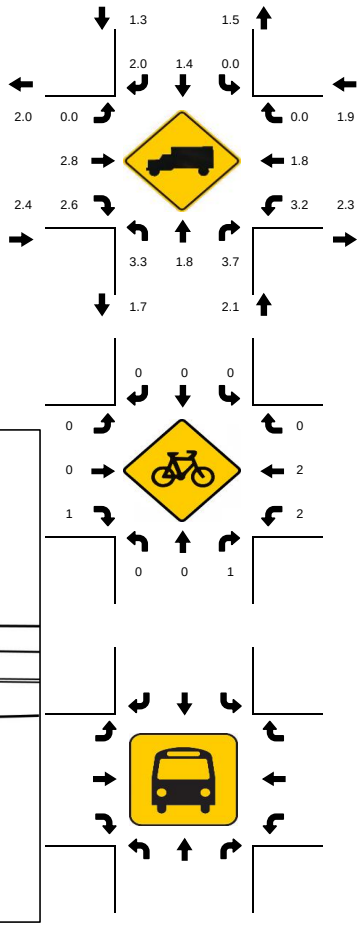
PROJECT ID: 24-140099-018
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:30 AM - 08:45 AM



National Data & Surveying Services



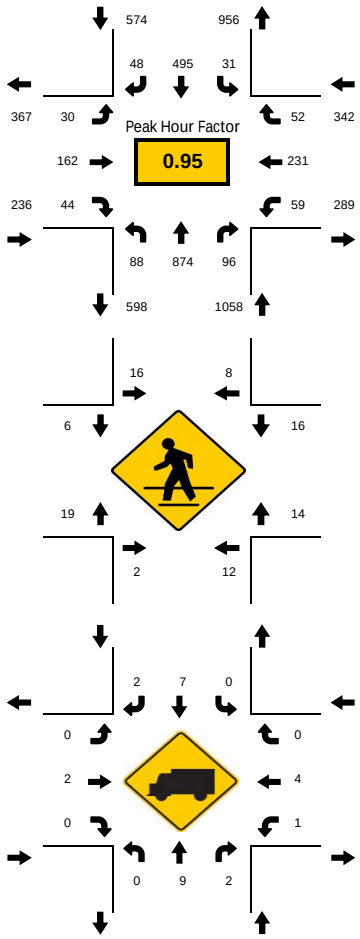


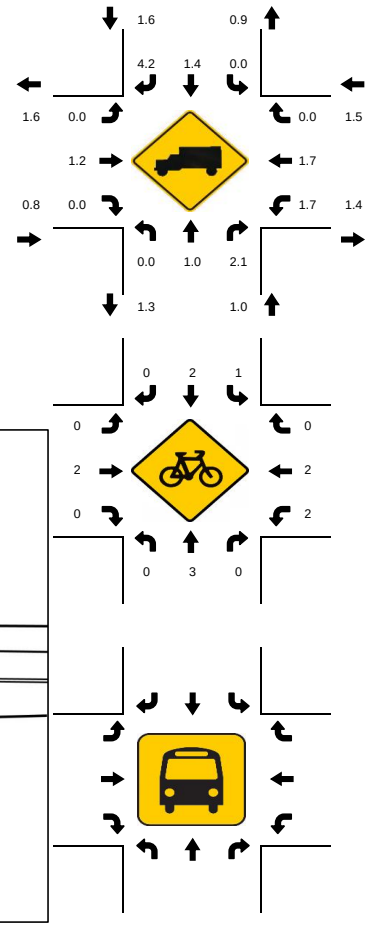
15-Min Count Period Beginning At	NE 3rd Ave/SR 811 Northbound					NE 3rd Ave/SR 811 Southbound					NE 4th St Eastbound					NE 4th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	6	56	5	0		7	96	2	0		1	12	4	0		7	11	6	0		213	1280
7:15 AM	4	81	5	0		2	127	5	0		6	25	17	0		20	26	4	0		322	1521
7:30 AM	4	58	13	0		9	148	5	0		4	28	14	0		15	32	3	0		333	1688
7:45 AM	3	68	7	0		8	207	7	0		4	30	14	0		24	35	5	0		412	1863
8:00 AM	8	87	15	0		3	184	6	0		6	51	34	0		16	37	7	0		454	1903
8:15 AM	5	93	10	0		10	212	11	0		10	40	30	0		9	52	7	0		489	1449
8:30 AM	7	77	16	0		41	202	19	0		13	42	22	0		14	46	9	0		508	960
8:45 AM	10	78	13	0		18	173	15	0		11	45	28	0		24	28	9	0		452	452
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	40	372	64	0		164	848	76	0		52	204	136	0		96	208	36	0		**2296**	
Heavy Trucks	4	8	8	0		0	20	4	0		0	12	8	0		4	4	0	0		**72**	
Pedestrians		8					20					20					48				**96**	
Bicycles	0	0	4	0		0	0	0	0		0	0	4	0		8	4	0	0		**20**	
Buses																						
Stopped Buses																						

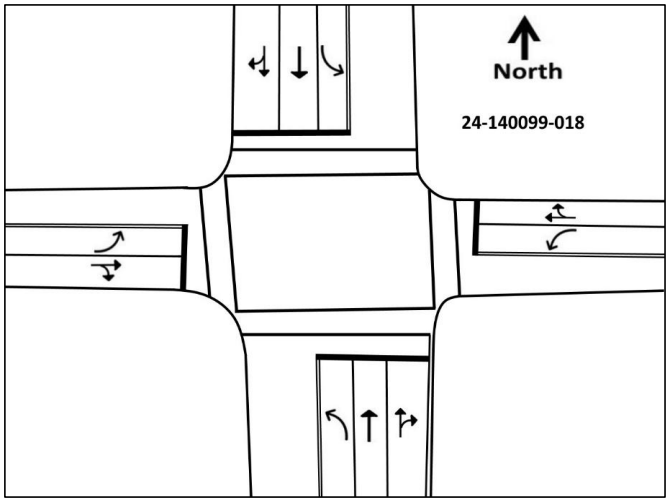
LOCATION: NE 3rd Ave/SR 811 & NE 4th St
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-018
DATE: Wed, Apr 17, 2024

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:15 PM - 05:30 PM





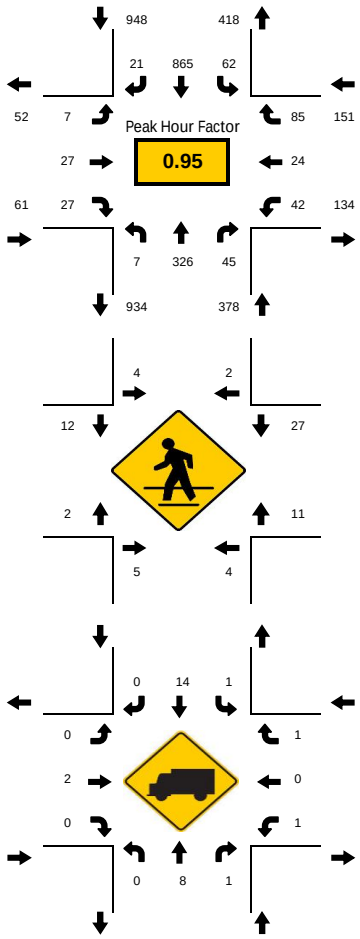


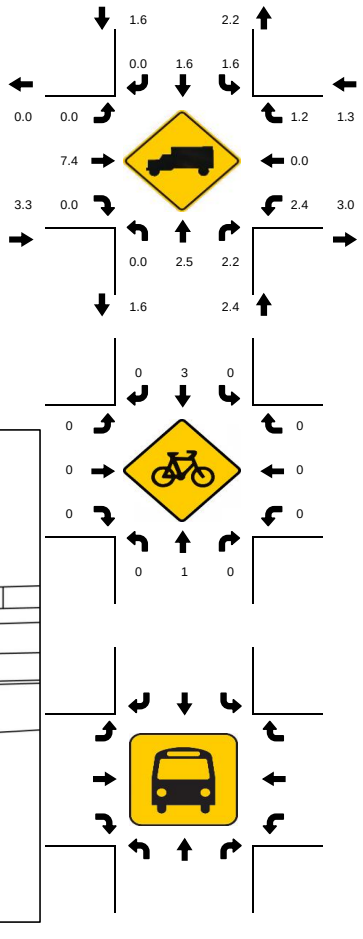
15-Min Count Period Beginning At	NE 3rd Ave/SR 811 Northbound					NE 3rd Ave/SR 811 Southbound					NE 4th St Eastbound					NE 4th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	14	173	22	0		12	94	18	0		11	42	4	0		15	53	14	0		472	1931
4:15 PM	15	183	24	0		4	119	13	0		4	31	10	0		9	49	14	0		475	2014
4:30 PM	19	160	23	0		9	116	9	0		5	28	8	0		7	60	11	0		455	2119
4:45 PM	15	244	22	0		9	104	10	0		6	36	10	0		6	58	9	0		529	2210
5:00 PM	32	215	23	0		7	119	10	0		6	37	13	0		11	66	16	0		555	2174
5:15 PM	27	218	23	0		8	123	21	0		9	42	13	0		17	62	17	0		580	1619
5:30 PM	14	197	28	0		6	149	7	1		9	47	8	0		25	45	10	0		546	1039
5:45 PM	18	187	24	0		14	102	11	0		9	46	6	0		10	49	17	0		493	493
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	128	976	112	0		36	596	84	4		36	188	52	0		100	264	68	0		**2644**	
Heavy Trucks	0	12	4	0		0	12	4	0		0	4	0	0		4	12	0	0		**52**	
Pedestrians		16					40					56					48				**160**	
Bicycles	0	8	0	0		4	4	0	0		0	8	0	0		8	4	0	0		**36**	
Buses																						
Stopped Buses																						

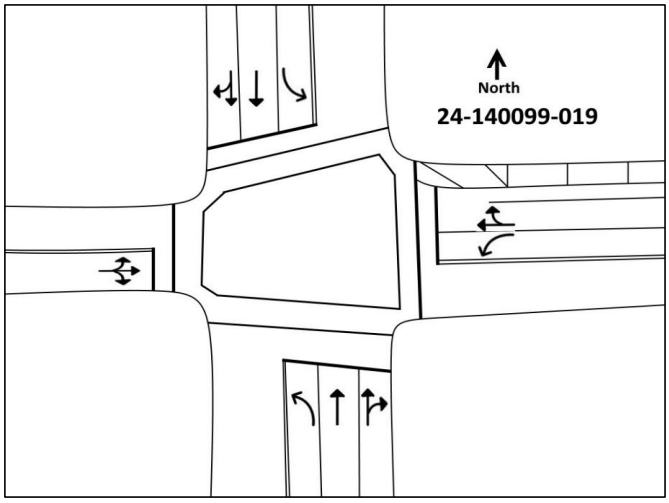
LOCATION: NE 3rd Ave/SR 811 & NE 3rd St
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-019
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:00 AM - 08:15 AM





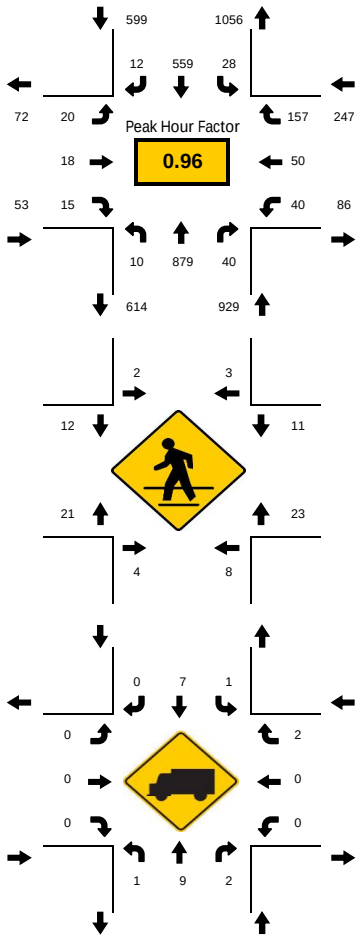


15-Min Count Period Beginning At	NE 3rd Ave/SR 811 Northbound					NE 3rd Ave/SR 811 Southbound					NE 3rd St Eastbound					NE 3rd St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	45	4	0		9	95	2	0		0	4	1	0		3	4	20	0		187	1092
7:15 AM	0	67	3	0		10	154	1	0		0	2	4	0		6	5	24	0		276	1309
7:30 AM	3	58	5	0		6	171	0	0		0	4	4	0		5	2	16	0		274	1431
7:45 AM	1	65	9	0		14	228	2	0		0	4	2	0		7	6	17	0		355	1518
8:00 AM	1	77	23	0		13	216	6	0		1	8	5	0		19	7	28	0		404	1538
8:15 AM	3	88	12	0		18	226	5	0		0	5	7	0		6	7	21	0		398	1134
8:30 AM	1	79	1	0		15	215	6	0		1	4	6	0		9	5	19	0		361	736
8:45 AM	2	82	9	0		16	208	4	0		5	10	9	0		8	5	17	0		375	375
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	12	352	92	0		72	904	24	0		20	40	36	0		76	28	112	0		**1768**	
Heavy Trucks	0	12	4	0		4	20	0	0		0	4	0	0		4	0	4	0		**52**	
Pedestrians		16					16					32					48				**112**	
Bicycles	0	4	0	0		0	12	0	0		0	0	0	0		0	0	0	0		**16**	
Buses																						
Stopped Buses																						

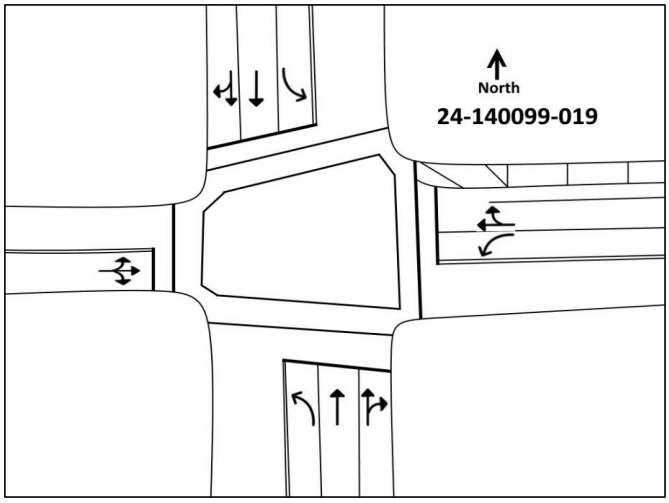
LOCATION: NE 3rd Ave/SR 811 & NE 3rd St
CITY/STATE: Fort Lauderdale, FL

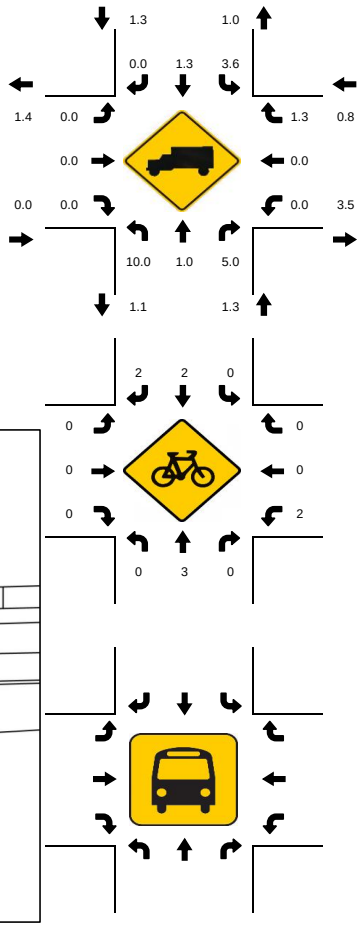
PROJECT ID: 24-140099-019
DATE: Wed, Apr 17, 2024

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:15 PM - 05:30 PM



National Data & Surveying Services



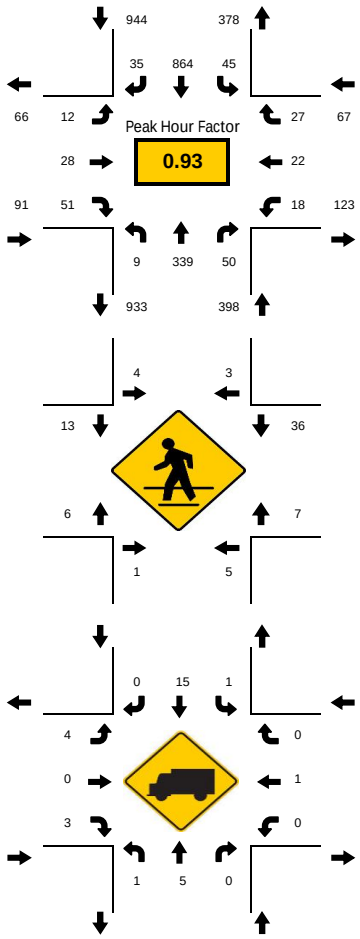


15-Min Count Period Beginning At	NE 3rd Ave/SR 811 Northbound					NE 3rd Ave/SR 811 Southbound					NE 3rd St Eastbound					NE 3rd St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	1	172	12	0		4	106	2	0		1	6	2	0		13	17	35	0		371	1567
4:15 PM	5	199	5	0		9	130	1	0		1	2	2	0		11	6	22	0		393	1657
4:30 PM	1	177	11	0		6	120	4	0		3	5	4	0		10	11	27	0		379	1740
4:45 PM	1	219	7	0		3	109	7	0		4	5	2	0		10	4	53	0		424	1828
5:00 PM	4	229	6	0		6	138	1	0		7	3	5	0		9	16	37	0		461	1792
5:15 PM	3	242	17	0		11	140	0	0		4	4	3	0		13	20	19	0		476	1331
5:30 PM	2	189	10	0		8	172	4	0		5	6	5	0		8	10	48	0		467	855
5:45 PM	3	204	8	2		3	112	0	0		3	6	6	0		12	10	19	0		388	388
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	16	968	68	0		44	688	28	0		28	24	20	0		52	80	212	0		**2228**	
Heavy Trucks	4	12	4	0		4	12	0	0		0	0	0	0		0	0	8	0		**44**	
Pedestrians		24					8					56					44				**132**	
Bicycles	0	8	0	0		0	4	8	0		0	0	0	0		8	0	0	0		**28**	
Buses																						
Stopped Buses																						

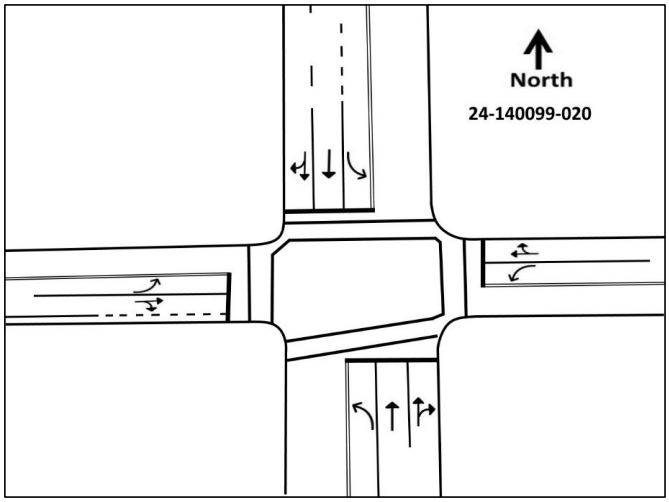
LOCATION: NE 3rd Ave/SR 811 & NE 2nd St
CITY/STATE: Fort Lauderdale, FL

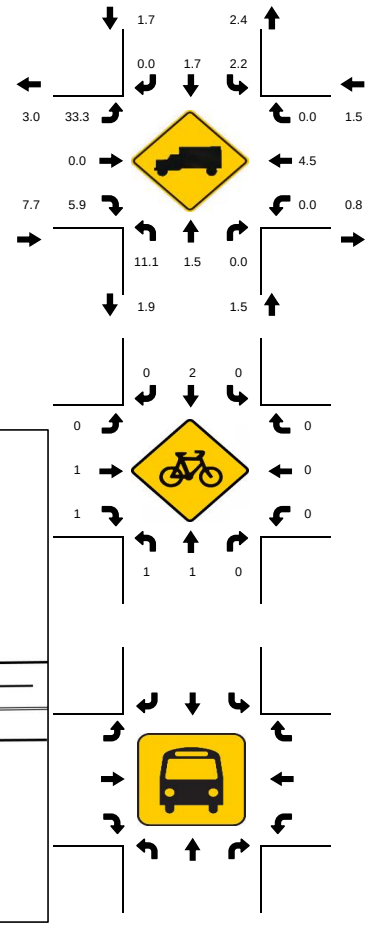
PROJECT ID: 24-140099-020
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM



National Data & Surveying Services



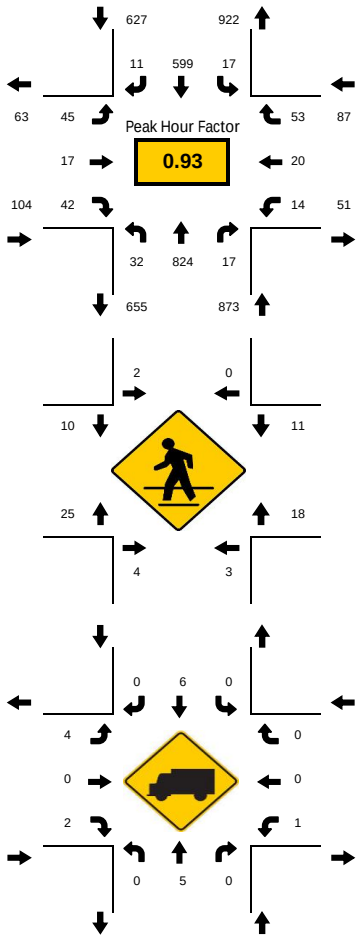


15-Min Count Period Beginning At	NE 3rd Ave/SR 811 Northbound					NE 3rd Ave/SR 811 Southbound					NE 2nd St Eastbound					NE 2nd St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	46	3	0		2	93	1	0		3	2	1	0		3	2	0	0		156	1022
7:15 AM	1	67	5	0		4	151	7	0		2	1	8	0		4	0	1	0		251	1253
7:30 AM	4	61	3	0		8	175	2	0		3	1	6	0		4	3	2	0		272	1372
7:45 AM	2	64	7	0		3	215	9	0		4	7	16	0		5	4	7	0		343	1441
8:00 AM	2	93	7	0		15	227	8	0		4	5	11	0		4	4	7	0		387	1500
8:15 AM	0	91	11	0		8	223	6	0		0	3	9	0		4	6	9	0		370	1113
8:30 AM	4	67	11	0		11	196	8	0		7	6	11	0		8	5	7	0		341	743
8:45 AM	3	88	21	0		11	218	13	0		1	14	20	0		2	7	4	0		402	402
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	16	372	84	0		60	908	52	0		28	56	80	0		32	28	36	0		**1752**	
Heavy Trucks	4	8	0	0		4	20	0	0		8	0	4	0		0	4	0	0		**52**	
Pedestrians		12					12					40					56				**120**	
Bicycles	4	4	0	0		0	8	0	0		0	4	4	0		0	0	0	0		**24**	
Buses																						
Stopped Buses																						

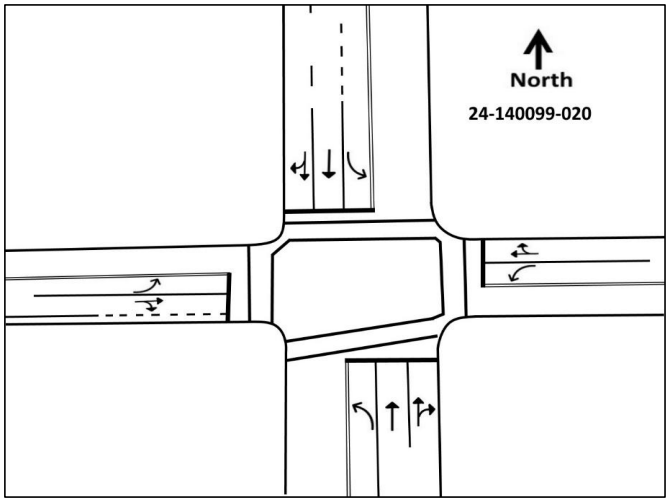
LOCATION: NE 3rd Ave/SR 811 & NE 2nd St
CITY/STATE: Fort Lauderdale, FL

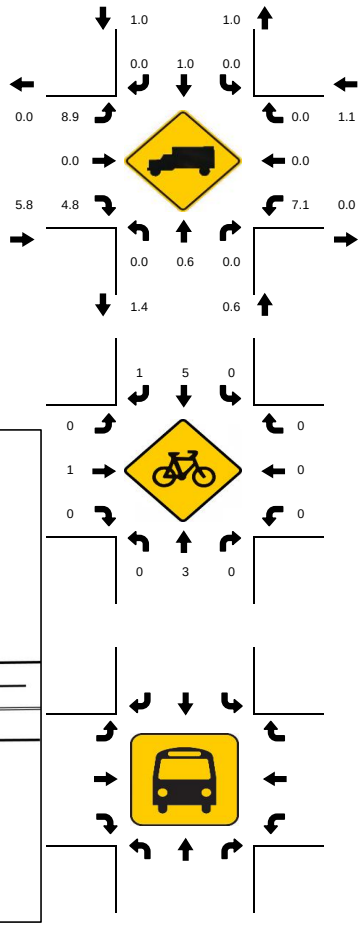
PROJECT ID: 24-140099-020
DATE: Wed, Apr 17, 2024

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:15 PM - 05:30 PM



National Data & Surveying Services



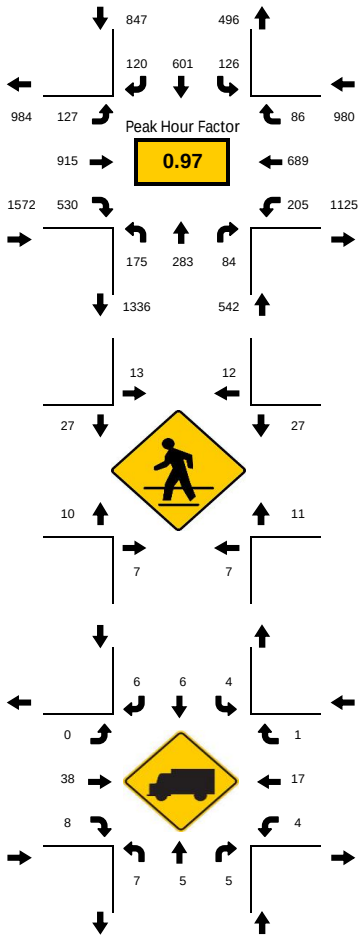


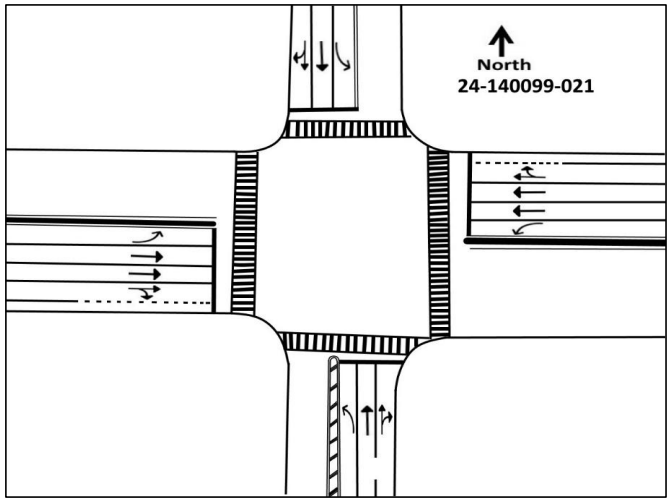
15-Min Count Period Beginning At	NE 3rd Ave/SR 811 Northbound					NE 3rd Ave/SR 811 Southbound					NE 2nd St Eastbound					NE 2nd St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	5	156	3	0		4	113	1	0		14	2	5	0		7	3	11	0		324	1443
4:15 PM	2	200	2	0		4	135	7	0		4	2	5	0		4	10	6	0		381	1553
4:30 PM	5	180	3	2		3	129	2	0		7	3	5	0		5	4	7	0		355	1626
4:45 PM	4	196	4	0		4	110	4	0		11	8	10	0		8	10	14	0		383	1680
5:00 PM	11	209	6	0		6	148	1	0		12	5	7	0		6	4	19	0		434	1691
5:15 PM	4	238	5	0		7	146	2	0		12	7	9	0		3	8	13	0		454	1257
5:30 PM	7	175	3	0		1	169	6	0		12	2	13	0		3	6	12	0		409	803
5:45 PM	10	202	3	0		3	136	2	0		9	3	13	0		2	2	9	0		394	394
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	44	952	24	0		28	676	24	0		48	28	52	0		24	32	76	0		**2008**	
Heavy Trucks	0	12	0	0		0	12	0	0		8	0	4	0		4	0	0	0		**40**	
Pedestrians		12					8					64					36				**120**	
Bicycles	0	8	0	0		0	8	4	0		0	4	0	0		0	0	0	0		**24**	
Buses																						
Stopped Buses																						

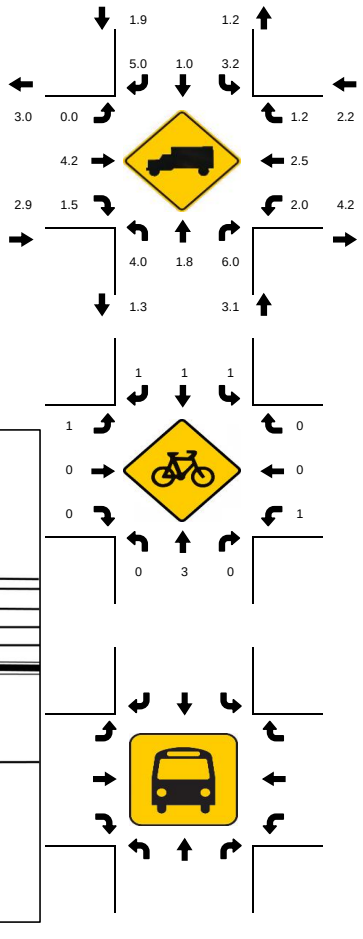
LOCATION: NE 3rd Ave/SE 3rd Ave/SR 811 & E Broward Blvd/SR 842
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-021
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM





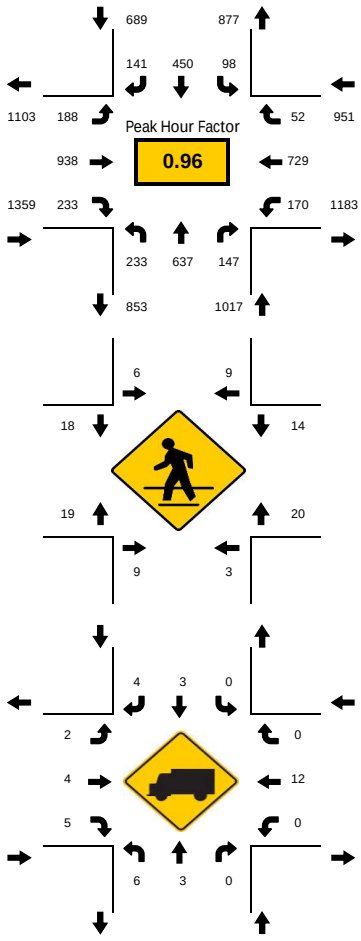


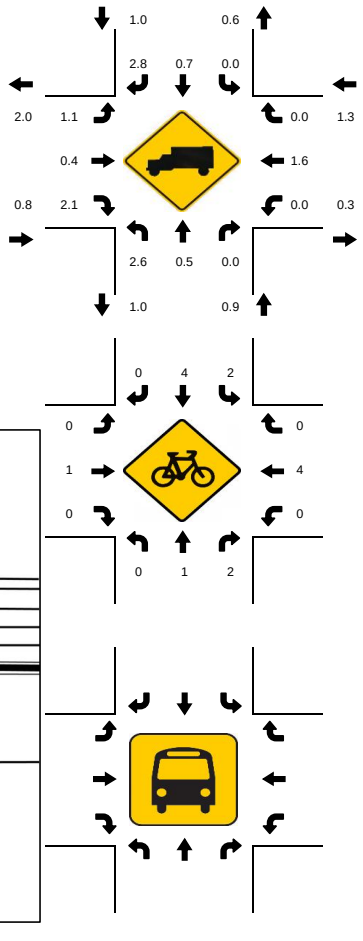
15-Min Count Period Beginning At	NE 3rd Ave/SE 3rd Ave/SR 811 Northbound					NE 3rd Ave/SE 3rd Ave/SR 811 Southbound					E Broward Blvd/SR 842 Eastbound					E Broward Blvd/SR 842 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	33	31	14	0		13	58	27	0		12	149	130	0		15	122	10	1		615	3039
7:15 AM	44	47	6	0		18	103	26	0		25	181	115	0		28	122	13	1		729	3393
7:30 AM	33	36	19	0		19	97	43	0		23	204	114	0		43	164	11	0		806	3621
7:45 AM	31	52	14	0		33	155	37	0		25	187	120	2		43	176	12	2		889	3814
8:00 AM	45	59	21	0		36	134	31	0		41	229	115	1		45	189	15	8		969	3941
8:15 AM	46	87	25	0		23	165	35	0		21	217	104	1		53	149	25	6		957	2972
8:30 AM	44	85	20	0		32	160	26	0		18	219	149	0		44	184	15	3		999	2015
8:45 AM	40	52	18	0		35	142	28	0		44	250	162	1		42	167	31	4		1016	1016
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	184	348	100	0		144	660	140	0		176	1000	648	4		212	756	124	32		**4528**	
Heavy Trucks	8	8	12	0		8	12	12	0		0	60	12	0		4	28	4	4		**168**	
Pedestrians		16					40					48					44				**148**	
Bicycles	0	8	0	0		4	4	4	0		4	0	0	0		4	0	0	0		**28**	
Buses																						
Stopped Buses																						

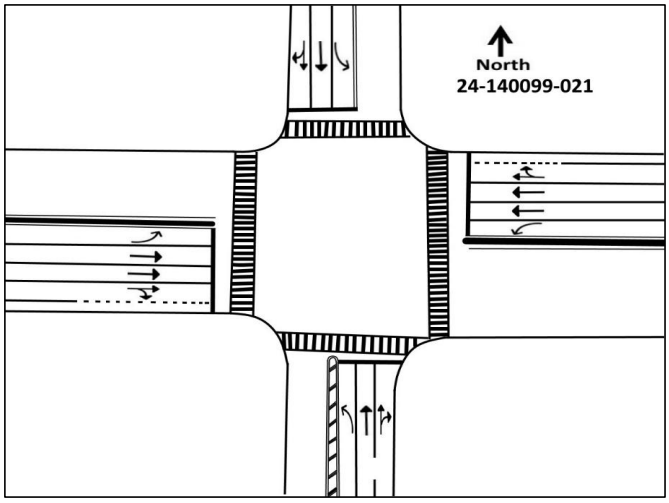
LOCATION: NE 3rd Ave/SE 3rd Ave/SR 811 & E Broward Blvd/SR 842
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-021
DATE: Wed, Apr 17, 2024

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:15 PM - 05:30 PM





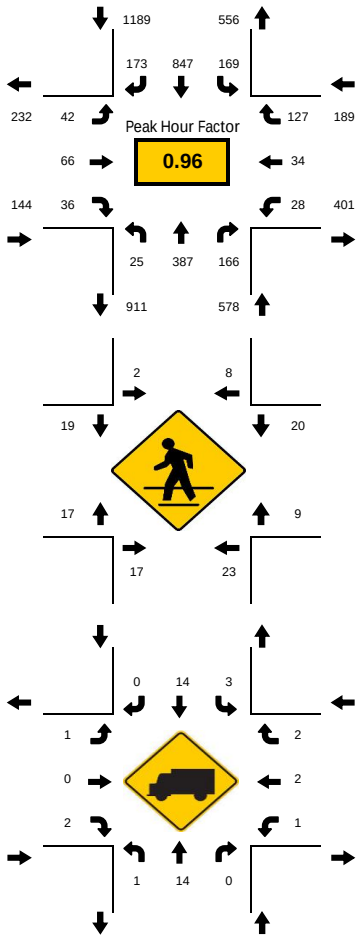


15-Min Count Period Beginning At	NE 3rd Ave/SE 3rd Ave/SR 811 Northbound					NE 3rd Ave/SE 3rd Ave/SR 811 Southbound					E Broward Blvd/SR 842 Eastbound					E Broward Blvd/SR 842 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	76	123	25	0		27	89	27	0		32	261	62	1		30	220	12	2		987	3825
4:15 PM	58	138	36	0		19	86	30	0		46	249	51	1		20	200	19	5		958	3815
4:30 PM	79	138	24	0		22	95	30	0		38	200	52	3		22	171	8	1		883	3900
4:45 PM	63	140	25	0		27	85	26	0		43	237	71	0		33	228	17	2		997	4012
5:00 PM	65	182	27	0		27	106	33	0		42	210	48	2		36	191	7	1		977	4016
5:15 PM	53	179	45	0		19	114	38	0		54	239	65	2		39	173	20	3		1043	3039
5:30 PM	52	120	29	0		19	101	34	0		38	277	63	1		51	195	13	2		995	1996
5:45 PM	63	156	46	0		33	129	36	0		49	212	57	0		32	170	12	6		1001	1001
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	**Total**	
All Vehicles	260	728	184	0		132	516	152	0		216	1108	260	8		204	780	80	24		**4652**	
Heavy Trucks	12	8	0	0		0	4	4	0		8	8	8	0		0	20	0	0		**72**	
Pedestrians		20					20					56					44				**140**	
Bicycles	0	4	8	0		4	8	0	0		0	4	0	0		0	12	0	0		**40**	
Buses																						
Stopped Buses																						

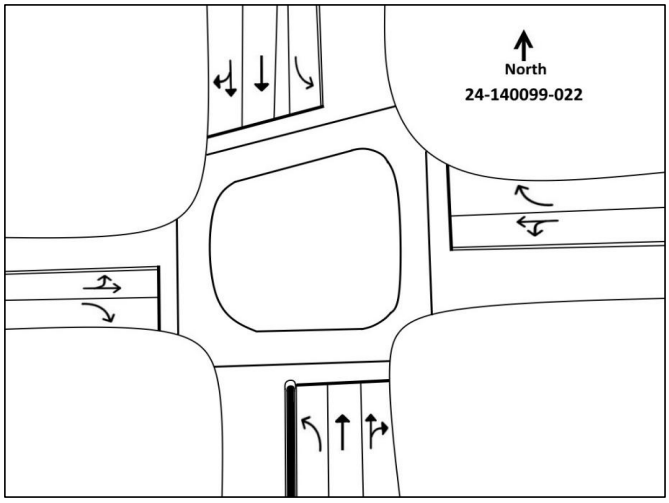
LOCATION: SE 3rd Ave/SR 811 & SE 2nd St
CITY/STATE: Fort Lauderdale, FL

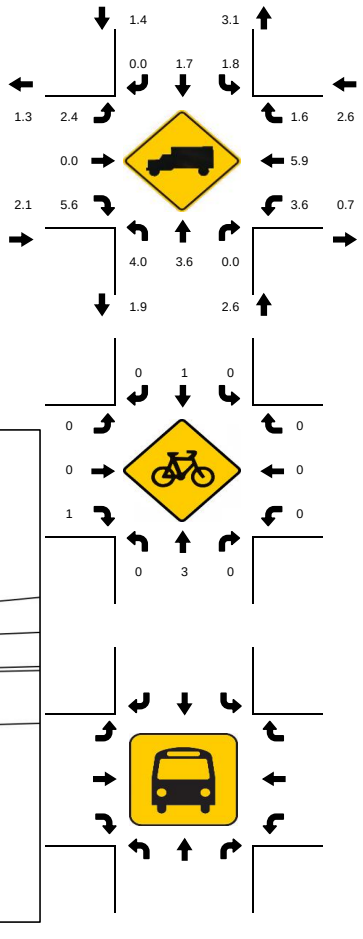
PROJECT ID: 24-140099-022
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM



National Data & Surveying Services



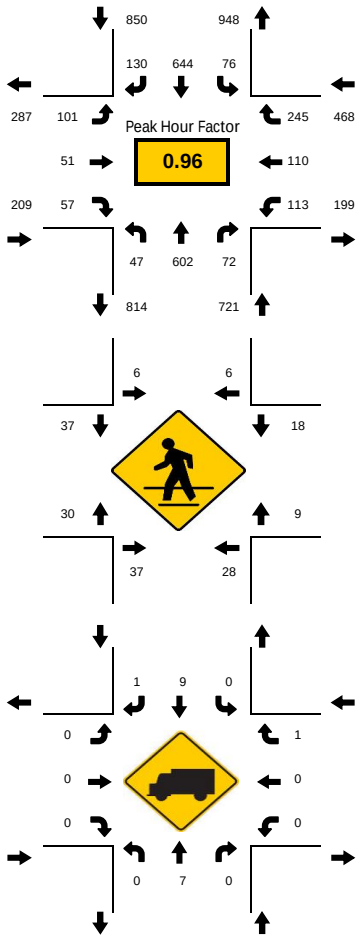


15-Min Count Period Beginning At	SE 3rd Ave/SR 811 Northbound					SE 3rd Ave/SR 811 Southbound					SE 2nd St Eastbound					SE 2nd St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	4	53	11	0		28	137	19	0		7	2	3	0		5	2	19	0		290	1459
7:15 AM	5	56	7	0		19	192	20	0		3	3	7	0		1	2	32	0		347	1645
7:30 AM	2	61	20	0		25	195	24	0		8	10	7	0		4	1	28	0		385	1830
7:45 AM	4	74	33	0		37	225	21	0		5	5	8	0		5	2	18	0		437	1989
8:00 AM	8	87	34	0		41	198	34	0		10	12	6	0		5	8	33	0		476	2100
8:15 AM	7	127	32	0		28	223	49	0		4	9	7	0		6	11	29	0		532	1624
8:30 AM	6	90	44	0		49	213	42	0		15	20	15	0		7	9	34	0		544	1092
8:45 AM	4	83	56	0		51	213	48	0		13	25	8	0		10	6	31	0		548	548
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	32	508	224	0		204	892	196	0		60	100	60	0		40	44	136	0		**2496**	
Heavy Trucks	4	24	0	0		4	28	0	0		4	0	4	0		4	4	4	0		**80**	
Pedestrians		68					20					56					44				**188**	
Bicycles	0	4	0	0		0	4	0	0		0	0	4	0		0	0	0	0		**12**	
Buses																						
Stopped Buses																						

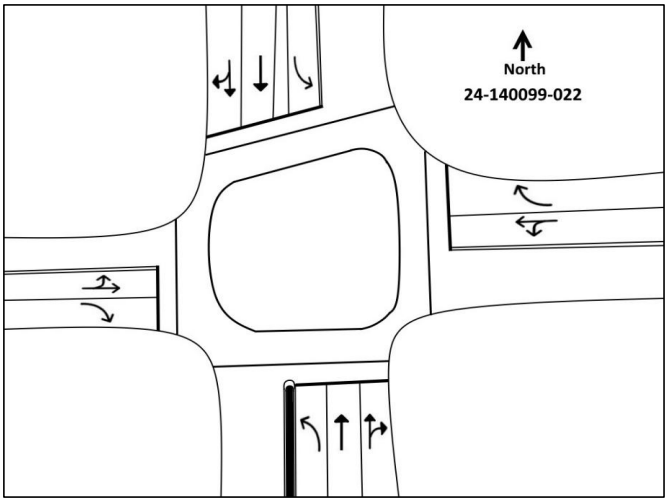
LOCATION: SE 3rd Ave/SR 811 & SE 2nd St
CITY/STATE: Fort Lauderdale, FL

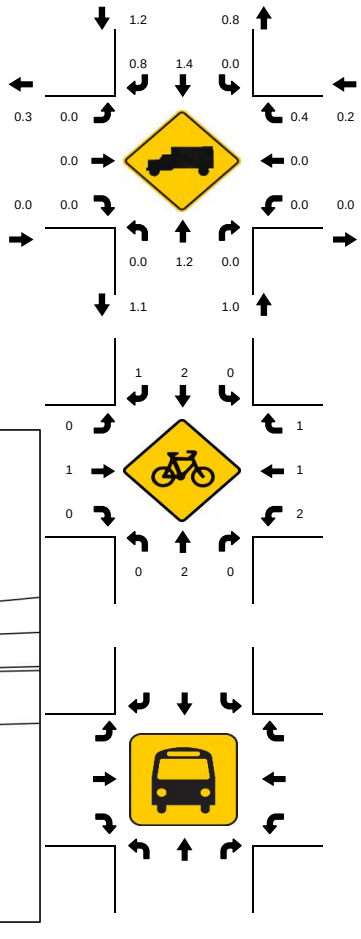
PROJECT ID: 24-140099-022
DATE: Wed, Apr 17, 2024

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:00 PM - 05:15 PM



National Data & Surveying Services





15-Min Count Period Beginning At	SE 3rd Ave/SR 811 Northbound					SE 3rd Ave/SR 811 Southbound					SE 2nd St Eastbound					SE 2nd St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	12	132	15	0		22	119	28	0		18	7	15	0		21	16	59	0		464	1942
4:15 PM	8	143	13	0		14	116	27	0		19	8	13	0		30	21	57	0		469	2065
4:30 PM	4	170	16	0		24	114	22	0		22	10	12	0		25	25	54	0		498	2178
4:45 PM	13	162	5	0		28	118	27	0		17	8	11	0		32	30	60	0		511	2204
5:00 PM	11	174	19	0		13	156	40	0		16	11	16	0		25	36	70	0		587	2248
5:15 PM	17	159	20	0		22	159	27	0		28	13	20	0		32	27	58	0		582	1661
5:30 PM	2	111	13	0		15	163	24	0		33	15	9	0		31	35	73	0		524	1079
5:45 PM	17	158	20	0		26	166	39	0		24	12	12	0		25	12	44	0		555	555
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	68	696	80	0		104	664	160	0		132	60	80	0		128	144	292	0		**2608**	
Heavy Trucks	0	8	0	0		0	16	4	0		0	0	0	0		0	0	4	0		**32**	
Pedestrians		84					24					80					36				**224**	
Bicycles	0	4	0	0		0	4	4	0		0	4	0	0		8	4	4	0		**32**	
Buses																						
Stopped Buses																						

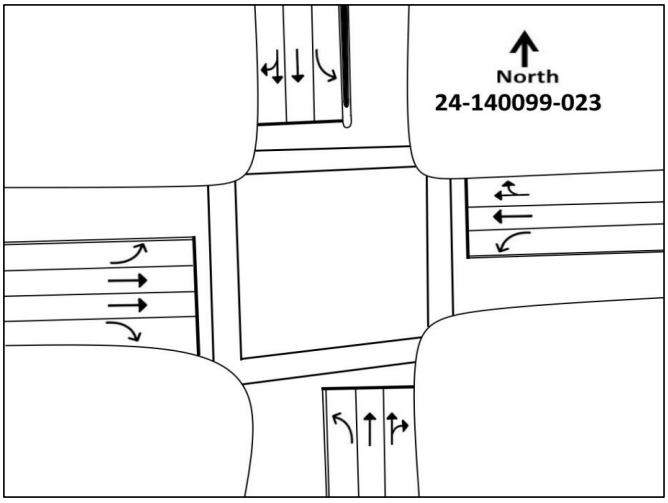
LOCATION: SE 3rd Ave/SR 811 & E Las Olas Blvd
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-023
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM

Peak Hour Factor: 0.92

National Data & Surveying Services

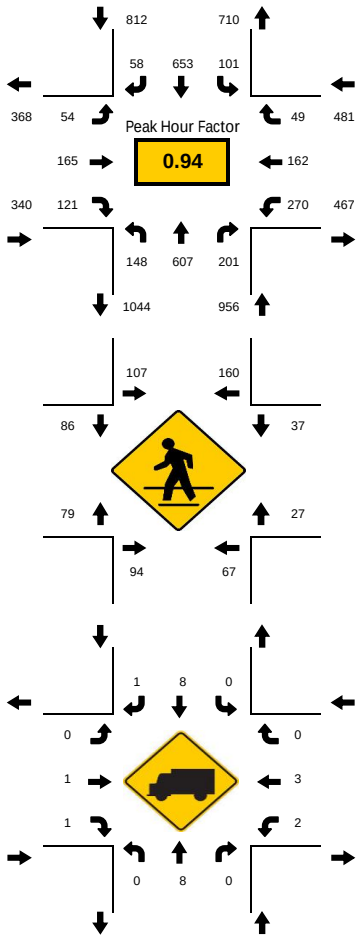


15-Min Count Period Beginning At	SE 3rd Ave/SR 811 Northbound					SE 3rd Ave/SR 811 Southbound					E Las Olas Blvd Eastbound					E Las Olas Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	11	50	23	0		33	100	6	0		5	16	7	0		25	10	12	0		298	1603
7:15 AM	10	46	18	0		30	165	11	0		10	30	12	0		36	12	13	0		393	1823
7:30 AM	14	70	21	0		28	167	9	0		9	28	19	0		43	7	2	0		417	2061
7:45 AM	14	98	32	0		33	197	10	0		7	19	18	0		40	19	8	0		495	2242
8:00 AM	17	92	32	0		28	172	5	0		17	47	20	0		54	17	17	0		518	2398
8:15 AM	36	140	65	0		51	177	12	0		12	45	14	0		40	25	14	0		631	1880
8:30 AM	40	115	48	0		47	177	10	0		12	45	9	0		57	24	14	0		598	1249
8:45 AM	36	112	91	0		39	177	16	0		11	49	12	0		59	30	19	0		651	651
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	160	560	364	0		204	708	64	0		68	196	80	0		236	120	76	0		**2836**	
Heavy Trucks	4	16	16	0		8	20	4	0		4	16	4	0		8	8	4	0		**112**	
Pedestrians		144					120					96					44				**404**	
Bicycles	0	4	0	0		0	8	0	0		0	12	0	0		8	4	4	0		**40**	
Buses																						
Stopped Buses																						

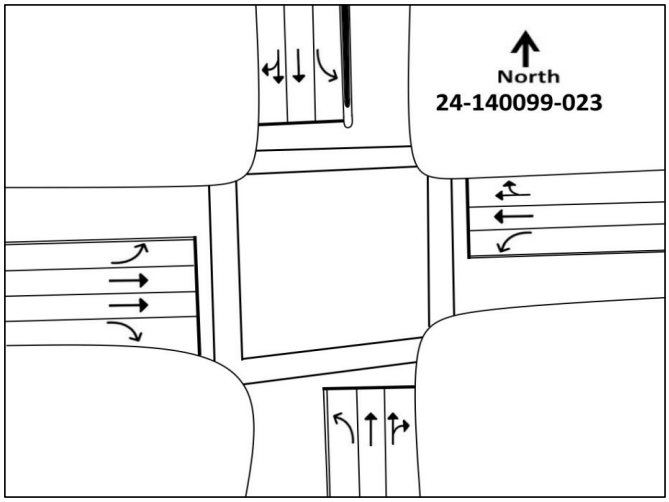
LOCATION: SE 3rd Ave/SR 811 & E Las Olas Blvd
CITY/STATE: Fort Lauderdale, FL

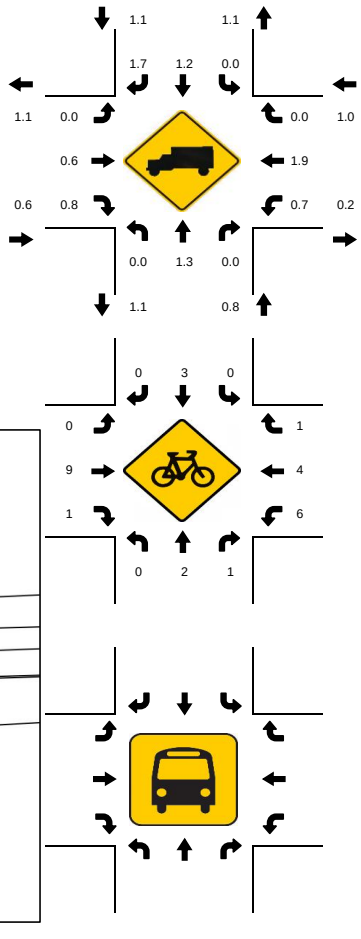
PROJECT ID: 24-140099-023
DATE: Wed, Apr 17, 2024

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:45 PM - 06:00 PM



National Data & Surveying Services



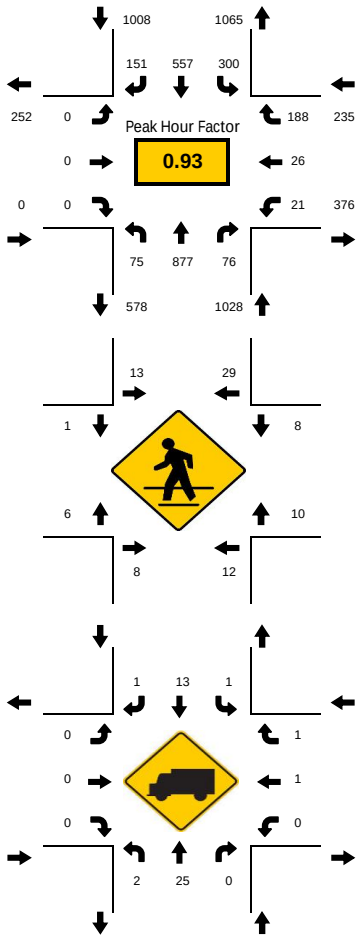


15-Min Count Period Beginning At	SE 3rd Ave/SR 811 Northbound					SE 3rd Ave/SR 811 Southbound					E Las Olas Blvd Eastbound					E Las Olas Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	17	133	23	0		24	106	13	0		10	26	30	0		46	32	17	0		477	2232
4:15 PM	27	137	52	0		19	128	24	0		12	45	25	0		77	39	14	0		599	2413
4:30 PM	22	176	32	0		30	94	19	0		9	33	17	0		59	44	13	0		548	2500
4:45 PM	34	154	45	0		26	134	9	0		16	50	14	1		73	38	13	1		608	2508
5:00 PM	44	174	41	0		21	143	14	0		11	47	29	0		80	47	7	0		658	2589
5:15 PM	30	164	50	0		29	183	18	0		19	35	43	0		71	29	15	0		686	1931
5:30 PM	27	101	42	0		19	155	11	0		12	51	24	0		61	41	12	0		556	1245
5:45 PM	47	168	68	0		32	172	15	0		12	32	25	0		58	45	15	0		689	689
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	188	696	272	0		128	732	72	0		76	204	172	0		320	188	60	0		**3108**	
Heavy Trucks	0	8	0	0		0	12	4	0		0	4	4	0		4	8	0	0		**44**	
Pedestrians		212					396					364					116				**1088**	
Bicycles	0	8	4	0		0	8	0	0		0	16	4	0		16	8	4	0		**68**	
Buses																						
Stopped Buses																						

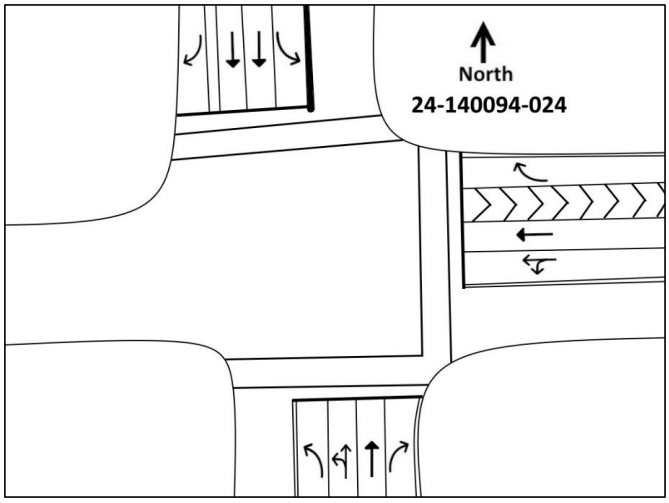
LOCATION: SE 3rd Ave/SR 811 & SE 6th St
CITY/STATE: Fort Lauderdale, FL

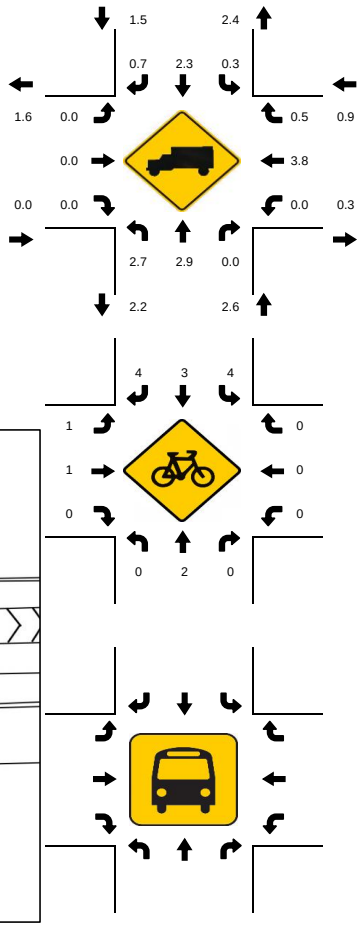
PROJECT ID: 24-140099-024
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM



National Data & Surveying Services



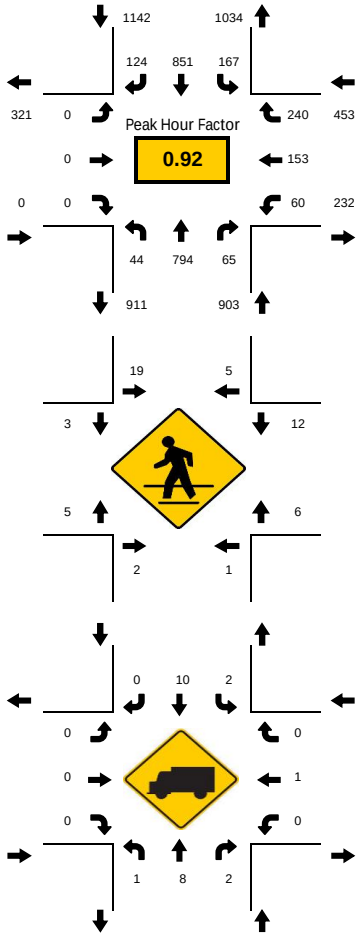


15-Min Count Period Beginning At	SE 3rd Ave/SR 811 Northbound					SE 3rd Ave/SR 811 Southbound					SE 6th St Eastbound					SE 6th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	4	90	21	0		40	84	13	0		0	0	0	0		0	2	26	0		280	1604
7:15 AM	5	99	15	0		79	120	22	4		0	0	0	0		3	4	48	0		399	1836
7:30 AM	13	120	17	0		80	117	31	9		0	0	0	0		6	1	46	0		440	2014
7:45 AM	11	164	10	0		68	156	29	2		0	0	0	0		5	4	35	1		485	2148
8:00 AM	14	173	16	0		75	148	32	3		0	0	0	0		5	8	38	0		512	2271
8:15 AM	22	230	22	0		63	143	30	3		0	0	0	0		11	8	45	0		577	1759
8:30 AM	18	219	19	0		71	132	47	4		0	0	0	0		3	6	55	0		574	1182
8:45 AM	21	255	19	0		78	134	42	3		0	0	0	0		2	4	50	0		608	608
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	88	1020	88	0		312	592	188	16		0	0	0	0		44	32	220	0		**2600**	
Heavy Trucks	8	36	0	0		4	24	4	0		0	0	0	0		0	4	4	0		**84**	
Pedestrians		32					52					16					28				**128**	
Bicycles	0	4	0	0		8	8	8	0		4	4	0	0		0	0	0	0		**36**	
Buses																						
Stopped Buses																						

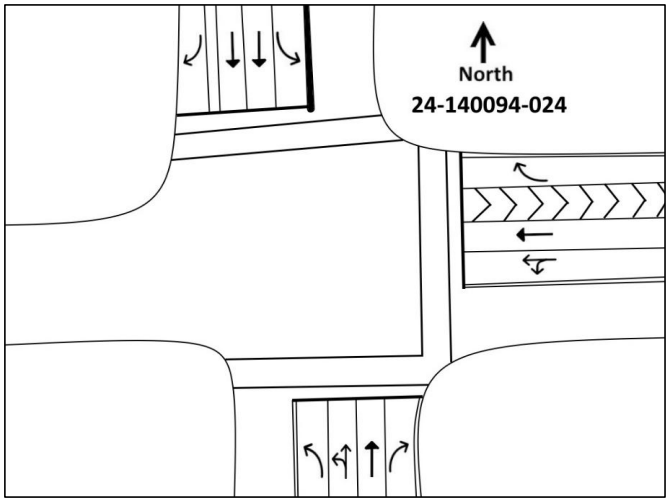
LOCATION: SE 3rd Ave/SR 811 & SE 6th St
CITY/STATE: Fort Lauderdale, FL

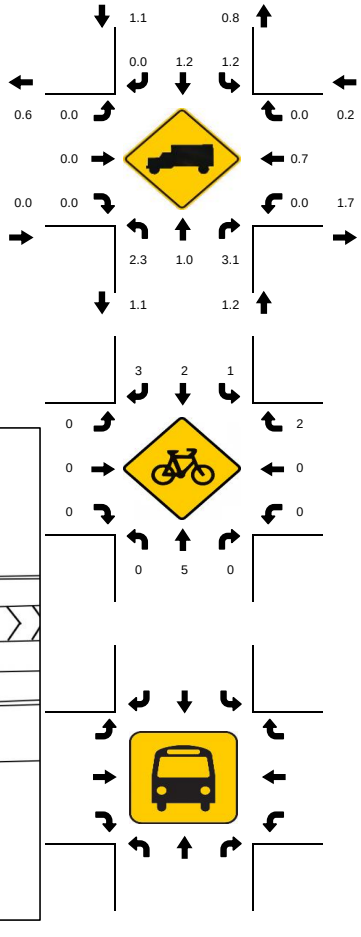
PROJECT ID: 24-140099-024
DATE: Wed, Apr 17, 2024

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:00 PM - 05:15 PM



National Data & Surveying Services



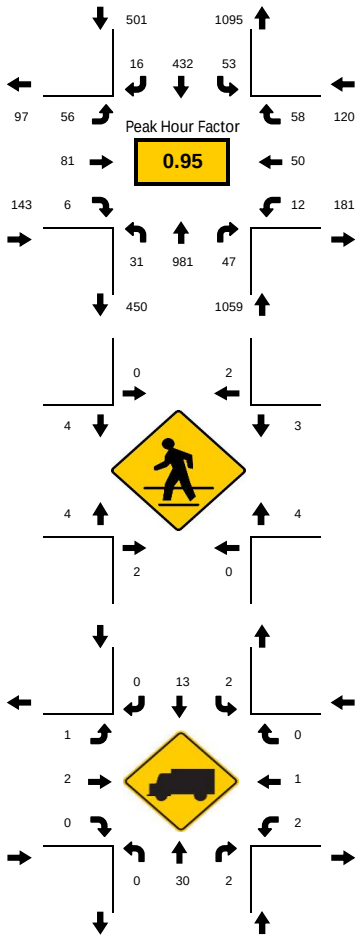


15-Min Count Period Beginning At	SE 3rd Ave/SR 811 Northbound					SE 3rd Ave/SR 811 Southbound					SE 6th St Eastbound					SE 6th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	12	157	16	1		17	126	26	0		0	0	0	0		9	30	27	0		421	2050
4:15 PM	12	141	10	0		29	204	43	0		0	0	0	0		13	36	32	0		520	2306
4:30 PM	15	171	11	0		18	144	28	0		0	0	0	0		28	34	73	0		522	2439
4:45 PM	17	187	11	0		31	179	24	0		0	0	0	0		25	53	60	0		587	2466
5:00 PM	18	184	14	0		41	213	32	0		0	0	0	0		21	79	75	0		677	2498
5:15 PM	12	184	21	0		44	237	37	1		0	0	0	0		21	35	61	0		653	1821
5:30 PM	7	184	19	0		37	197	27	0		0	0	0	0		11	23	44	0		549	1168
5:45 PM	7	242	11	0		43	204	28	1		0	0	0	0		7	16	60	0		619	619
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	72	968	84	0		176	948	148	4		0	0	0	0		84	316	300	0		**3100**	
Heavy Trucks	4	8	8	0		4	16	0	0		0	0	0	0		0	4	0	0		**44**	
Pedestrians		8					32					12					28				**80**	
Bicycles	0	8	0	0		4	4	8	0		0	0	0	0		0	0	8	0		**32**	
Buses																						
Stopped Buses																						

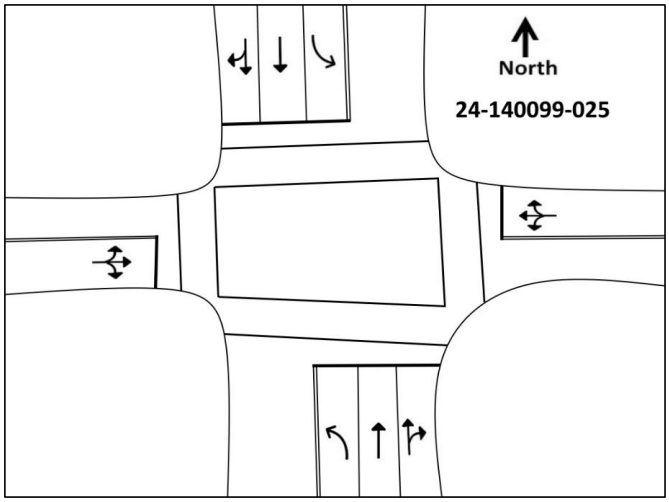
LOCATION: SE 3rd Ave/SR 811 & SE 7th St
CITY/STATE: Fort Lauderdale, FL

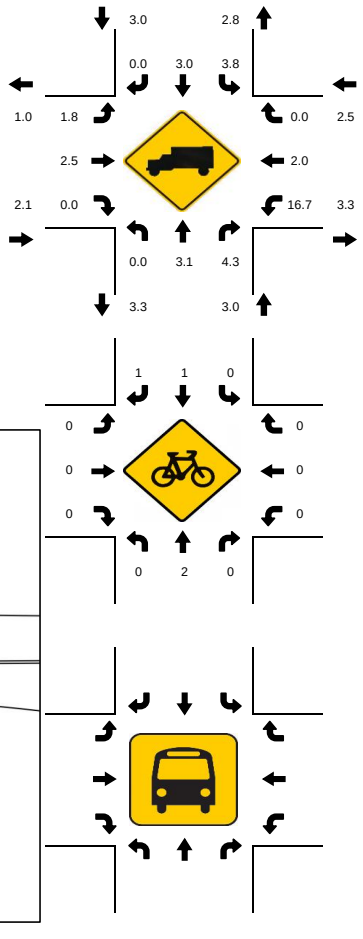
PROJECT ID: 24-140099-025
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:15 AM - 08:30 AM



National Data & Surveying Services



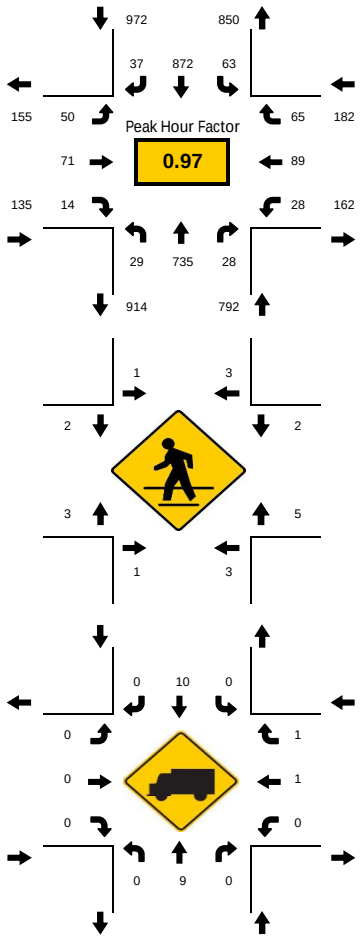


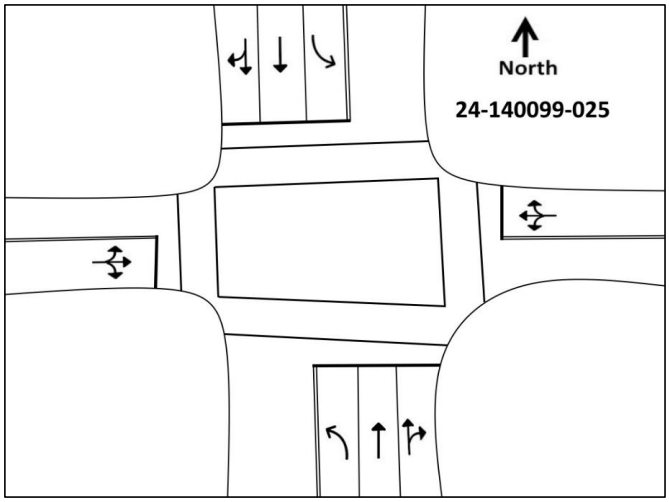
15-Min Count Period Beginning At	SE 3rd Ave/SR 811 Northbound					SE 3rd Ave/SR 811 Southbound					SE 7th St Eastbound					SE 7th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	3	95	7	0		5	66	2	1		12	9	2	0		2	3	10	0		217	1200
7:15 AM	5	94	9	0		12	104	4	0		18	27	1	0		0	8	5	0		287	1391
7:30 AM	7	133	11	0		15	98	4	0		17	24	0	0		1	7	9	0		326	1584
7:45 AM	3	155	20	0		15	115	11	0		7	19	1	0		1	16	7	0		370	1717
8:00 AM	7	189	12	0		20	108	4	0		10	25	2	0		1	11	19	0		408	1823
8:15 AM	10	249	8	0		14	115	6	1		19	23	1	0		5	17	12	0		480	1415
8:30 AM	3	272	16	0		13	99	4	0		12	9	0	0		3	13	15	0		459	935
8:45 AM	11	271	11	0		5	110	2	0		15	24	3	0		3	9	12	0		476	476
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	**Total**	
All Vehicles	44	1088	64	0		80	460	24	4		76	100	12	0		20	68	76	0		**2116**	
Heavy Trucks	0	56	4	0		4	24	0	0		4	4	0	0		4	4	0	0		**104**	
Pedestrians		4					8					16					12				**40**	
Bicycles	0	4	0	0		0	4	4	0		0	0	0	0		0	0	0	0		**12**	
Buses																						
Stopped Buses																						

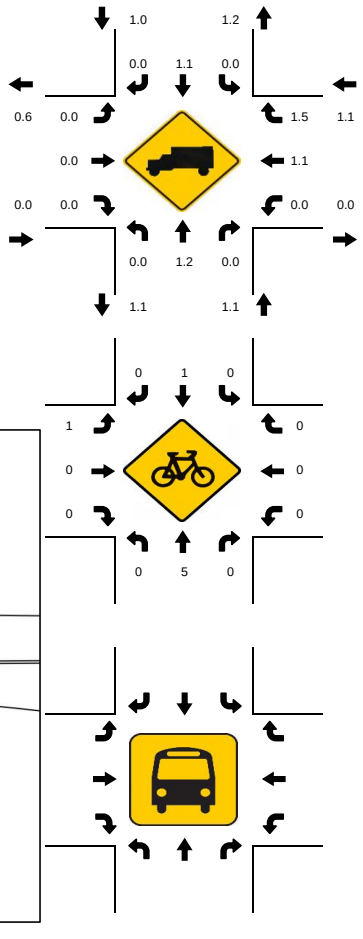
LOCATION: SE 3rd Ave/SR 811 & SE 7th St
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-025
DATE: Wed, Apr 17, 2024

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:15 PM - 05:30 PM





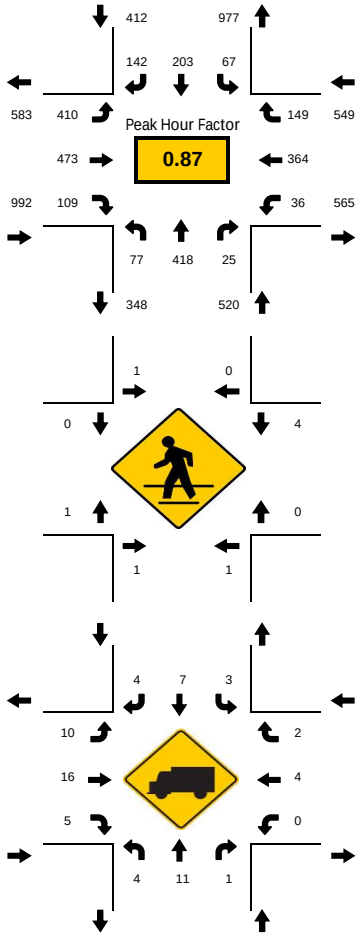


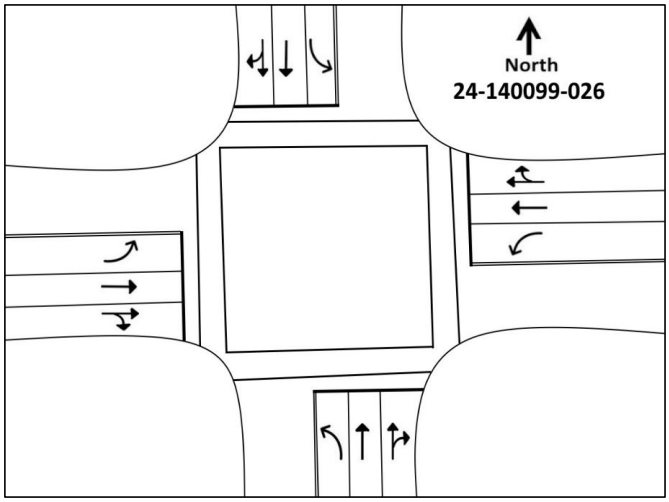
15-Min Count Period Beginning At	SE 3rd Ave/SR 811 Northbound					SE 3rd Ave/SR 811 Southbound					SE 7th St Eastbound					SE 7th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	5	152	16	0		11	135	5	0		11	12	2	0		9	22	28	0		408	1711
4:15 PM	3	126	7	0		19	189	15	0		7	9	3	0		5	28	9	0		420	1831
4:30 PM	4	149	9	0		12	157	11	0		7	18	3	0		7	22	17	0		416	1948
4:45 PM	11	179	7	0		19	161	13	0		8	9	0	0		9	34	17	0		467	2024
5:00 PM	11	165	5	1		18	224	16	0		17	19	0	0		11	24	17	0		528	2081
5:15 PM	2	174	8	0		16	246	5	0		7	17	11	0		3	34	14	0		537	1553
5:30 PM	10	179	6	0		11	201	8	0		14	17	2	0		6	20	18	0		492	1016
5:45 PM	5	217	9	0		18	201	8	0		12	18	1	0		8	11	16	0		524	524
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	44	868	36	4		72	984	64	0		68	76	44	0		44	136	72	0		**2512**	
Heavy Trucks	0	12	0	0		0	16	0	0		0	0	0	0		0	4	4	0		**36**	
Pedestrians		8					8					12					8				**36**	
Bicycles	0	12	0	0		0	4	0	0		4	0	0	0		0	0	0	0		**20**	
Buses																						
Stopped Buses																						

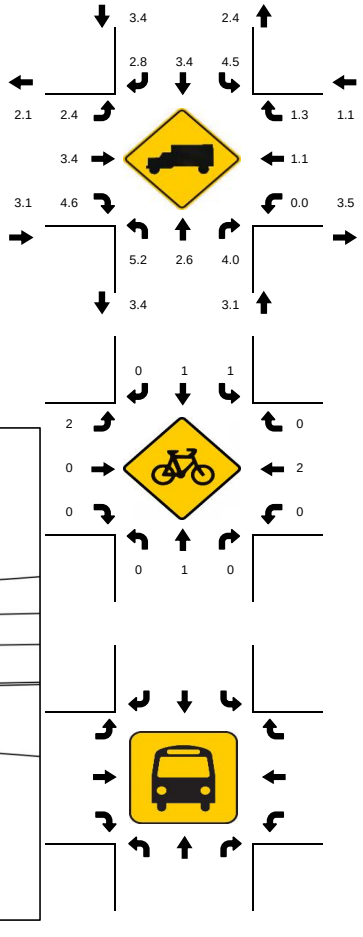
LOCATION: SE 3rd Ave/SR 811 & Davie Blvd/SR 736
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-026
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM





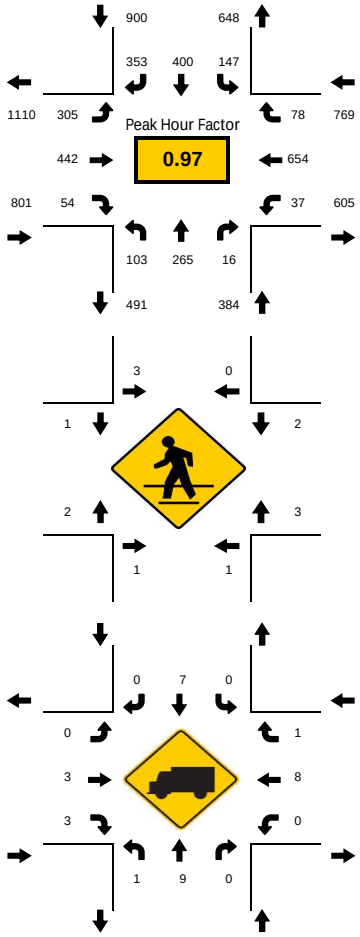


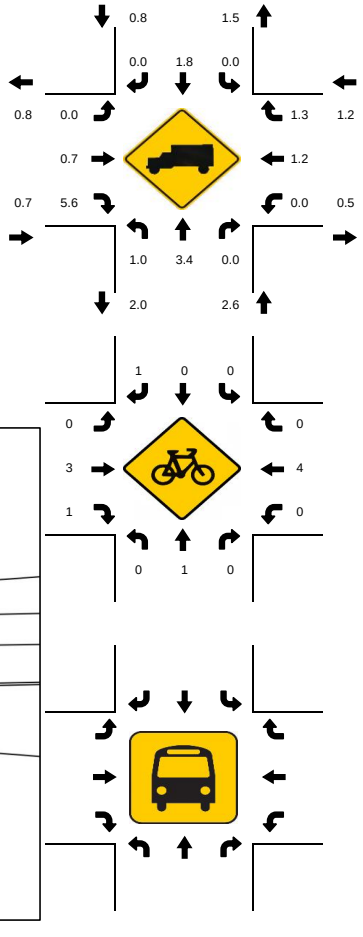
15-Min Count Period Beginning At	SE 3rd Ave/SR 811 Northbound					SE 3rd Ave/SR 811 Southbound					Davie Blvd/SR 736 Eastbound					Davie Blvd/SR 736 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	3	18	4	0		4	30	31	0		47	36	1	0		4	76	19	0		273	1567
7:15 AM	4	31	4	0		17	40	36	0		46	56	14	0		7	68	19	0		342	1807
7:30 AM	14	49	2	0		14	44	40	1		57	85	7	0		3	96	25	0		437	2064
7:45 AM	8	64	6	0		20	59	34	0		64	70	20	0		12	126	32	0		515	2274
8:00 AM	11	80	11	0		18	43	34	0		71	79	28	0		10	93	35	0		513	2473
8:15 AM	18	138	5	0		12	74	32	0		94	68	17	0		7	98	36	0		599	1960
8:30 AM	29	112	6	0		25	44	33	0		112	132	36	0		4	82	32	0		647	1361
8:45 AM	19	88	3	0		12	42	43	0		133	194	28	0		15	91	46	0		714	714
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	116	552	44	0		100	296	172	0		532	776	144	0		60	392	184	0		**3368**	
Heavy Trucks	12	24	4	0		8	12	8	0		20	24	12	0		0	8	8	0		**140**	
Pedestrians		8					4					4					8				**24**	
Bicycles	0	4	0	0		4	4	0	0		4	0	0	0		0	4	0	0		**20**	
Buses																						
Stopped Buses																						

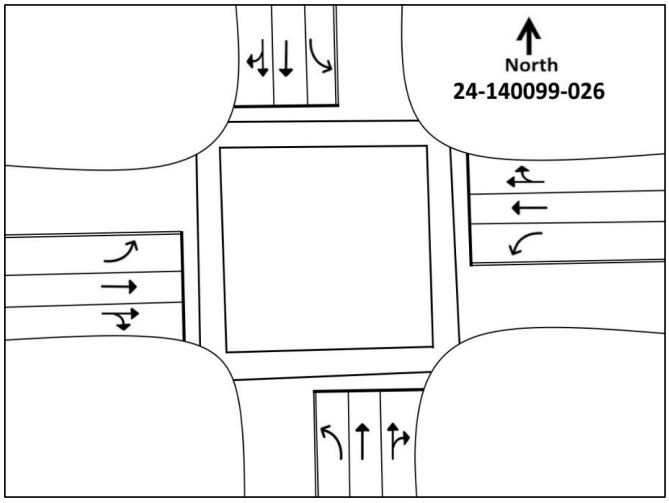
LOCATION: SE 3rd Ave/SR 811 & Davie Blvd/SR 736
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-026
DATE: Wed, Apr 17, 2024

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:30 PM - 05:45 PM





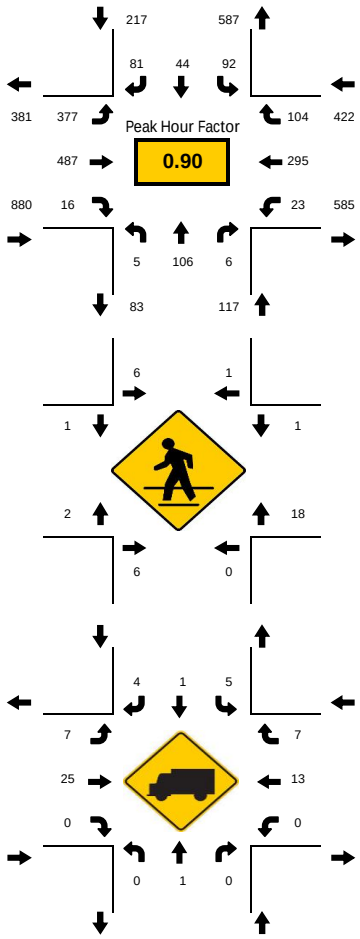


15-Min Count Period Beginning At	SE 3rd Ave/SR 811 Northbound					SE 3rd Ave/SR 811 Southbound					Davie Blvd/SR 736 Eastbound					Davie Blvd/SR 736 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	23	61	6	0		26	55	100	0		64	96	17	0		12	170	17	0		647	2565
4:15 PM	23	52	6	0		28	74	96	0		48	132	11	0		7	192	20	0		689	2602
4:30 PM	34	55	6	0		10	74	63	0		39	103	14	0		11	147	20	0		576	2629
4:45 PM	24	69	4	0		28	72	62	0		77	127	10	0		14	138	28	0		653	2785
5:00 PM	32	58	3	0		40	101	89	0		60	123	18	0		8	136	16	0		684	2854
5:15 PM	20	71	5	0		53	108	67	0		68	102	14	0		15	172	21	0		716	2170
5:30 PM	32	69	4	0		21	98	86	0		87	112	10	0		8	180	25	0		732	1454
5:45 PM	19	67	4	0		33	93	111	0		90	105	12	0		6	166	16	0		722	722
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	128	284	20	0		212	432	444	0		360	492	72	0		60	720	100	0		**3324**	
Heavy Trucks	4	12	0	0		0	8	0	0		0	8	4	0		0	12	4	0		**52**	
Pedestrians		4					8					8					12				**32**	
Bicycles	0	4	0	0		0	0	4	0		0	4	4	0		0	4	0	0		**20**	
Buses																						
Stopped Buses																						

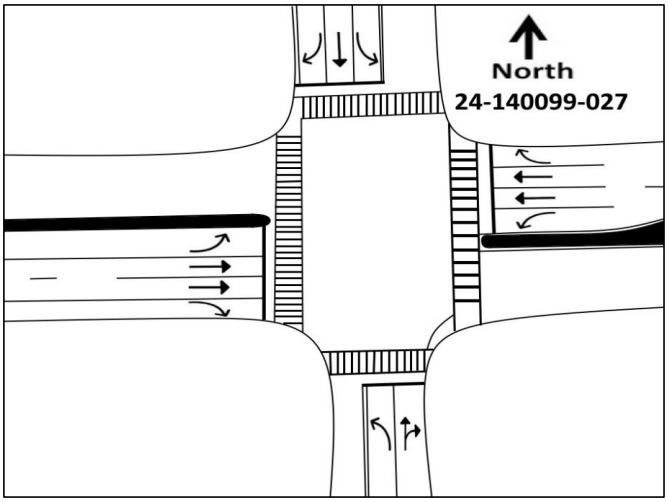
LOCATION: SE 3rd Ave/SR 811 & SE 17th St
CITY/STATE: Fort Lauderdale, FL

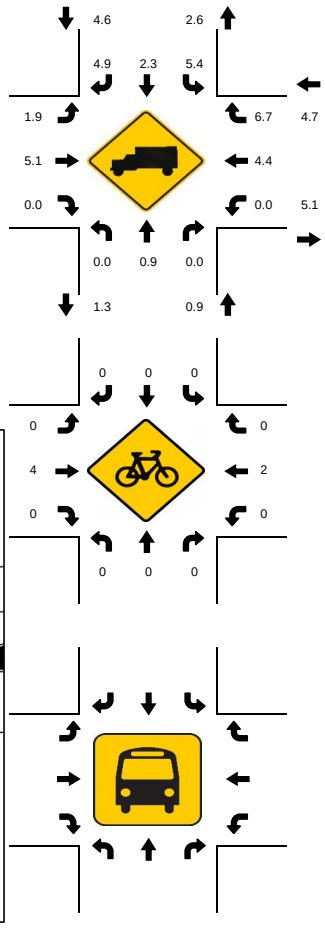
PROJECT ID: 24-140099-027
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM



National Data & Surveying Services



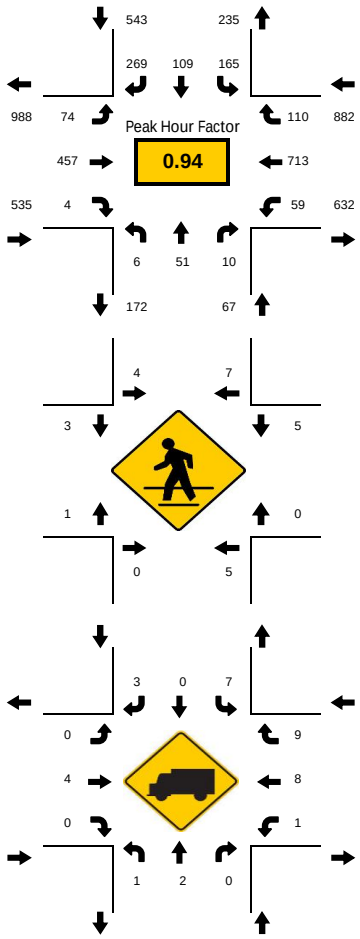


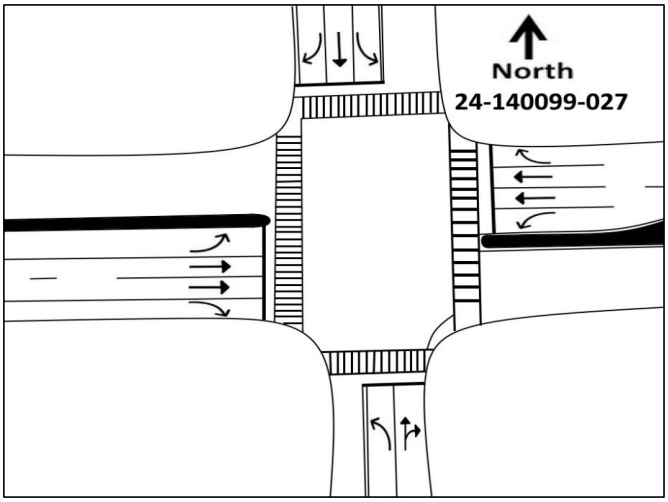
15-Min Count Period Beginning At	SE 3rd Ave/SR 811 Northbound					SE 3rd Ave/SR 811 Southbound					SE 17th St Eastbound					SE 17th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	9	0	0		5	8	8	0		32	38	1	0		0	37	7	0		145	1088
7:15 AM	1	14	0	0		21	5	18	0		43	62	0	2		1	53	19	2		241	1269
7:30 AM	0	25	0	0		31	11	17	0		29	96	3	0		2	76	20	3		313	1452
7:45 AM	1	41	1	0		18	6	25	0		57	113	2	0		3	105	16	1		389	1569
8:00 AM	1	19	0	0		24	9	18	0		68	77	4	0		3	70	32	1		326	1636
8:15 AM	0	27	2	0		30	15	14	0		120	124	2	0		3	61	25	1		424	1310
8:30 AM	2	40	1	0		17	8	17	0		84	134	5	1		9	87	22	3		430	886
8:45 AM	2	20	3	0		21	12	32	0		104	152	5	0		2	77	25	1		456	456
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	8	160	12	0		120	60	128	0		480	608	20	4		36	348	128	12		**2124**	
Heavy Trucks	0	4	0	0		8	4	8	0		20	32	0	0		0	16	8	0		**100**	
Pedestrians		12					12					4					32				**60**	
Bicycles	0	0	0	0		0	0	0	0		0	8	0	0		0	8	0	0		**16**	
Buses																						
Stopped Buses																						

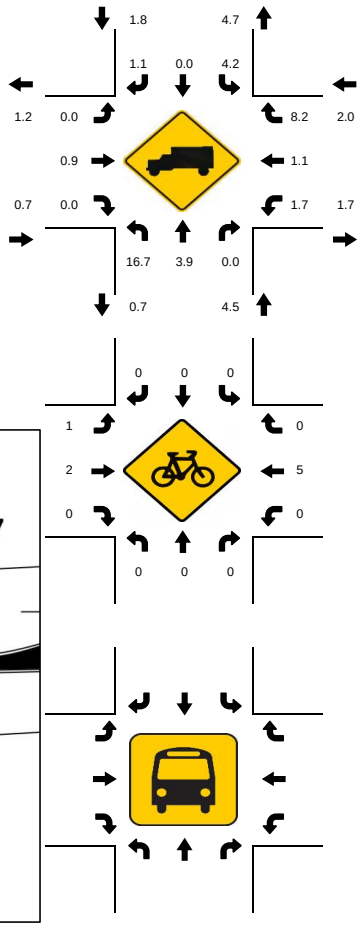
LOCATION: SE 3rd Ave/SR 811 & SE 17th St
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-027
DATE: Wed, Apr 17, 2024

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:15 PM - 05:30 PM





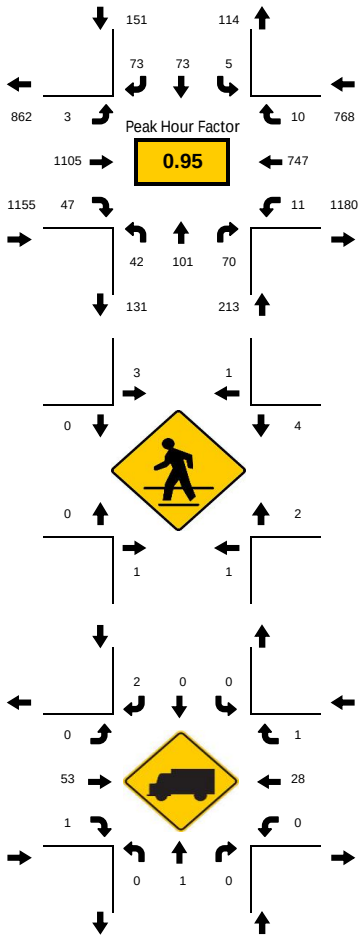


15-Min Count Period Beginning At	SE 3rd Ave/SR 811 Northbound					SE 3rd Ave/SR 811 Southbound					SE 17th St Eastbound					SE 17th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	1	9	1	0		29	16	55	0		20	127	2	0		6	171	32	8		477	1836
4:15 PM	2	14	1	0		34	17	53	0		20	113	4	0		7	143	12	4		424	1869
4:30 PM	3	8	0	0		31	24	58	0		24	114	2	0		4	179	34	2		483	1982
4:45 PM	0	11	0	0		30	21	58	0		15	120	0	0		5	171	19	2		452	1963
5:00 PM	2	11	1	0		37	23	80	0		18	121	2	0		6	183	22	4		510	2027
5:15 PM	0	10	2	0		51	30	82	0		17	115	1	0		12	182	26	9		537	1517
5:30 PM	2	13	2	0		35	32	54	0		20	99	0	0		13	158	30	6		464	980
5:45 PM	2	17	5	0		42	24	53	0		19	122	1	0		5	190	32	4		516	516
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	8	68	20	0		204	128	328	0		80	488	8	0		52	760	128	36		**2308**	
Heavy Trucks	4	8	0	0		8	0	8	0		0	8	0	0		4	16	12	0		**68**	
Pedestrians		16					24					12					16				**68**	
Bicycles	0	0	0	0		0	0	0	0		4	8	0	0		0	12	0	0		**24**	
Buses																						
Stopped Buses																						

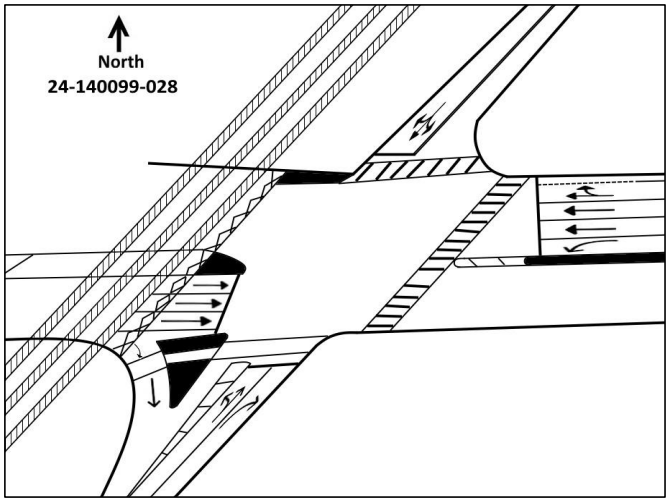
LOCATION: N Flagler Dr & E Sunrise Blvd/SR 838
CITY/STATE: Fort Lauderdale, FL

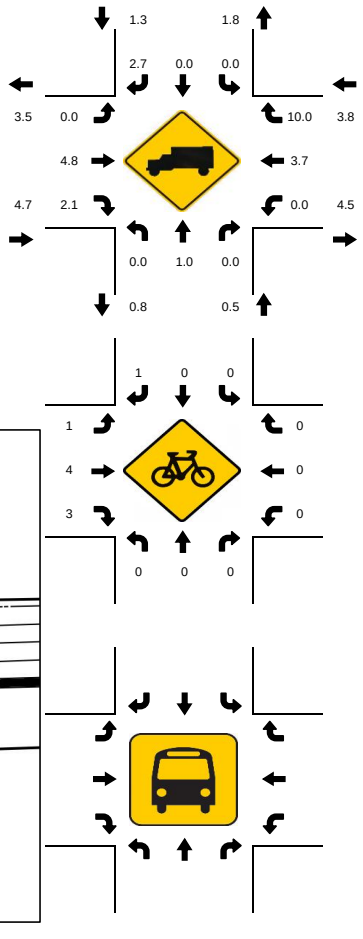
PROJECT ID: 24-140099-028
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:15 AM - 08:30 AM



National Data & Surveying Services



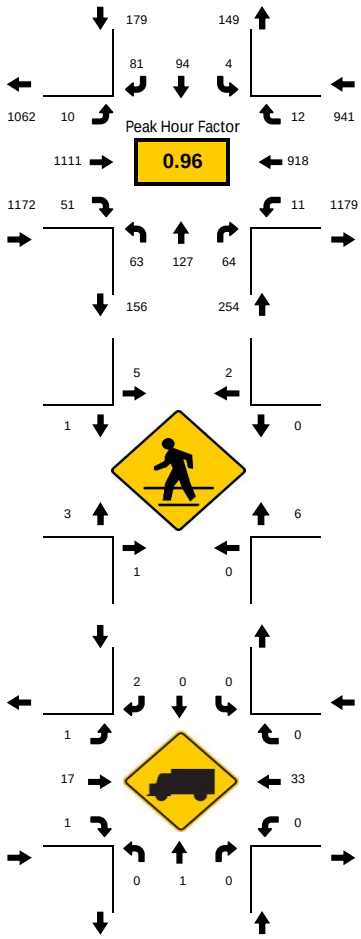


15-Min Count Period Beginning At	N Flagler Dr Northbound					N Flagler Dr Southbound					E Sunrise Blvd/SR 838 Eastbound					E Sunrise Blvd/SR 838 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	11	7	7	0		0	8	12	0		3	178	6	0		1	121	0	0		354	1768
7:15 AM	7	11	15	0		2	7	9	0		0	225	6	0		1	131	2	0		416	1949
7:30 AM	11	12	16	0		2	11	20	0		1	227	8	0		6	146	0	0		460	2132
7:45 AM	20	25	19	0		3	28	17	0		0	273	6	0		2	140	4	1		538	2239
8:00 AM	7	31	13	0		1	18	21	0		0	252	10	0		3	174	5	0		535	2287
8:15 AM	11	16	20	0		1	24	18	0		1	285	15	0		2	205	1	0		599	1752
8:30 AM	10	30	15	0		1	22	19	0		1	278	10	0		3	176	2	0		567	1153
8:45 AM	14	24	22	0		2	9	15	0		1	290	12	0		3	192	2	0		586	586
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	56	124	88	0		8	96	84	0		4	1160	60	0		12	820	20	0		**2532**	
Heavy Trucks	0	4	0	0		0	0	8	0		0	68	4	0		0	40	4	0		**128**	
Pedestrians		4					8					0					16				**28**	
Bicycles	0	0	0	0		0	0	4	0		4	8	4	0		0	0	0	0		**20**	
Buses																						
Stopped Buses																						

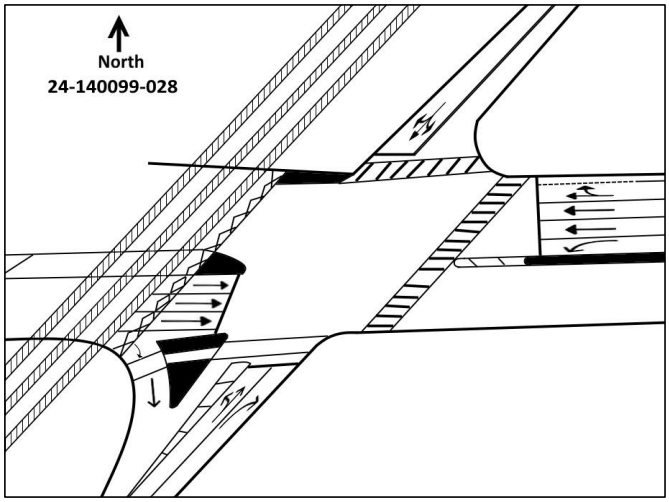
LOCATION: N Flagler Dr & E Sunrise Blvd/SR 838
CITY/STATE: Fort Lauderdale, FL

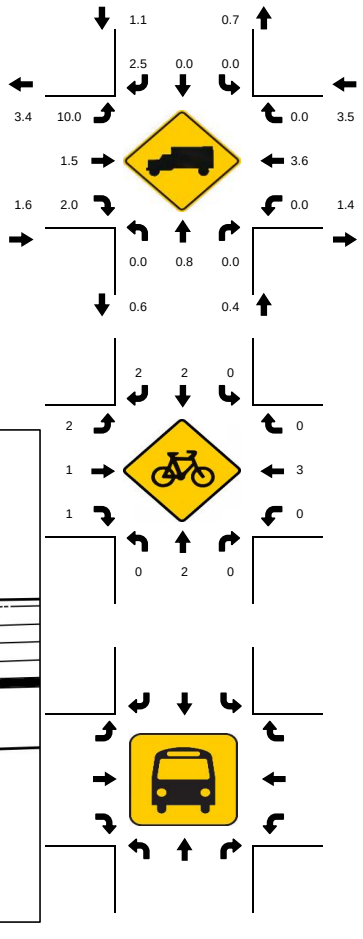
PROJECT ID: 24-140099-028
DATE: Wed, Apr 17, 2024

Peak-Hour: 04:00 PM - 05:00 PM
Peak 15-Minute: 04:00 PM - 04:15 PM



National Data & Surveying Services





15-Min Count Period Beginning At	N Flagler Dr Northbound					N Flagler Dr Southbound					E Sunrise Blvd/SR 838 Eastbound					E Sunrise Blvd/SR 838 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	13	36	12	0		1	26	26	0		1	280	13	1		5	244	2	1		661	2546
4:15 PM	16	27	20	0		1	22	17	0		1	278	13	1		3	239	2	0		640	2511
4:30 PM	21	32	20	0		0	22	17	0		2	253	12	2		0	222	5	0		608	2483
4:45 PM	13	32	12	0		2	24	21	0		2	300	13	0		1	213	3	1		637	2491
5:00 PM	22	32	22	0		3	24	13	0		1	260	21	1		4	218	3	2		626	2487
5:15 PM	31	34	19	0		1	26	12	0		3	271	13	0		4	195	2	1		612	1861
5:30 PM	25	45	22	0		0	30	7	0		1	275	19	0		9	178	3	2		616	1249
5:45 PM	14	31	22	0		3	27	17	0		4	307	21	0		6	176	3	2		633	633
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	84	144	80	0		8	104	104	0		8	1200	52	8		20	976	20	4		**2812**	
Heavy Trucks	0	4	0	0		0	0	4	0		0	28	4	4		0	44	0	0		**84**	
Pedestrians		4					12					8					12				**36**	
Bicycles	0	8	0	0		0	4	4	0		4	4	4	0		0	8	0	0		**36**	
Buses																						
Stopped Buses																						

National Data & Surveying Services

Intersection Turning Movement Count

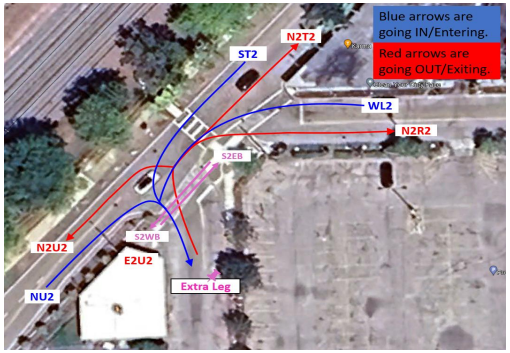
Location: N Flagler Dr/NE 4th Ave & NE 9th St
City: Fort Lauderdale
Control: 1-Way Stop(WB)

Project ID: 24-140099-029
Date: 4/17/2024

Data - Total

NS/EW Streets:	N Flagler Dr/NE 4th Ave					N Flagler Dr/NE 4th Ave					NE 9th St				NE 9th St								
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND				WESTBOUND					NORTHBOUND2			
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	WL	WT	WR	WU	WL2	N2T2	N2R2	N2U2	TOTAL
7:00 AM	0	7	1	0	0	0	5	0	0	2	0	0	0	0	1	0	0	0	0	2	0	0	18
7:15 AM	0	25	2	0	0	0	5	0	0	0	0	0	0	0	4	0	1	0	0	2	0	0	39
7:30 AM	0	26	1	0	0	0	17	0	0	0	0	0	0	0	6	0	1	0	0	0	0	1	52
7:45 AM	0	37	3	0	0	0	19	0	0	4	0	0	0	0	5	0	3	0	0	1	0	0	72
8:00 AM	0	35	0	0	0	0	19	0	0	1	0	0	0	0	13	0	1	0	0	3	0	0	72
8:15 AM	0	29	3	0	0	0	22	0	0	2	0	0	0	0	4	0	2	0	0	1	2	0	65
8:30 AM	0	38	1	0	0	0	22	0	0	2	0	0	0	0	3	0	2	0	0	4	0	0	72
8:45 AM	0	39	5	0	0	0	10	0	0	0	0	0	0	0	4	0	5	0	0	2	0	0	65
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	WL	WT	WR	WU	WL2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	0	236	16	0	0	0	119	0	0	11	0	0	0	0	40	0	15	0	0	15	2	1	455
APPROACH %'s :	0.00%	93.65%	6.35%	0.00%	0.00%	0.00%	91.54%	0.00%	0.00%	8.46%					72.73%	0.00%	27.27%	0.00%	0.00%	83.33%	11.11%	5.56%	
PEAK HR :	07:45 AM - 08:45 AM																						TOTAL
PEAK HR VOL :	0	139	7	0	0	0	82	0	0	9	0	0	0	0	25	0	8	0	0	9	2	0	281
PEAK HR FACTOR :	0.000	0.914	0.583	0.000	0.000	0.000	0.932	0.000	0.000	0.563	0.000	0.000	0.000	0.000	0.481	0.000	0.667	0.000	0.000	0.563	0.250	0.000	
			0.913					0.948									0.589						0.976

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND				WESTBOUND								
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	WL	WT	WR	WU	WL2	N2T2	N2R2	N2U2	TOTAL
4:00 PM	0	40	1	0	0	2	24	0	0	3	0	0	0	0	6	0	6	0	0	2	1	0	85
4:15 PM	0	37	0	0	0	0	22	0	0	2	0	0	0	0	1	0	6	0	1	2	1	0	72
4:30 PM	0	46	3	0	0	1	18	0	0	2	0	0	0	0	10	0	11	0	0	0	0	0	91
4:45 PM	0	42	8	0	1	0	26	0	0	3	0	0	0	0	9	0	7	0	3	1	0	1	101
5:00 PM	0	45	2	0	1	2	24	0	0	2	0	0	0	0	8	0	12	0	1	3	1	0	101
5:15 PM	0	61	6	0	1	1	28	0	0	3	0	0	0	0	12	0	17	0	1	3	1	0	134
5:30 PM	0	48	5	0	0	0	30	0	0	2	0	0	0	0	6	0	10	0	1	3	0	0	105
5:45 PM	0	50	7	0	0	0	24	0	1	4	0	0	0	0	8	0	5	0	1	1	0	0	101
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	WL	WT	WR	WU	WL2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	0	369	32	0	3	6	196	0	1	21	0	0	0	0	60	0	74	0	8	15	4	1	790
APPROACH %'s :	0.00%	91.34%	7.92%	0.00%	0.74%	2.68%	87.50%	0.00%	0.45%	9.38%					42.25%	0.00%	52.11%	0.00%	5.63%	75.00%	20.00%	5.00%	
PEAK HR :	05:00 PM - 06:00 PM																						TOTAL
PEAK HR VOL :	0	204	20	0	2	3	106	0	1	11	0	0	0	0	34	0	44	0	4	10	2	0	441
PEAK HR FACTOR :	0.000	0.836	0.714	0.000	0.500	0.375	0.883	0.000	0.250	0.688	0.000	0.000	0.000	0.000	0.708	0.000	0.647	0.000	1.000	0.833	0.500	0.000	
			0.831					0.945									0.683						0.823



Explanation for extra leg movements

Movements entering the extra leg

NU2	Movements coming from NB on N Flagler Dr entering into the Extra Leg (NE 4th Ave)
ST2	Movements coming from SB on N Flagler Dr entering into the Extra Leg (NE 4th Ave)
WL2	Movements coming from WB on NE 9th St entering into the Extra Leg (NE 4th Ave)

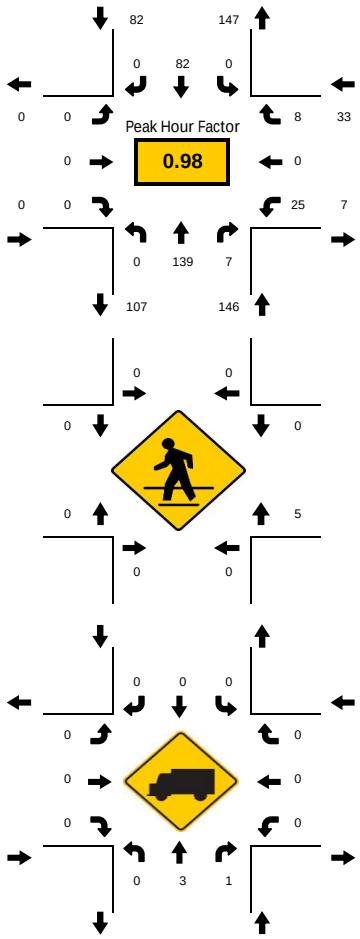
Movements exiting the extra leg

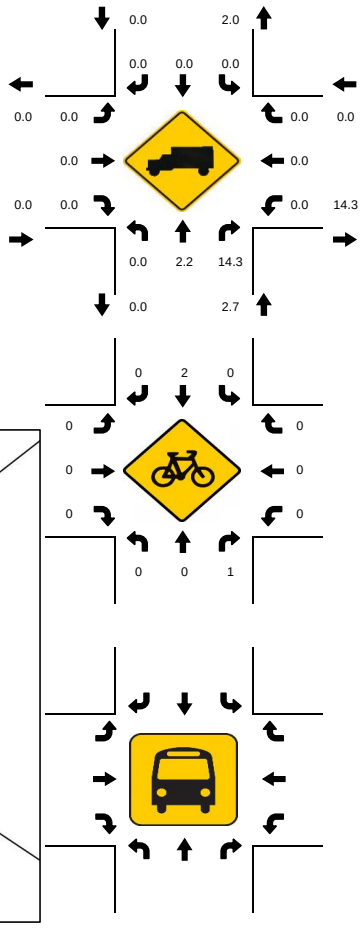
N2T2	Movements exiting from Extra Leg (NE 4th Ave) entering into N Flagler Dr going NB
N2R2	Movements exiting from Extra Leg (NE 4th Ave) entering into NE 9th St going EB
N2U2	Movements exiting from Extra Leg (NE 4th Ave) entering into N Flagler Dr going SB

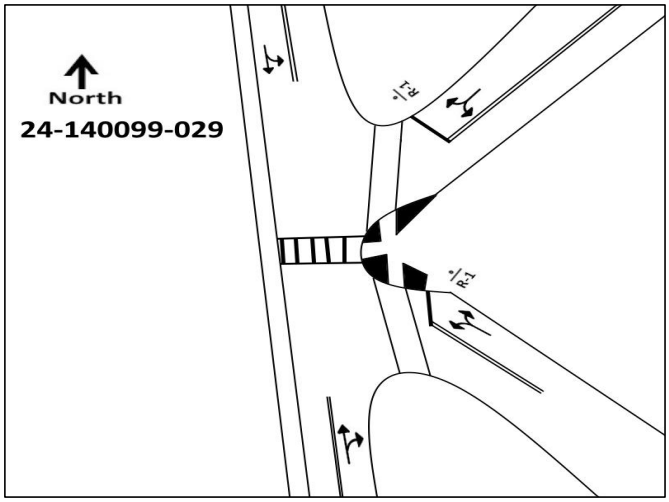
LOCATION: N Flagler Dr/NE 4th Ave & NE 9th St
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-029
DATE: Wed, Apr 17, 2024

Peak-Hour: 07:45 AM - 08:45 AM
Peak 15-Minute: 08:00 AM - 08:15 AM





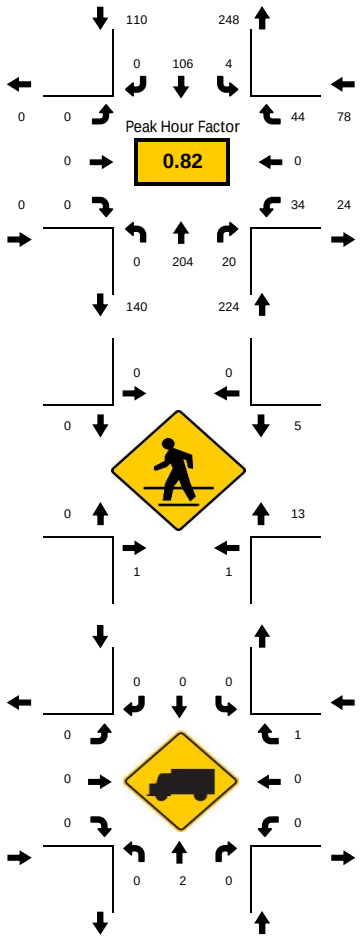


15-Min Count Period Beginning At	N Flagler Dr/NE 4th Ave Northbound					N Flagler Dr/NE 4th Ave Southbound					NE 9th St Eastbound					NE 9th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	7	1	0		0	5	0	0		0	0	0	0		1	0	0	0		14	169
7:15 AM	0	25	2	0		0	5	0	0		0	0	0	0		4	0	1	0		37	223
7:30 AM	0	26	1	0		0	17	0	0		0	0	0	0		6	0	1	0		51	246
7:45 AM	0	37	3	0		0	19	0	0		0	0	0	0		5	0	3	0		67	261
8:00 AM	0	35	0	0		0	19	0	0		0	0	0	0		13	0	1	0		68	257
8:15 AM	0	29	3	0		0	22	0	0		0	0	0	0		4	0	2	0		60	189
8:30 AM	0	38	1	0		0	22	0	0		0	0	0	0		3	0	2	0		66	129
8:45 AM	0	39	5	0		0	10	0	0		0	0	0	0		4	0	5	0		63	63
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	
All Vehicles	0	152	12	0		0	88	0	0		0	0	0	0		52	0	12	0		**316**	
Heavy Trucks	0	4	4	0		0	0	0	0		0	0	0	0		0	0	0	0		**8**	
Pedestrians		0					0					0					12				**12**	
Bicycles	0	0	4	0		0	4	0	0		0	0	0	0		0	0	0	0		**8**	
Buses																						
Stopped Buses																						

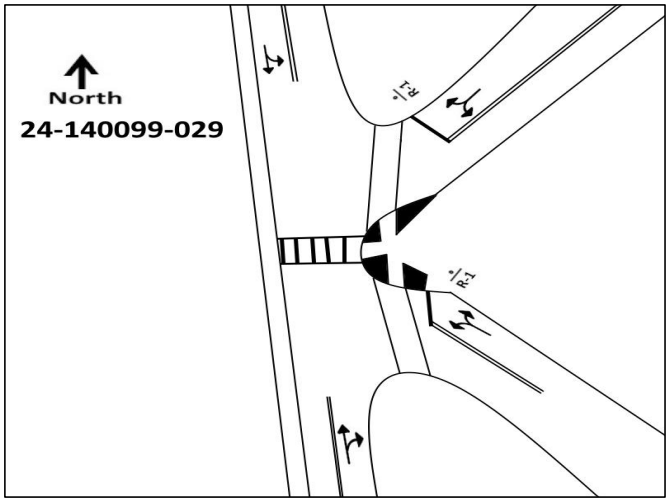
LOCATION: N Flagler Dr/NE 4th Ave & NE 9th St
CITY/STATE: Fort Lauderdale, FL

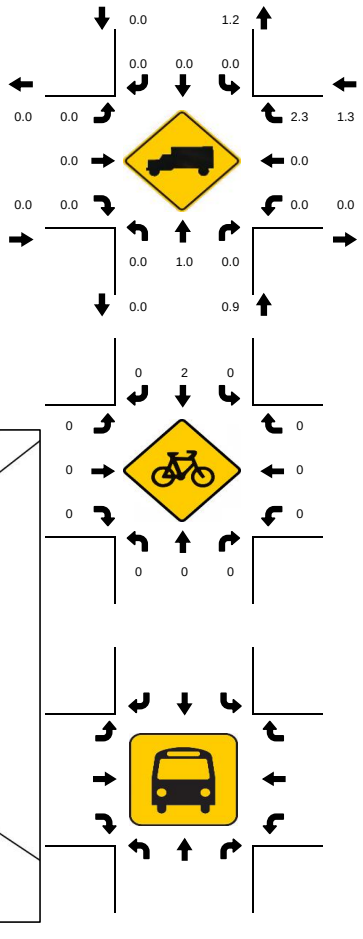
PROJECT ID: 24-140099-029
DATE: Wed, Apr 17, 2024

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:15 PM - 05:30 PM



National Data & Surveying Services





15-Min Count Period Beginning At	N Flagler Dr/NE 4th Ave Northbound					N Flagler Dr/NE 4th Ave Southbound					NE 9th St Eastbound					NE 9th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	40	1	0		2	24	0	0		0	0	0	0		6	0	6	0		79	326
4:15 PM	0	37	0	0		0	22	0	0		0	0	0	0		1	0	6	0		66	340
4:30 PM	0	46	3	0		1	18	0	0		0	0	0	0		10	0	11	0		89	399
4:45 PM	0	42	8	0		0	26	0	0		0	0	0	0		9	0	7	0		92	409
5:00 PM	0	45	2	0		2	24	0	0		0	0	0	0		8	0	12	0		93	412
5:15 PM	0	61	6	0		1	28	0	0		0	0	0	0		12	0	17	0		125	319
5:30 PM	0	48	5	0		0	30	0	0		0	0	0	0		6	0	10	0		99	194
5:45 PM	0	50	7	0		0	24	0	1		0	0	0	0		8	0	5	0		95	95
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	0	244	28	0		8	120	0	4		0	0	0	0		48	0	68	0		**520**	
Heavy Trucks	0	4	0	0		0	0	0	0		0	0	0	0		0	0	4	0		**8**	
Pedestrians		4					0					0					24				**28**	
Bicycles	0	0	0	0		0	4	0	0		0	0	0	0		0	0	0	0		**4**	
Buses																						
Stopped Buses																						

National Data & Surveying Services

Intersection Turning Movement Count

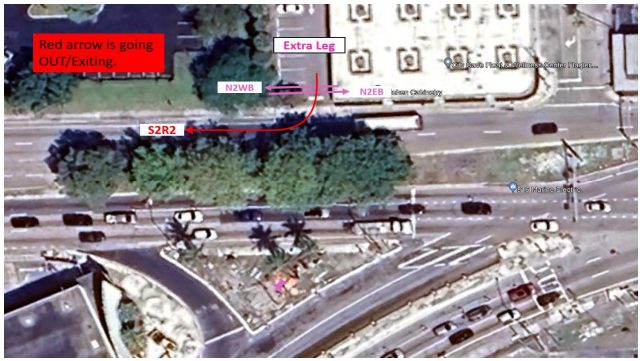
Location: N Federal Hwy/US 1 & E Sunrise Blvd/SR 838
City: Fort Lauderdale
Control: Signalized

Project ID: 24-140099-030
Date: 4/17/2024

Data - Total

NS/EW Streets:	N Federal Hwy/US 1				N Federal Hwy/US 1				E Sunrise Blvd/SR 838				E Sunrise Blvd/SR 838					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				OUTHBOUND2	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	S2R2	TOTAL
7:00 AM	0	0	127	0	0	0	0	0	0	131	49	0	188	118	0	0	0	613
7:15 AM	0	0	184	0	0	0	0	0	0	195	45	0	212	145	0	0	0	781
7:30 AM	0	0	244	0	0	0	0	0	0	202	41	0	262	142	0	0	0	891
7:45 AM	0	0	245	0	0	0	0	0	0	234	69	0	312	167	1	0	0	1028
8:00 AM	0	0	206	0	0	0	0	0	0	206	59	0	286	172	0	0	0	929
8:15 AM	0	0	224	0	0	0	0	0	0	221	62	0	337	194	1	0	0	1039
8:30 AM	0	0	183	0	0	0	0	0	0	241	69	0	266	197	0	0	0	956
8:45 AM	0	0	229	0	0	0	0	0	0	253	59	0	279	178	3	0	0	1001
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	S2R2	TOTAL
TOTAL VOLUMES :	0	0	1642	0	0	0	0	0	0	1683	453	0	2142	1313	5	0	0	7238
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%					0.00%	78.79%	21.21%	0.00%	61.91%	37.95%	0.14%	0.00%		
PEAK HR :	07:45 AM - 08:45 AM																	TOTAL
PEAK HR VOL :	0	0	858	0	0	0	0	0	0	902	259	0	1201	730	2	0	0	3952
PEAK HR FACTOR :	0.000	0.000	0.876	0.000	0.000	0.000	0.000	0.000	0.000	0.936	0.938	0.000	0.891	0.926	0.500	0.000	0.000	0.951
	0.876								0.936				0.908					

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	S2R2	TOTAL
4:00 PM	0	0	266	0	0	0	0	0	0	257	37	0	228	243	1	0	3	1035
4:15 PM	0	0	225	0	0	0	2	0	0	231	58	0	225	239	13	0	0	993
4:30 PM	0	0	231	0	0	0	0	0	0	236	53	0	232	231	4	0	0	987
4:45 PM	0	0	246	0	0	0	0	0	0	258	65	0	305	216	1	0	4	1095
5:00 PM	0	0	256	0	0	0	2	0	0	223	63	0	285	232	7	0	1	1069
5:15 PM	0	0	266	0	0	0	7	0	0	214	68	0	272	192	9	0	0	1028
5:30 PM	0	0	265	0	0	0	6	0	0	253	52	0	305	184	6	0	0	1071
5:45 PM	0	0	209	0	0	0	4	0	0	269	60	0	280	187	0	0	0	1009
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	S2R2	TOTAL
TOTAL VOLUMES :	0	0	1964	0	0	0	21	0	0	1941	456	0	2132	1724	41	0	8	8287
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	80.98%	19.02%	0.00%	54.71%	44.24%	1.05%	0.00%	100.00%	
PEAK HR :	04:45 PM - 05:45 PM																	TOTAL
PEAK HR VOL :	0	0	1033	0	0	0	15	0	0	948	248	0	1167	824	23	0	5	4263
PEAK HR FACTOR :	0.000	0.000	0.971	0.000	0.000	0.000	0.536	0.000	0.000	0.919	0.912	0.000	0.957	0.888	0.639	0.000	0.313	0.973
	0.971				0.536				0.926				0.961					



Explanation for extra leg movements

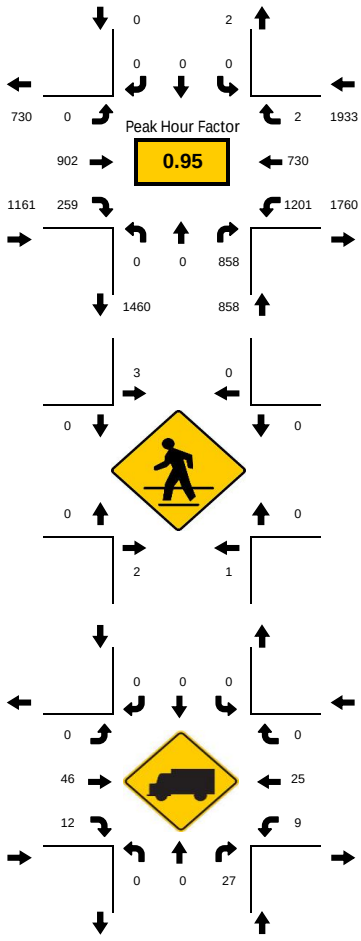
Movements exiting the extra leg

S2R2 Movements exiting from Extra Leg (iKitchen Cabinetry Dwy) entering into E Sunrise Blvd going WB

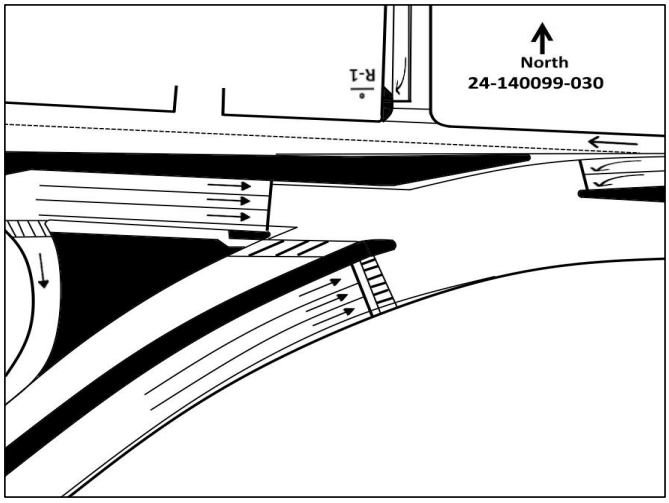
LOCATION: N Federal Hwy/US 1 & E Sunrise Blvd/SR 838
CITY/STATE: Fort Lauderdale, FL

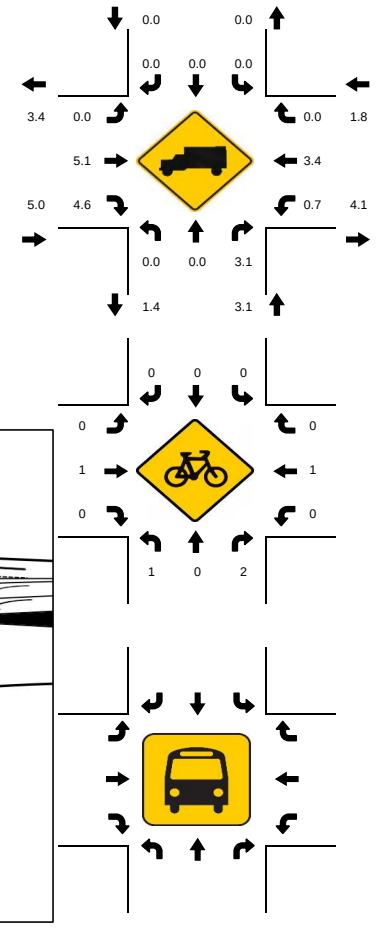
PROJECT ID: 24-140099-030
DATE: Wed, Apr 17, 2024

Peak-Hour: 07:45 AM - 08:45 AM
Peak 15-Minute: 08:15 AM - 08:30 AM



National Data & Surveying Services



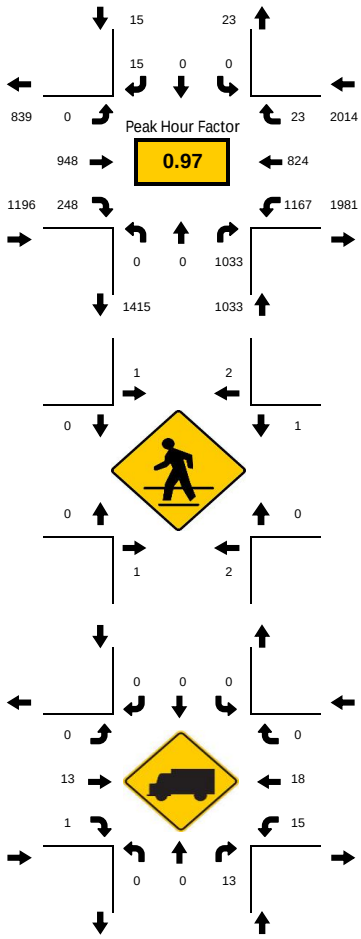


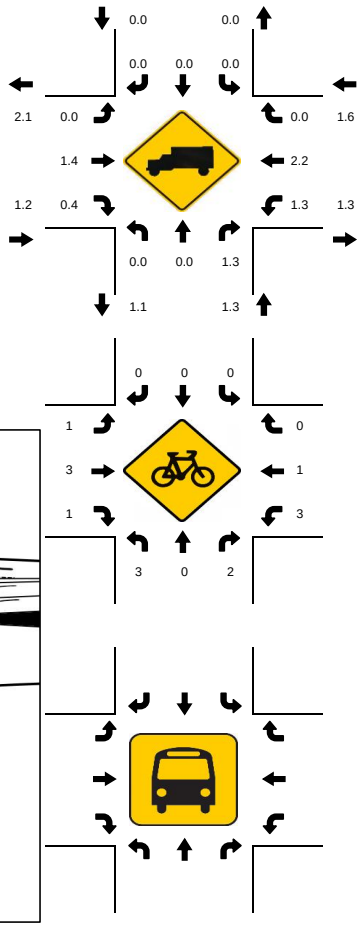
15-Min Count Period Beginning At	N Federal Hwy/US 1 Northbound					N Federal Hwy/US 1 Southbound					E Sunrise Blvd/SR 838 Eastbound					E Sunrise Blvd/SR 838 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	0	127	0		0	0	0	0		0	131	49	0		188	118	0	0		613	3313
7:15 AM	0	0	184	0		0	0	0	0		0	195	45	0		212	145	0	0		781	3629
7:30 AM	0	0	244	0		0	0	0	0		0	202	41	0		262	142	0	0		891	3887
7:45 AM	0	0	245	0		0	0	0	0		0	234	69	0		312	167	1	0		1028	3952
8:00 AM	0	0	206	0		0	0	0	0		0	206	59	0		286	172	0	0		929	3925
8:15 AM	0	0	224	0		0	0	0	0		0	221	62	0		337	194	1	0		1039	2996
8:30 AM	0	0	183	0		0	0	0	0		0	241	69	0		266	197	0	0		956	1957
8:45 AM	0	0	229	0		0	0	0	0		0	253	59	0		279	178	3	0		1001	1001
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	0	0	980	0		0	0	0	0		0	964	276	0		1348	788	4	0		**4360**	
Heavy Trucks	0	0	32	0		0	0	0	0		0	56	20	0		20	32	0	0		**160**	
Pedestrians		4					8					0					0				**12**	
Bicycles	4	0	8	0		0	0	0	0		0	4	0	0		0	4	0	0		**20**	
Buses																						
Stopped Buses																						

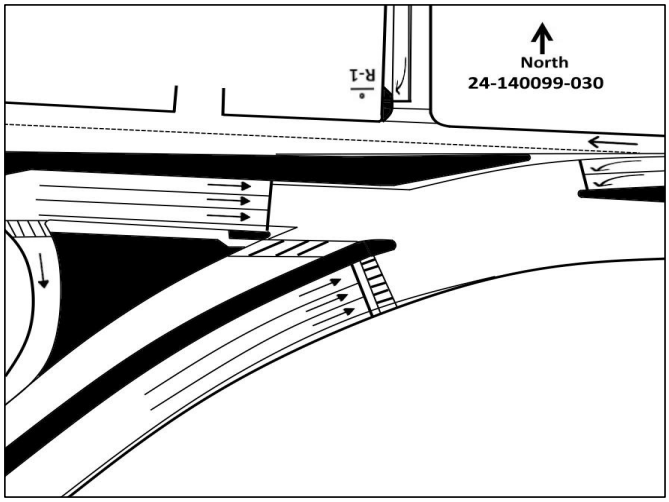
LOCATION: N Federal Hwy/US 1 & E Sunrise Blvd/SR 838
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-030
DATE: Wed, Apr 17, 2024

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 04:45 PM - 05:00 PM





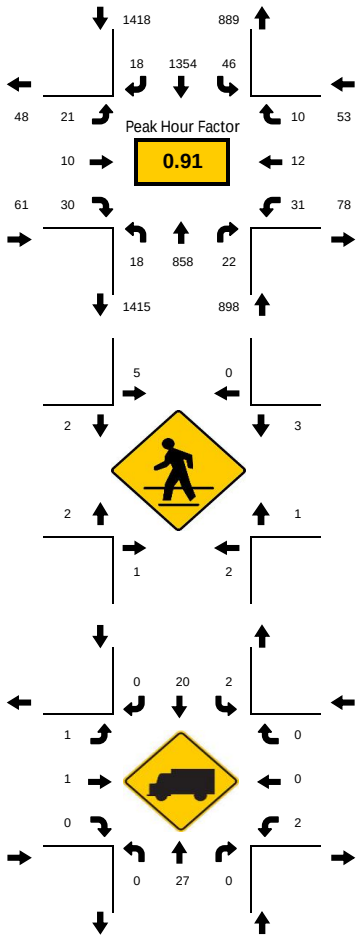


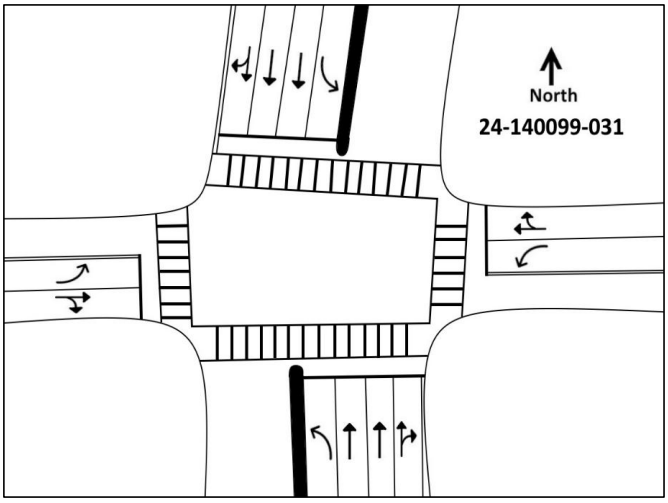
15-Min Count Period Beginning At	N Federal Hwy/US 1 Northbound					N Federal Hwy/US 1 Southbound					E Sunrise Blvd/SR 838 Eastbound					E Sunrise Blvd/SR 838 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	0	266	0		0	0	0	0		0	257	37	0		228	243	1	0		1032	4103
4:15 PM	0	0	225	0		0	0	2	0		0	231	58	0		225	239	13	0		993	4139
4:30 PM	0	0	231	0		0	0	0	0		0	236	53	0		232	231	4	0		987	4174
4:45 PM	0	0	246	0		0	0	0	0		0	258	65	0		305	216	1	0		1091	4258
5:00 PM	0	0	256	0		0	0	2	0		0	223	63	0		285	232	7	0		1068	4176
5:15 PM	0	0	266	0		0	0	7	0		0	214	68	0		272	192	9	0		1028	3108
5:30 PM	0	0	265	0		0	0	6	0		0	253	52	0		305	184	6	0		1071	2080
5:45 PM	0	0	209	0		0	0	4	0		0	269	60	0		280	187	0	0		1009	1009
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	0	0	1064	0		0	0	28	0		0	1032	272	0		1220	928	36	0		**4580**	
Heavy Trucks	0	0	24	0		0	0	0	0		0	20	4	0		24	20	0	0		**92**	
Pedestrians		4					12					0					4				**20**	
Bicycles	8	0	4	0		0	0	0	0		4	8	4	0		4	4	0	0		**36**	
Buses																						
Stopped Buses																						

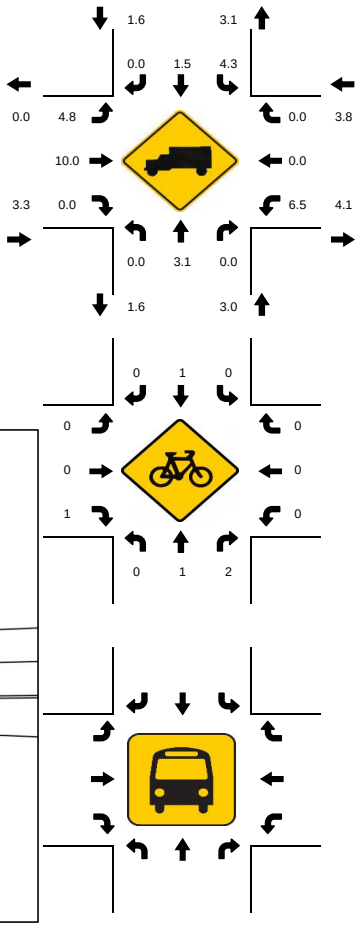
LOCATION: N Federal Hwy/US 1 & NE 9th St
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-031
DATE: Wed, Apr 17, 2024

Peak-Hour: 07:30 AM - 08:30 AM
Peak 15-Minute: 07:45 AM - 08:00 AM







15-Min Count Period Beginning At	N Federal Hwy/US 1 Northbound					N Federal Hwy/US 1 Southbound					NE 9th St Eastbound					NE 9th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	1	128	5	0		8	217	9	1		5	1	3	0		11	3	4	0		396	2110
7:15 AM	4	192	5	0		5	258	4	3		2	2	9	0		8	2	2	0		496	2301
7:30 AM	4	223	6	0		15	286	1	0		4	2	4	0		4	2	1	0		552	2430
7:45 AM	3	231	5	0		12	366	5	2		10	3	11	0		11	7	0	0		666	2421
8:00 AM	6	200	6	1		10	329	5	1		3	3	6	0		12	1	4	0		587	2369
8:15 AM	4	204	5	0		5	373	7	1		4	2	9	0		4	2	5	0		625	1782
8:30 AM	2	161	8	1		9	328	8	3		7	2	8	0		4	1	1	0		543	1157
8:45 AM	6	245	9	0		9	313	7	1		4	4	5	0		6	4	1	0		614	614
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	24	924	24	4		60	1492	28	8		40	12	44	0		48	28	20	0		**2756**	
Heavy Trucks	0	36	0	0		8	36	0	0		4	4	0	0		8	0	0	0		**96**	
Pedestrians		8					12					8					4				**32**	
Bicycles	0	4	4	0		0	4	0	0		0	0	4	0		0	0	0	0		**16**	
Buses																						
Stopped Buses																						

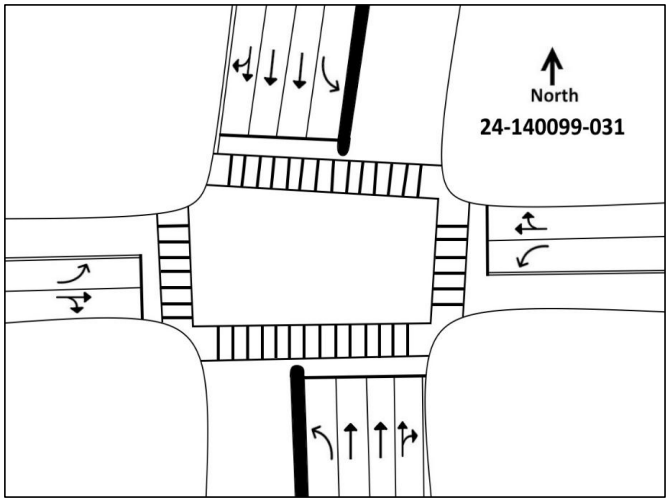
LOCATION: N Federal Hwy/US 1 & NE 9th St
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-031
DATE: Wed, Apr 17, 2024

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:30 PM - 05:45 PM

Peak Hour Factor: 0.97

National Data & Surveying Services



15-Min Count Period Beginning At	N Federal Hwy/US 1 Northbound					N Federal Hwy/US 1 Southbound					NE 9th St Eastbound					NE 9th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	16	236	13	0		8	261	5	0		5	2	6	0		7	4	6	0		569	2411
4:15 PM	18	216	13	0		13	250	5	2		6	2	8	0		15	5	3	0		556	2479
4:30 PM	15	252	10	0		10	302	7	1		6	3	8	0		10	6	8	0		638	2589
4:45 PM	12	217	19	1		24	331	13	1		5	5	1	0		10	7	2	0		648	2632
5:00 PM	16	234	10	0		13	315	9	1		5	5	8	0		8	8	5	0		637	2592
5:15 PM	30	239	22	0		20	303	8	1		5	6	5	0		10	12	5	0		666	1955
5:30 PM	21	254	14	2		14	322	7	2		9	4	9	0		15	5	3	0		681	1289
5:45 PM	6	200	9	0		16	315	14	1		6	9	12	0		11	8	1	0		608	608
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	120	1016	88	8		96	1324	52	8		36	24	36	0		60	48	20	0		**2936**	
Heavy Trucks	4	16	0	0		0	28	0	0		0	4	0	0		4	0	0	0		**56**	
Pedestrians		8					8					4					8				**28**	
Bicycles	0	8	0	0		0	8	0	0		0	0	0	0		0	0	4	0		**20**	
Buses																						
Stopped Buses																						

FDOT Peak Season Factor Category Report

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 8601 CEN.-W OF US1 TO SR7

MOCF: 0.97

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

* PEAK SEASON

Signal Timing Data

Station : 2050 - Sunrise Blvd & Andrews Ave (Standard File)

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		24		30		23		33								
Min Green	5	12	4	6	5	12	4	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	35	60	20	50	20	75	25	50								
Max2																
Yellow Clr	4.5	4.5	4	4	4.5	4.5	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable		ON				ON			ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear	99	99	99	99	99	99
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	4	2	3	2	4	1
Dwell Cyc Veh 2	8	6	8	5	7	6
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

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

Dwell Cyc Veh 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						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:23:10 AM

Station : 2050 - Sunrise Blvd & Andrews Ave (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	180	56	2	2	12	22		42	67	29	42	16	93	24	47								
8	15	22	22	180	56	22	2	12	22		42	67	29	42	16	93	21	50								
9	30	3	3	180	179	3	2	12	22		44	69	18	49	27	86	26	41								
15		4	4	180		4	2	12	22		44	60	15	61	24	80	29	47								
19	30	5	5	140	7	5	2	12	22		33	60	15	32	16	77	22	25								
23	30	100	254																							
Day Plan 2											**Easy**															
		100	254																							
7		6	6	150	9	6	2	12	22		34	61	17	38	20	75	18	37								
9		7	7	190	180	7	3	12	22		43	84	22	41	21	106	22	41								
19	30	8	8	140	21	8	1	12	22		36	56	17	31	15	77	20	28								
Day Plan 3											**Easy**															
		100	254																							

8		6	6	150	9	6	2	12	22		34	61	17	38	20	75	18	37											
10		7	7	190	180	7	3	12	22		43	84	22	41	21	106	22	41											
19	30	8	8	140	21	8	1	12	22		36	56	17	31	15	77	20	28											
21	30	100	254																										

Station : 2050 - Sunrise Blvd & Andrews Ave (Standard File)

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

Scheduler

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

| | | |

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2050	**Initial Operation Date**	2/8/72
Controller Type	2070 LN	**System Number**	2050
Modification Number	15	**Modification Date**	03/30/2022
Drawing/Project No	22822115201	**FPL Grid Number**	87681201703
Intersection	SUNRISE BLVD. (SR 838) and ANDREWS AVENUE		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	5	12	4	6	5	12	4	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	35	60	20	50	20	75	25	50
Maximum Green II								
Yellow Clearance	4.5	4.5	4.0	4.0	4.5	4.5	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7		7+L		7		7+L
Pedestrian Clearance		24		30		23		33
Permissive	NO		5 SECT		NO		5 SECT	
Flash Operation	RED	YELLOW		RED	RED	YELLOW		RED

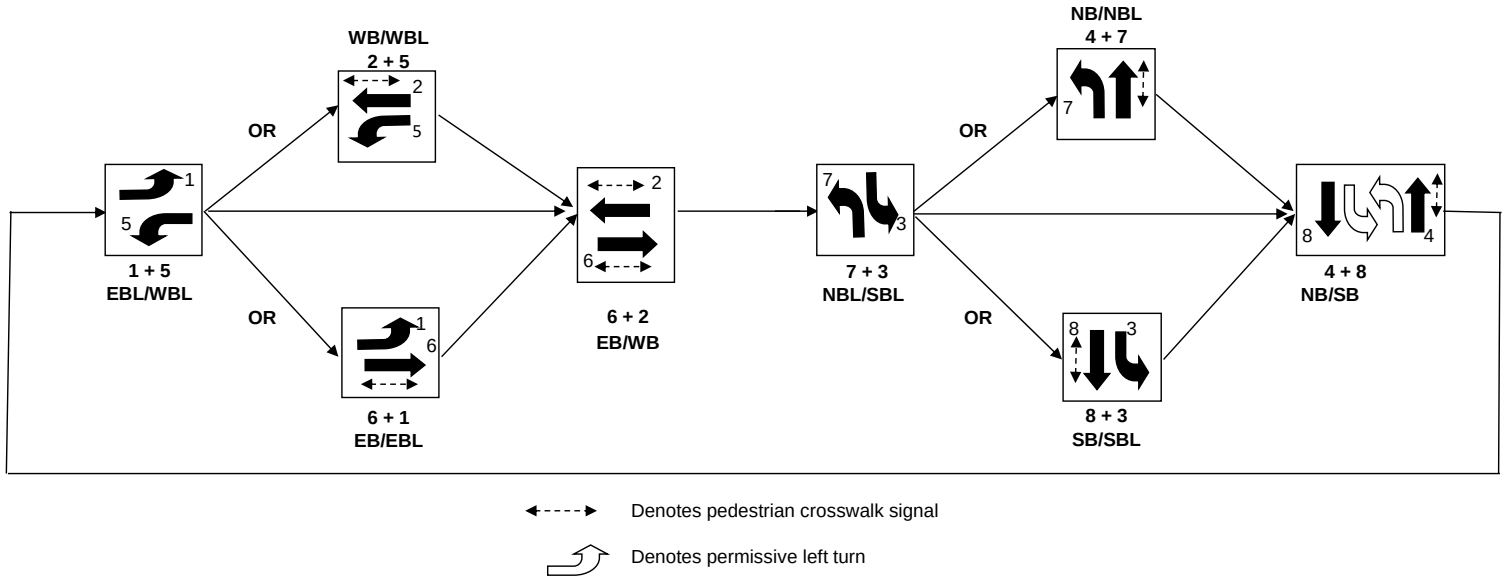
Attachment

NOTES:

1. DUAL ENTRY NORTH/SOUTH.
2. LEAD PEDESTRIAN INTERVAL (LPI): 5 SECONDS PHASES 4 AND 8.
3. MOD. 15 UPDATES LPIs.

Submitted By _____ **Approved By** _____

Sequence of Operation for Sunrise Blvd (SR 838) and Andrews Avenue (2050)



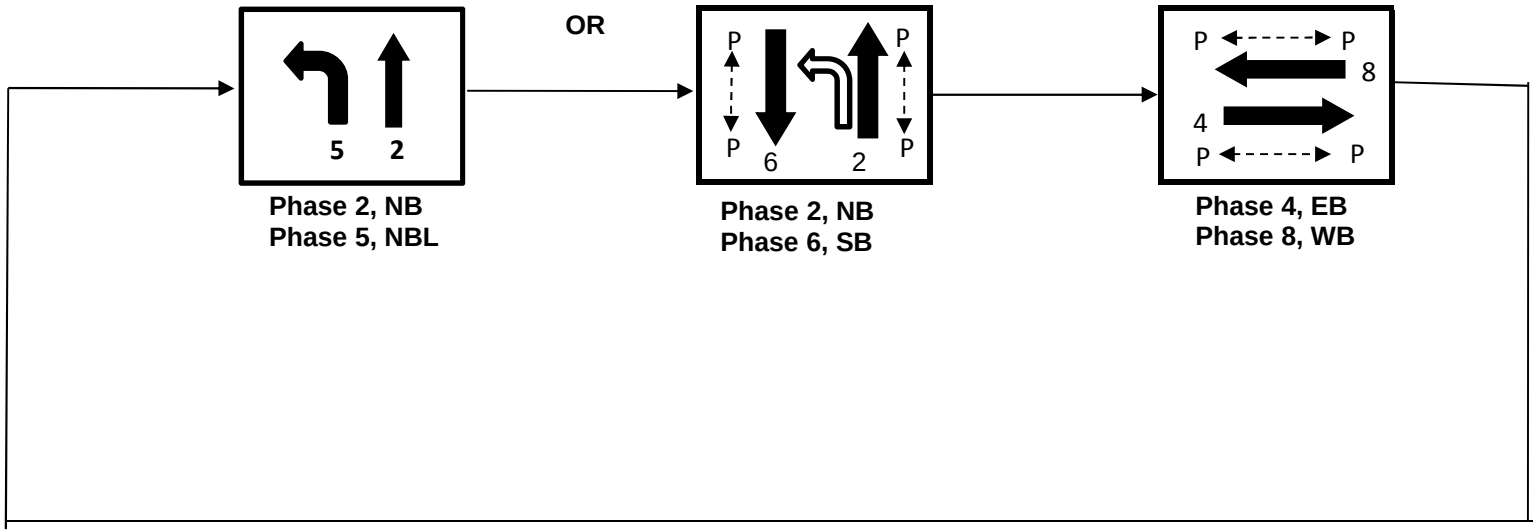
NOTE:

Weekday patterns use Sequence #2
Weekend patterns use Sequence #'s 2, 3 & 1 depending on time of day.

Sequence of Operation

Andrews Ave and N 6 Street

Intersection Number (2150), Fort Lauderdale



Station : 2150 - Andrews Ave & N 6 St/Sistrunk Blvd (Standard File)

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

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash		ON	ON	ON	ON	ON
Override Higher Preempt		ON	ON	ON	ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:56:34 AM

Station : 2150 - Andrews Ave & N 6 St/Sistrunk Blvd (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		2	2	80	16	2	1		50			43		37	10	33		37								
10		3	3	80	33	3	1	10	50			48		32	14	34		32								
15		4	4	80	76	4	1		50			43		37	13	30		37								
18		3	3	80	33	3	1	10	50			48		32	14	34		32								
Day Plan 2											**Easy**															
		3	3	80	33	3	1	10	50			48		32	14	34		32								
1		100	254																							
8		3	3	80	33	3	1	10	50			48		32	14	34		32								
Day Plan 3											**Easy**															
		3	3	80	33	3	1	10	50			48		32	14	34		32								

1		100	254																								
8		3	3	80	33	3	1	10	50			48		32	14	34		32									
22		100	254																								

Station : 2150 - Andrews Ave & N 6 St/Sistrunk Blvd (Standard File)

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

Scheduler

	Month											Day of Weekk							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1			1																															2
5	1												1								1																														2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1					1																												2
8							1						1	1	1	1	1						1																												2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																											2
11											1						1																											1	1	1	1	1	1	1				2
12											1							1																												1	1	1	1	1	1	1	2
13												1		1				1																													1						2
14												1		1	1	1	1	1																													1					2
15												1		1																																		1				2
16												1		1				1																																	1	2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
21																																																				1
22																																																				1
23																																																				1
24																																																				1
25																																																				1

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BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2150	**Initial Operation Date**	1/10/64
Controller Type	2070	**System Number**	2150
Modification Number	20	**Modification Date**	02/17/2021
Drawing/Project No	10448	**FPL Grid Number**	87680226702
Intersection	ANDREWS AVENUE and N 6 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4	5	6		8
Direction		NB		EB	NBL	SB		WB
Initial Green(MIN)		10		6	4	10		6
Vehicle Ext.(GAP)		3.0		2.0	1.5	3.0		2.0
Maximum Green I		45		25	15	45		25
Maximum Green II								
Yellow Clearance		4.0		4.0	4.0	4.0		4.0
All Red Clearance		2.0		2.0	2.0	2.0		2.0
Phase Recall		MIN		OFF	OFF	MIN		OFF
Detector Delay								
Walk		7+A		7+A		7+A		7+A
Pedestrian Clearance		16		15		16		15
Permissive					YES			
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST.
2. ANTI-BACKDOWN NORTHBOUND: PHASES 2+6 ON---> OMIT PHASE 5.
3. AUDIBLE PEDESTRIAN SIGNALS: EW/ BEEP, N/S TONE.
4. MOD. 20 UPDATES ALL RED CLEARANCES ON PHASES 2,4,5,6 & 8 AND WALK VALUES ON PHASES 4 & 8 PER CURRENT STANDARDS.

Submitted By _____ **Approved By** _____

Station : 2152 - Andrews Ave & N 4 St (Standard File)

Phase	1	2 (NT)	3	4 (ET)	5	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		12		12		12		12								
Min Green		10		6		10		6								
Gap Ext		3		2		3		2								
Max1		40		25		40		25								
Max2																
Yellow Clr		4		4		4		4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2		2		2		2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON		ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash					ON	ON
Override Higher Preempt					ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration		15				
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2	4				
Dwell Cyc Veh 2	6	8				
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:57:45 AM

Station : 2152 - Andrews Ave & N 4 St (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		2	2	80	46	2	1		50			50		30		50		30								
10		3	3	80	68	3	1		50			50		30		50		30								
15		4	4	80	39	4	1		50			50		30		50		30								
18		3	3	80	68	3	1		50			50		30		50		30								
Day Plan 2											**Easy**															
		3	3	80	68	3	1		50			50		30		50		30								
2		100	254																							
8		3	3	80	68	3	1		50			50		30		50		30								
Day Plan 3											**Easy**															
		3	3	80	68	3	1		50			50		30		50		30								

2		100	254																									
8		3	3	80	68	3	1		50			50		30		50		30										
22		100	254																									

Broward County Timing Sheet 3/26/2024 11:57:45 AM

Station : 2152 - Andrews Ave & N 4 St (Standard File)

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

Scheduler

	Month											Day of Weekk							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1			1																																2
5	1												1								1																																2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1					1																													2
8							1						1	1	1	1	1						1																													2
9							1						1											1																													2
10									1				1							1	1	1	1	1	1	1																											2
11											1						1																													1	1	1	1	1	1	1	2
12											1							1																														1	1	1	1	1	1	2
13												1		1				1																															1					2
14												1		1	1	1	1	1																															1				2
15												1		1																																				1			2
16												1		1				1																																		1	2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
21																																																				1
22																																																				1
23																																																				1
24																																																				1
25																																																				1

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BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2152	**Initial Operation Date**	UNKNOWN
Controller Type	2070 LN	**System Number**	2152
Modification Number	13	**Modification Date**	08/06/2015
Drawing/Project No	DES. GRP. 3	**FPL Grid Number**	87680253904
Intersection	ANDREWS AVENUE and N 4 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4		6		8
Direction		NB		EB		SB		WB
Initial Green(MIN)		10		6		10		6
Vehicle Ext.(GAP)		3.0		2.0		3.0		2.0
Maximum Green I		40		25		40		25
Maximum Green II								
Yellow Clearance		4.0		4.0		4.0		4.0
All Red Clearance		2.0		2.0		2.0		2.0
Phase Recall		MIN		OFF		MIN		OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		12		12		12		12
Permissive								
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

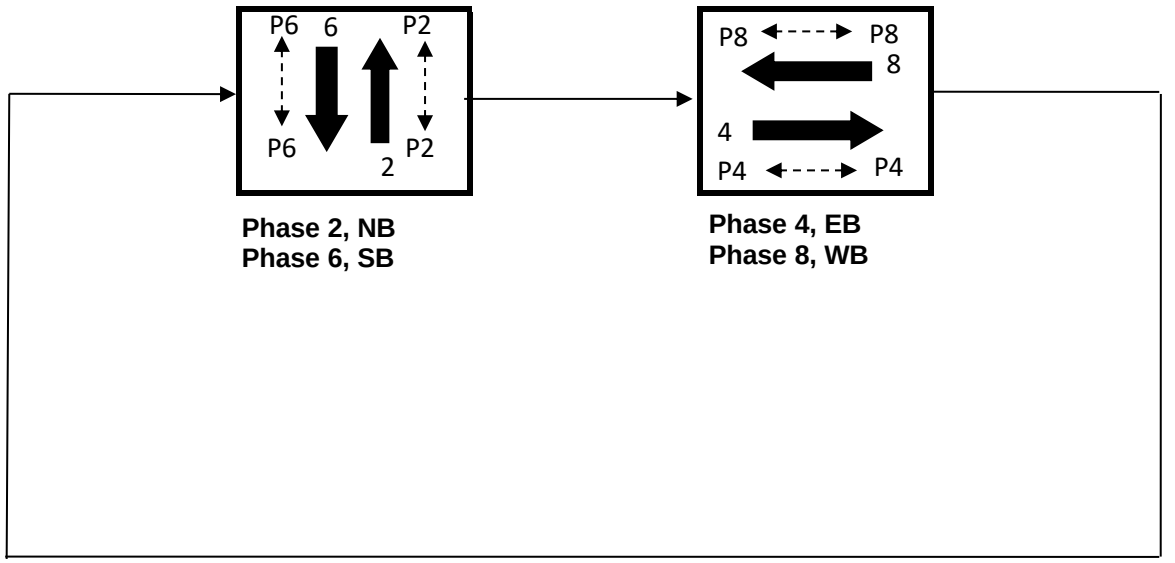
1. MOD. 13 UPDATES ALL RED CLEARANCE VALUES.

Submitted By _____ **Approved By** _____

Sequence of Operation

Andrews Ave and N 4 Street

Intersection Number (2152), Fort Lauderdale



Phase 2, NB
Phase 6, SB

Phase 4, EB
Phase 8, WB

North

Station : 2053 - Andrews Ave & N 2 St (Standard File)

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

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash					ON	ON
Override Higher Preempt					ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:23:22 AM

Station : 2053 - Andrews Ave & N 2 St (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		2	2	80	68	2	1		50			50		30		50		30								
10		3	3	80	68	3	1		50			55		25		55		25								
15		4	4	80	33	4	1		50			50		30		50		30								
18		3	3	80	68	3	1		50			55		25		55		25								
Day Plan 2											**Easy**															
		3	3	80	68	3	1		50			55		25		55		25								
2		100	254																							
8		3	3	80	68	3	1		50			55		25		55		25								
Day Plan 3											**Easy**															
		3	3	80	68	3	1		50			55		25		55		25								

2		100	254																								
8		3	3	80	68	3	1		50			55		25		55		25									
22		100	254																								

Station : 2053 - Andrews Ave & N 2 St (Standard File)

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

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1			1																																2
5	1												1								1																															2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1					1																												2
8							1						1	1	1	1	1						1																												2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																										2
11											1						1																											1	1	1	1	1	1	1			2
12											1							1																												1	1	1	1	1	1	1	2
13												1		1				1																													1						2
14												1		1	1	1	1	1																													1					2
15												1		1																																		1				2
16												1		1				1																																	1	2
17																																																			1
18																																																			1
19																																																			1
20																																																			1
21																																																			1
22																																																			1
23																																																			1
24																																																			1
25																																																			1

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BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2053	**Initial Operation Date**	UNKNOWN
Controller Type	2070 LN	**System Number**	2053
Modification Number	13	**Modification Date**	05/22/2012
Drawing/Project No	DES. GRP. 3	**FPL Grid Number**	87680262601
Intersection	ANDREWS AVENUE and N 2 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4		6		8
Direction		NB		EB		SB		WB
Initial Green(MIN)		10		6		10		6
Vehicle Ext.(GAP)		3.0		2.0		3.0		2.0
Maximum Green I		40		25		40		25
Maximum Green II								
Yellow Clearance		4.0		4.0		4.0		4.0
All Red Clearance		1.0		1.0		1.0		1.0
Phase Recall		MIN		OFF		MIN		OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		11		11		11		11
Permissive								
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

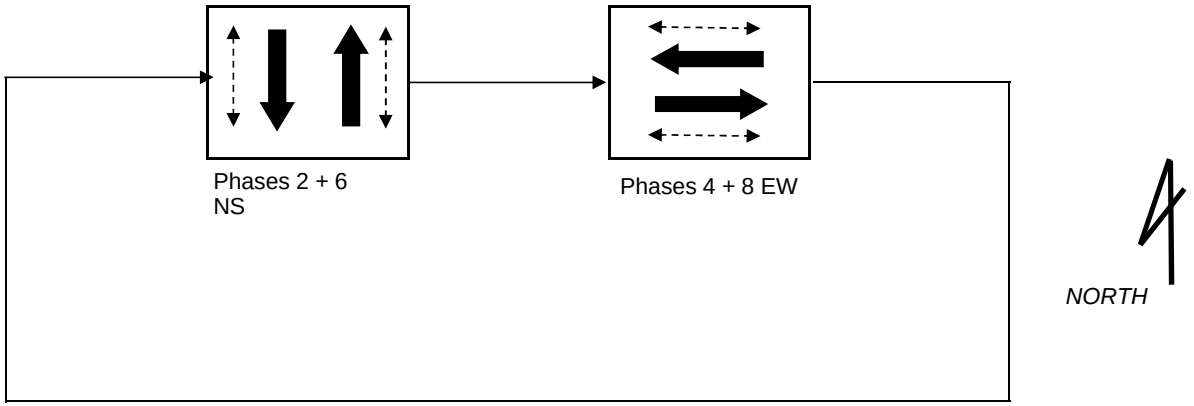
1. DUAL ENTRY HARDWIRED EAST/WEST.
2. MOD 13 DEPLOYS SIGNAL ONTO ATMS.NOW.

Submitted By _____ **Approved By** _____

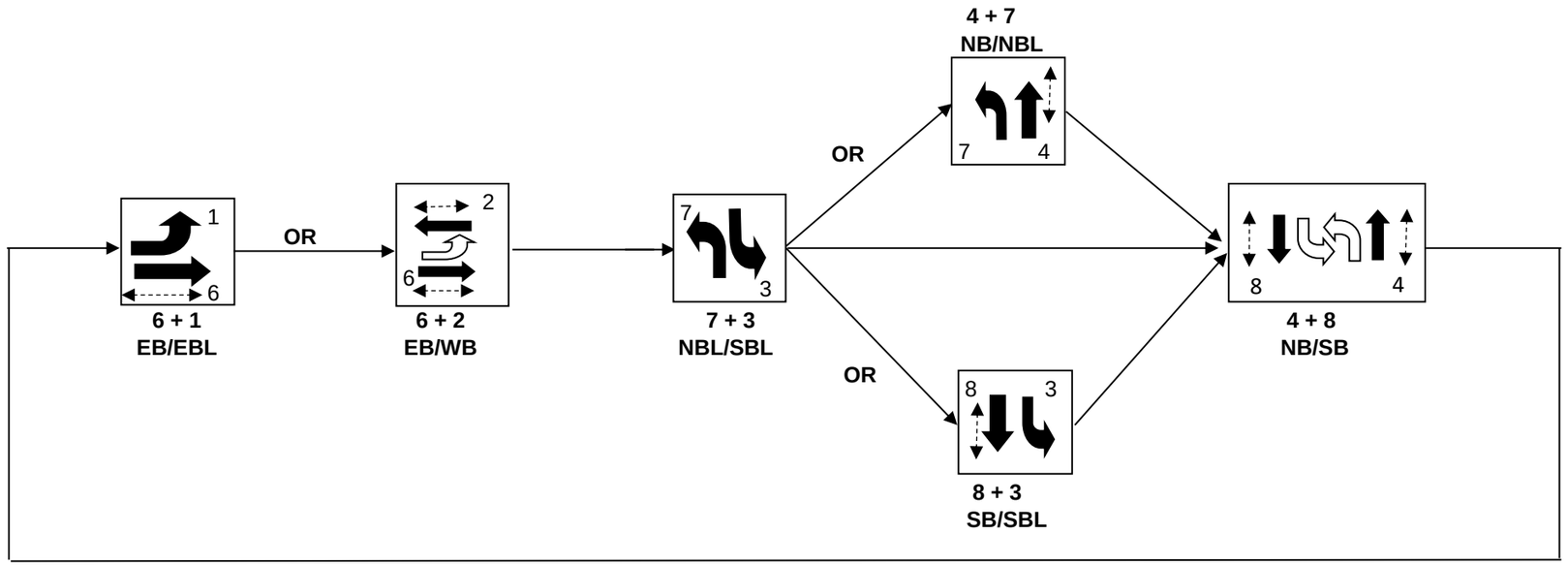
Sequence of Operation

Andrews Ave and N 2 Street, Fort Lauderdale

Intersection Number B-053



Sequence of Operation for Broward Blvd. (SR 842) and Andrews Avenue (2054)



Denotes pedestrian crosswalk

Denotes permissive left turn

Station : 2054 - Broward Blvd & Andrews Ave (Standard File)

Phase	1 (EL)	2 (WR)	3 (SL)	4 (NT)	5	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		16		28		18		26								
Min Green	4	15	4	6		15	4	6								
Gap Ext	1.5	3	1.5	2		3	1.5	2								
Max1	20	40	20	35		40	25	35								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	1.5	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON		ON	ON	ON								
Auto Flash Entry																
Auto Flash Exit																
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall																
Max Recall		ON				ON										
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

Channel	1	2	3	4
Min				
Max		200		200
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt		ON		ON
No Skip		ON		ON
Priority P1		2		6
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

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		4	2
Exit 2	6	7	8		8	6
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:23:37 AM

Station : 2054 - Broward Blvd & Andrews Ave (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		2	2	160	155	2	1	10	40		20	67	20	53		87	25	48								
10		3	3	160	142	3	1	7	40		18	70	24	48		88	30	42								
15		4	4	160	125	4	1	10	40		20	48	20	72		68	30	62								
18		3	3	160	142	3	1	7	40		18	70	24	48		88	30	42								
Day Plan 2											**Easy**															
		3	3	160	142	3	1	7	40		18	70	24	48		88	30	42								
2		100	254																							
8		3	3	160	142	3	1	7	40		18	70	24	48		88	30	42								
Day Plan 3											**Easy**															
		3	3	160	142	3	1	7	40		18	70	24	48		88	30	42								

2		100	254																									
8		3	3	160	142	3	1	7	40		18	70	24	48		88	30	42										
22		100	254																									

Station : 2054 - Broward Blvd & Andrews Ave (Standard File)

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

Scheduler

	Month											Day of Weekk							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																																2
5	1												1							1																																2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1					1																												2
8							1						1	1	1	1	1						1																												2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																										2
11											1						1																											1	1	1	1	1	1	1			2
12											1							1																												1	1	1	1	1	1	1	2
13												1		1				1																													1						2
14												1		1	1	1	1	1																													1					2
15												1		1																																		1				2
16												1		1				1																																	1	2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
21																																																				1
22																																																				1
23																																																				1
24																																																				1
25																																																				1

26																																																			1
27																																																			1
28																																																			1
29																																																			1
30																																																			1
31																																																			1
32																																																			1

User Comments:

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2054	**Initial Operation Date**	6/22/61
Controller Type	2070 TS2 (BIU)	**System Number**	2054
Modification Number	29	**Modification Date**	07/12/2023
Drawing/Project No	428724-1-52-01	**FPL Grid Number**	87680240608
Intersection	BROWARD BLVD. (SR 842) and ANDREWS AVENUE		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4		6	7	8
Direction	EBL	WB	SBL	NB		EB	NBL	SB
Initial Green(MIN)	4	7	4	6		7	4	6
Vehicle Ext.(GAP)	1.5	0.0	1.5	2.0		0.0	1.5	2.0
Maximum Green I	20	40	20	35		40	25	35
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Phase Recall	OFF	MAX	OFF	OFF		MAX	OFF	OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		16		28		18		26
Permissive	YES		YES				YES	
Flash Operation		YELLOW	RED	RED		YELLOW	RED	RED

Attachment

NOTES:

1. ANTI-BACKDOWN EASTBOUND PROGRAMMED IN CONTROLLER.
2. DUAL ENTRY NORTH/SOUTH.
3. DETECTION NOT USED EAST/WEST, SIGNAL OPERATES SEMI-ACTUATED.
4. MOD. 29 UPDATES MAXIMUM GREEN, PHASES 2+6.

Submitted By _____ **Approved By** _____

Station : 2055 - Andrews Ave & S 2 St (Standard File)

Phase	1 (SL)	2 (NT)	3	4 (ET)	5 (NL)	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		13		20		13		20								
Min Green	4	7		6	4	7		6								
Gap Ext	1.5			2	1.5			2								
Max1	15	40		30	15	40		30								
Max2																
Yellow Clr	4	4		4	4	4		4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2		2	2	2		2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON	ON	ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall																
Max Recall		ON				ON										
Ped Recall		ON				ON										
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:23:52 AM

Station : 2055 - Andrews Ave & S 2 St (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		2	2	80	76	2	1		50		12	34		34	12	34		34								
10		3	3	80	48	3	1		50		12	30		38	12	30		38								
15		4	4	80	40	4	1		50		12	34		34	12	34		34								
18		3	3	80	48	3	1		50		12	30		38	12	30		38								
Day Plan 2											**Easy**															
		3	3	80	48	3	1		50		12	30		38	12	30		38								
2		100	254																							
8		3	3	80	48	3	1		50		12	30		38	12	30		38								
Day Plan 3											**Easy**															
		3	3	80	48	3	1		50		12	30		38	12	30		38								

2		100	254																									
8		3	3	80	48	3	1		50		12	30		38	12	30		38										
22		100	254																									

Station : 2055 - Andrews Ave & S 2 St (Standard File)

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

Scheduler

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

| | | |

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2055	**Initial Operation Date**	6/24/61
Controller Type	2070 LN	**System Number**	
Modification Number	26	**Modification Date**	03/30/2022
Drawing/Project No	DES. GRP. 3	**FPL Grid Number**	87679279903
Intersection	ANDREWS AVENUE and S 2 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		4	5	6		8
Direction	SBL	NB		EB	NBL	SB		WB
Initial Green(MIN)	4	7		6	4	7		6
Vehicle Ext.(GAP)	1.5	0.0		2.0	1.5	0.0		2.0
Maximum Green I	15	40		25	15	40		25
Maximum Green II								
Yellow Clearance	4.0	4.0		4.0	4.0	4.0		4.0
All Red Clearance	2.0	2.0		2.0	2.0	2.0		2.0
Phase Recall	OFF	MAXPED		OFF	OFF	MAXPED		OFF
Detector Delay								
Walk		7		7+A+L		7		7+A+L
Pedestrian Clearance		13		20		13		20
Permissive	YES				YES			
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

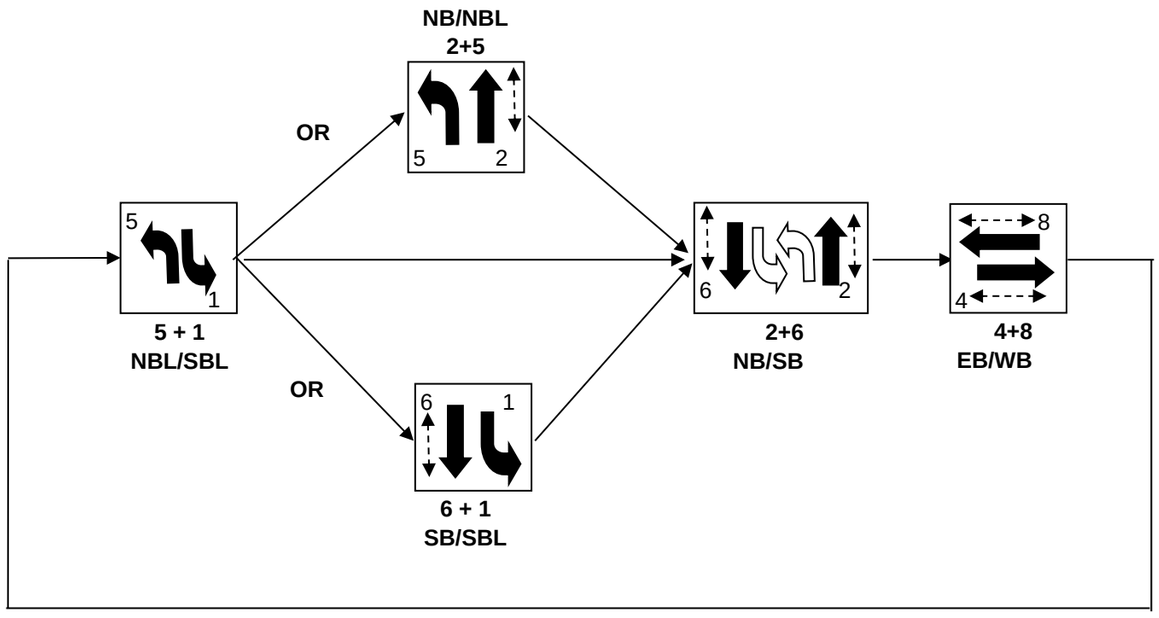
NOTES:

1. AUDIBLE PEDESTRIAN SIGNALS EAST/WEST: PROVIDES A BEEP.
2. ANTI-BACKDOWN NORTH/SOUTH: PHASES 2+6 ON---> OMIT PHASES 1+5.
3. DUAL ENTRY EAST/WEST.
4. LEAD PEDESTRIAN INTERVAL (LPI) PROGRAMMED: 4 SECONDS PHASES 4+8.
5. MOD. 26 UPDATES LPIs.

Submitted By _____ **Approved By** _____

Sequence of Operation for (2055) Andres Avenue and S 2 Street

Fort Lauderdale



Denotes permissive left turn

Denotes pedestrian crosswalk signal

Station : 2156 - Andrews Ave & E Las Olas Blvd (Standard File)

Phase	1 (SL)	2 (SR)	3 (ER)	4 (WR)	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7	7	7												
Ped Clearance		26	26	21												
Min Green	4	7	6	5												
Gap Ext	1.5	1	2	2												
Max1	8	35	15	15												
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2					1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON												
Auto Flash Entry				ON												
Auto Flash Exit		ON														
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall																
Max Recall		ON														
Ped Recall		ON														
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON														
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash					ON	ON
Override Higher Preempt					ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 12:02:17 PM

Station : 2156 - Andrews Ave & E Las Olas Blvd (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		2	2	160	115	2	1	10	50		19	62	42	37	19	62	42	37								
10		3	3	160	65	3	1	10	50		18	63	42	37	18	63	42	37								
15		4	4	160	11	4	1	10	50		18	73	37	32	18	73	37	32								
18		3	3	160	65	3	1	10	50		18	63	42	37	18	63	42	37								
20		5	5	160	65	5	1	10	50		18	73	37	32	18	73	37	32								
Day Plan 2											**Easy**															
		5	5	160	65	5	1	10	50		18	73	37	32	18	73	37	32								
2		100	254																							
8		5	5	160	65	5	1	10	50		18	73	37	32	18	73	37	32								
Day Plan 3											**Easy**															
		5	5	160	65	5	1	10	50		18	73	37	32	18	73	37	32								

2		100	254																									
8		5	5	160	65	5	1	10	50		18	73	37	32	18	73	37	32										
22		100	254																									

Broward County Timing Sheet 3/26/2024 12:02:17 PM

Station : 2156 - Andrews Ave & E Las Olas Blvd (Standard File)

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

Scheduler

	Month											Day of Weekk							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																															2
5	1												1							1																															2
6					1								1																														1	1	1	1	1	1	1	2
7						1												1				1																												2
8						1							1	1	1	1	1						1																											2
9						1							1											1																											2
10								1					1							1	1	1	1	1	1	1																									2
11										1							1																										1	1	1	1	1	1	1	2
12										1								1																											1	1	1	1	1	1	2
13											1		1					1																												1					2
14											1		1	1	1	1	1																													1				2
15											1		1																																	1				2
16											1		1					1																																1	2
17	1	1	1	1	1	1	1	1	1	1	1	1								1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4
18																																																		1
19																																																		1
20																																																		1
21																																																		1
22																																																		1
23																																																		1
24																																																		1
25																																																		1

| | | |

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2156	**Initial Operation Date**	UNKNOWN
Controller Type	2070 LN	**System Number**	
Modification Number	22	**Modification Date**	08/04/2023
Drawing/Project No		**FPL Grid Number**	87679279105
Intersection	ANDREWS AVENUE and EAST LAS OLAS BOULEVARD		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2,6	4,7	3,8				
Direction	SBL	N/S	EB	WB				
Initial Green(MIN)	4	7	6	5				
Vehicle Ext.(GAP)	1.5	1.0	2.0	2.0				
Maximum Green I	8	35	15	15				
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0				
All Red Clearance	2.0	2.0	2.0	2.0				
Phase Recall	OFF	MAXPED	OFF	OFF				
Detector Delay								
Walk		7	7	7				
Pedestrian Clearance		26	26	21				
Permissive	YES							
Flash Operation		YELLOW	RED	RED				

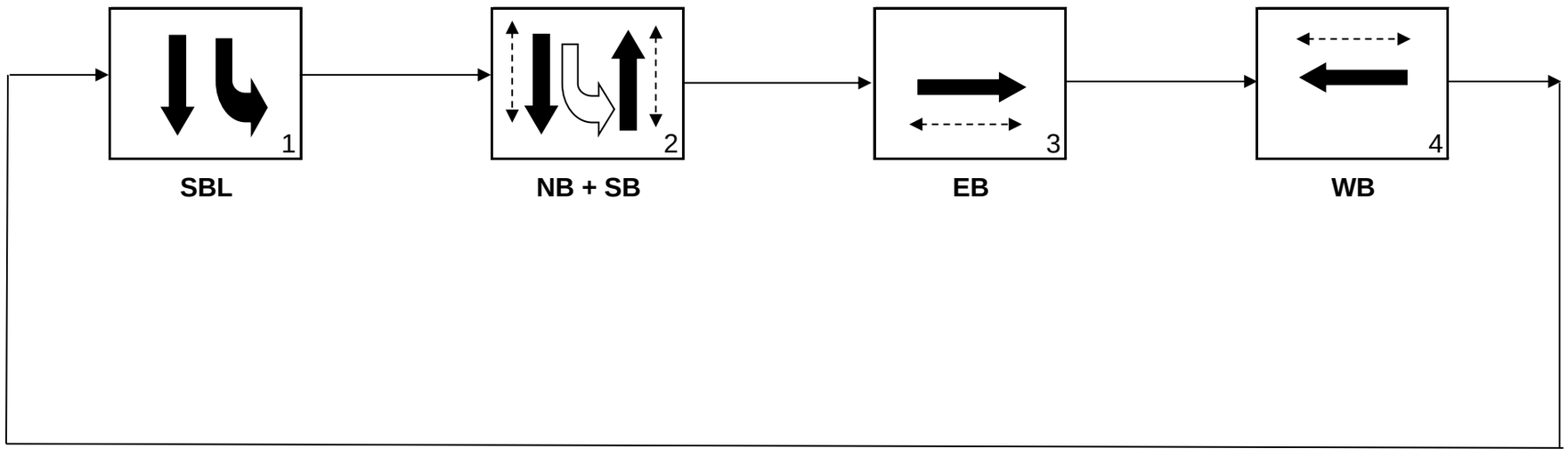
Attachment

NOTES:

1. NO PED DETECTORS (BUTTONS) N/S, SIGNAL OPERATES SEMI-ACTUATED.
2. WITH WOIT2023070342 DATED 7/7/23, INSTALLS DETECTION AND UPDATES SBL TO A 5-SECTIONAL HEAD.

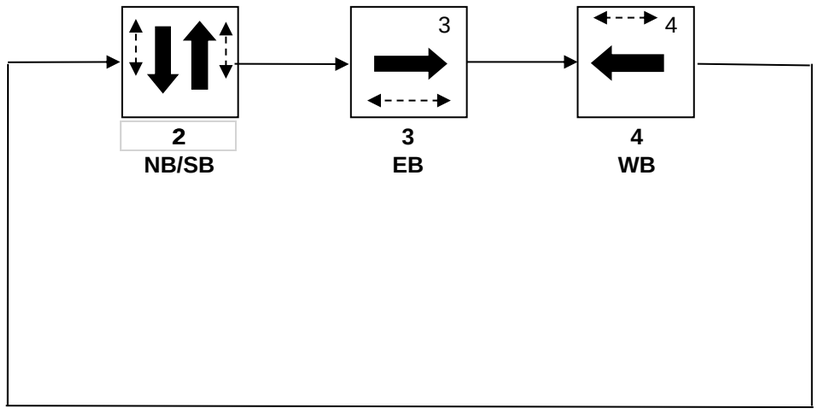
Submitted By _____ **Approved By** _____

Sequence of Operation
Andrews Avenue and East Las Olas Blvd.
Intersection Number 2156



Sequence of Operation for (2057) Andrews Avenue and S 6 Street

Fort Lauderdale



Station : 2057 - Andrews Ave & S 6 St (Standard File)

Phase	1	2 (SR)	3 (ER)	4 (WR)	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7	7	7												
Ped Clearance		13	16	14												
Min Green		12	6	6												
Gap Ext		3	2	2												
Max1		45	20	25												
Max2																
Yellow Clr		4	4	4					3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2	2	2					1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON	ON	ON												
Auto Flash Entry				ON												
Auto Flash Exit		ON														
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON														
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON														
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash					ON	ON
Override Higher Preempt					ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:24:05 AM

Station : 2057 - Andrews Ave & S 6 St (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		2	2	95	51	2	1	10	40			33	32	30		33	32	30								
10		3	3	95	33	3	1	10	40			33	32	30		33	32	30								
15		4	4	95	56	4	1	10	40			33	32	30		33	32	30								
18		3	3	95	33	3	1	10	40			33	32	30		33	32	30								
Day Plan 2											**Easy**															
		3	3	95	33	3	1	10	40			33	32	30		33	32	30								
2		100	254																							
8		3	3	95	33	3	1	10	40			33	32	30		33	32	30								
Day Plan 3											**Easy**															
		3	3	95	33	3	1	10	40			33	32	30		33	32	30								

2		100	254																									
8		3	3	95	33	3	1	10	40			33	32	30		33	32	30										
22		100	254																									

Station : 2057 - Andrews Ave & S 6 St (Standard File)

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

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1			1																																2
5	1												1								1																																2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1					1																													2
8							1						1	1	1	1	1						1																													2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																											2
11											1						1																													1	1	1	1	1	1	1	2
12											1							1																														1	1	1	1	1	1	2
13												1		1				1																															1					2
14												1		1	1	1	1	1																															1				2
15												1		1																																				1			2
16												1		1				1																																		1	2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
21																																																				1
22																																																				1
23																																																				1
24																																																				1
25																																																				1

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BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2057	**Initial Operation Date**	5/6/62
Controller Type	2070 LN	**System Number**	2057
Modification Number	16	**Modification Date**	11/13/2019
Drawing/Project No	DES. GRP. 3	**FPL Grid Number**	87679265801
Intersection	ANDREWS AVENUE and S 6 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2,6	4,7	3,8				
Direction		N/S	EB	WB				
Initial Green(MIN)		12	6	6				
Vehicle Ext.(GAP)		3.0	2.0	2.0				
Maximum Green I		45	20	25				
Maximum Green II								
Yellow Clearance		4.0	4.0	4.0				
All Red Clearance		2.0	2.0	2.0				
Phase Recall		MIN	OFF	OFF				
Detector Delay								
Walk		7+A	7+A	7+A				
Pedestrian Clearance		13	16	14				
Permissive								
Flash Operation		YELLOW	RED	RED				

Attachment

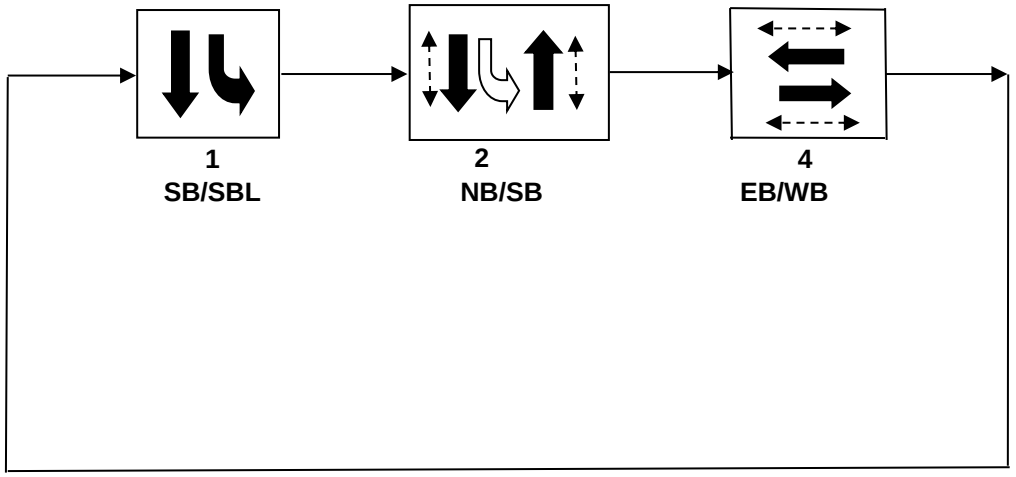
NOTES:

1. AUDIBLE PEDS (BEACONING): EB/WB BEEP, N/S TONE.
2. WITH WOIT2019102926 DATED 10/28/19, INSTALLS AUDIBLES AND UPDATED PEDS.

Submitted By _____ **Approved By** _____

Sequence of Operation for Andrews Ave and S 7 Street (2058)

Fort Lauderdale



Denotes pedestrian crosswalk signal

Denotes permissive left turn

Station : 2058 - Andrews Ave & S 7 St (Standard File)

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

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash					ON	ON
Override Higher Preempt					ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:24:20 AM

Station : 2058 - Andrews Ave & S 7 St (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		2	2	90	74	2	1	5	40		20	41		29	20	41		29								
10		3	3	90	41	3	1	5	40		12	49		29	12	49		29								
15		4	4	90	56	4	1	5	40		20	41		29	20	41		29								
18		3	3	90	41	3	1	5	40		12	49		29	12	49		29								
Day Plan 2											**Easy**															
		3	3	90	41	3	1	5	40		12	49		29	12	49		29								
2		100	254																							
8		3	3	90	41	3	1	5	40		12	49		29	12	49		29								
Day Plan 3											**Easy**															
		3	3	90	41	3	1	5	40		12	49		29	12	49		29								

2		100	254																								
8		3	3	90	41	3	1	5	40		12	49		29	12	49		29									
22		100	254																								

Station : 2058 - Andrews Ave & S 7 St (Standard File)

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

Scheduler

	Month											Day of Weekk							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																															2
5	1												1							1																															2
6					1								1																																1	1	1	1	1	1	2
7						1											1					1																												2
8						1							1	1	1	1	1						1																											2
9						1							1											1																											2
10								1					1							1	1	1	1	1	1	1																										2
11										1							1																											1	1	1	1	1	1	1	2
12										1								1																												1	1	1	1	1	1	2
13											1		1					1																													1					2
14											1		1	1	1	1	1																														1				2
15											1		1																																			1				2
16											1		1					1																																	1	2
17																																																			1
18																																																			1
19																																																			1
20																																																			1
21																																																			1
22																																																			1
23																																																			1
24																																																			1
25																																																			1

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BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2058	**Initial Operation Date**	1964
Controller Type	2070 LN	**System Number**	2058
Modification Number	13	**Modification Date**	7-24-19
Drawing/Project No	DES. GRP. 3	**FPL Grid Number**	87679274405
Intersection	ANDREWS AVENUE and S 7 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2,6		4,8				
Direction	SBL	N/S		E/W				
Initial Green(MIN)	4	12		6				
Vehicle Ext.(GAP)	1.5	3.0		2.0				
Maximum Green I	15	45		25				
Maximum Green II								
Yellow Clearance	4.0	4.0		4.0				
All Red Clearance	2.0	2.0		2.0				
Phase Recall	OFF	MIN		OFF				
Detector Delay	5			8 RT				
Walk		7		7				
Pedestrian Clearance		12		14				
Permissive	5 SECT							
Flash Operation		YELLOW		RED				

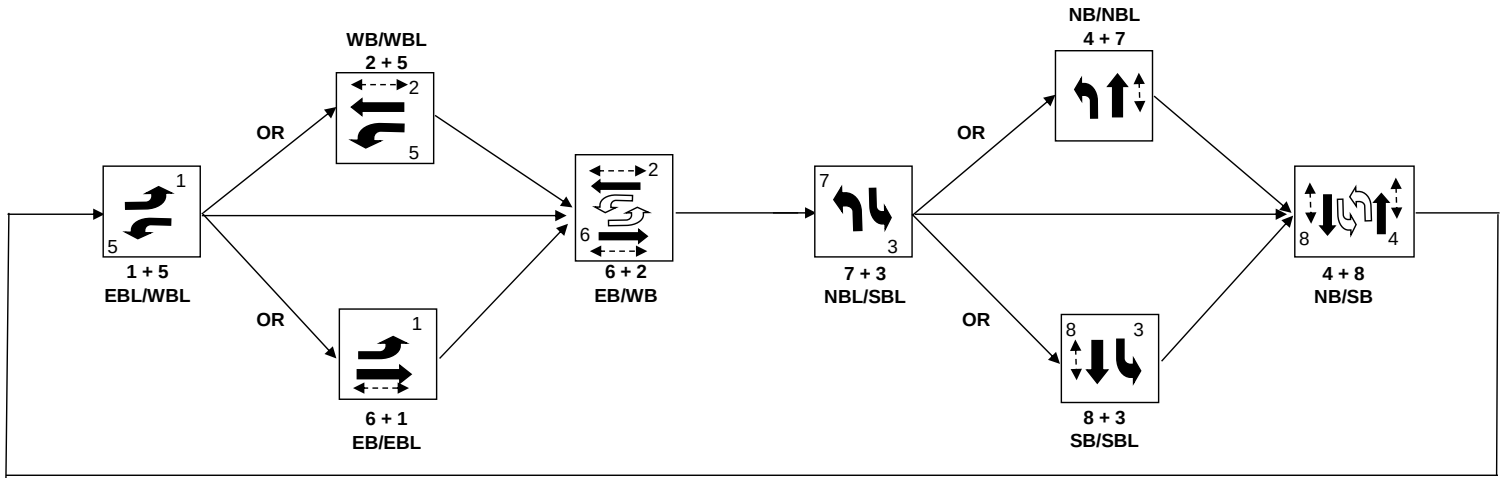
Attachment

NOTES:

1. MOD 13 UPATES ALL RED, WALK AND PEDESTRIAN CLEARANCE.

Submitted By _____ **Approved By** _____

Sequence of Operation for Davie Blvd. (SR 736) and Andrews Avenue (2095)



Station : 2095 - Davie Blvd & Andrews Ave (Standard File)

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NR)	5 (WL)	6 (ET)	7 (NL)	8 (SR)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		27		21		27		21								
Min Green	4	12	4	6	4	12	4	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	12	50	12	30	12	50	12	30								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash					ON	ON
Override Higher Preempt					ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:46:42 AM

Station : 2095 - Davie Blvd & Andrews Ave (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
7		2	2	160	137	2	1	10	50		23	79	23	35	23	79	23	35								
10		3	3	160		3	1	10	50		24	74	20	42	20	78	20	42								
15		4	4	160	107	4	1	10	50		20	60	20	60	20	60	25	55								
18		3	3	160		3	1	10	50		24	74	20	42	20	78	20	42								
20		5	5	80	30	5	1	10	17		15	25	15	25	15	25	15	25								
22		100	254																							
Day Plan 2											**Easy**															
8		5	5	80	30	5	1	10	17		15	25	15	25	15	25	15	25								
22		100	254																							
Day Plan 3											**Easy**															
8		5	5	80	30	5	1	10	17		15	25	15	25	15	25	15	25								

22		100	254																								

Broward County Timing Sheet 3/26/2024 11:46:42 AM

Station : 2095 - Davie Blvd & Andrews Ave (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															
		100	254																							
6	30	11	11	120	47	11	1	10	50		13	55	18	34	13	55	18	34								
7	30	12	12	180	68	12	1	10	50		28	91	21	40	24	95	21	40								
10	30	13	13	160	31	13	1	10	50		20	79	20	41	20	79	20	41								
15		14	14	160	83	14	1	10	50		20	68	20	52	20	68	32	40								
16		15	15	180	129	15	1	10	50		21	89	24	46	26	84	24	46								
19		14	14	160	83	14	1	10	50		20	68	20	52	20	68	32	40								
20		5	5	80	30	5	1	10	17		15	25	15	25	15	25	15	25								

Scheduler

	Month											Day of Weekk							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1			1																															2
5	1												1								1																															2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1					1																													2
8							1						1	1	1	1	1						1																													2
9							1						1											1																													2
10									1				1							1	1	1	1	1	1	1																												2
11											1						1																													1	1	1	1	1	1	1	2
12											1							1																														1	1	1	1	1	1	1	2
13												1		1				1																															1					2
14												1		1	1	1	1	1																																1				2
15												1		1																																					1				2
16												1		1				1																																			1	2
17																																																					1
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BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2095	**Initial Operation Date**	10/7/63
Controller Type	2070 LN	**System Number**	2095
Modification Number	12	**Modification Date**	08/28/2015
Drawing/Project No	228180-1-52-01	**FPL Grid Number**	87679260404
Intersection	DAVIE BOULEVARD (SR 736) and ANDREWS AVENUE		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	4	12	4	6	4	12	4	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	12	50	12	30	12	50	12	30
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay				20-RT				20-RT
Walk		7+A		7+A		7+A		7+A
Pedestrian Clearance		27		21		27		21
Permissive	YES		YES		YES		YES	
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

1. ANTI-BACKDOWN DIODES EAST/WEST.
2. DUAL ENTRY HARDWIRED NORTH/SOUTH.
3. AUDIBLE PEDESTRIAN FEATURES (P2,P4,P6 & P8).
4. MOD. 12 UPDATES PEDESTRIAN CLEARANCE VALUES.

Submitted By _____ **Approved By** _____

Station : 2060 - Andrews Ave & S 17 St (Standard File)

Phase	1 (SL)	2 (NR)	3	4 (ET)	5	6 (SR)	7	8 (WR)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		27		27		27		27								
Min Green	4	10		6	4	10		6								
Gap Ext	1.5	3		2	1.5	3		2								
Max1	12	30		30	12	30		30								
Max2																
Yellow Clr	4	4		4	4	4		4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	1.5	1.5		1.5	1.5	1.5		1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON	ON	ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:24:36 AM

Station : 2060 - Andrews Ave & S 17 St (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		12	12	90	12	12	1		10		15	45		30	15	45		30								
9		13	13	90	11	13	1		10		15	45		30	15	45		30								
15	30	14	14	90	32	14	1		10		15	45		30	15	45		30								
18	15	13	13	90	11	13	1		10		15	45		30	15	45		30								
Day Plan 2											**Easy**															
		100	254																							
Day Plan 3											**Easy**															
		100	254																							

Broward County Timing Sheet 3/26/2024 11:24:36 AM

Station : 2060 - Andrews Ave & S 17 St (Standard File)

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

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1			1																															2
5	1												1								1																															2
6					1								1																																1	1	1	1	1	1	1	2
7																																																			1
8																																																			1
9																																																			1
10									1					1						1	1	1	1	1	1	1																										2
11											1						1																									1	1	1	1	1	1	1				2
12											1							1																										1	1	1	1	1	1	1	1			2
13												1		1				1																												1							2
14												1		1	1	1	1	1																													1						2
15												1		1																																			1				2
16												1		1				1																																		1	2
17																																																			1
18																																																			1
19																																																			1
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24																																																			1
25																																																			1

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BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2060	**Initial Operation Date**	2/8/72
Controller Type	2070 LN	**System Number**	2060
Modification Number	10	**Modification Date**	04/05/2016
Drawing/Project No	GRP 4	**FPL Grid Number**	87679279105
Intersection	ANDREWS AVENUE and S 17 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		4	5	6		8
Direction	SBL	NB		EB	NBL	SB		WB
Initial Green(MIN)	4	10		6	4	10		6
Vehicle Ext.(GAP)	1.5	3.0		2.0	1.5	3.0		2.0
Maximum Green I	12	30		30	12	30		30
Maximum Green II								
Yellow Clearance	4.0	4.0		4.0	4.0	4.0		4.0
All Red Clearance	1.5	1.5		1.5	1.5	1.5		1.5
Phase Recall	OFF	MIN		OFF	OFF	MIN		OFF
Detector Delay								
Walk		7+A		7+A		7+A		7+A
Pedestrian Clearance		27		27		27		27
Permissive	5-SECT				5-SECT			
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

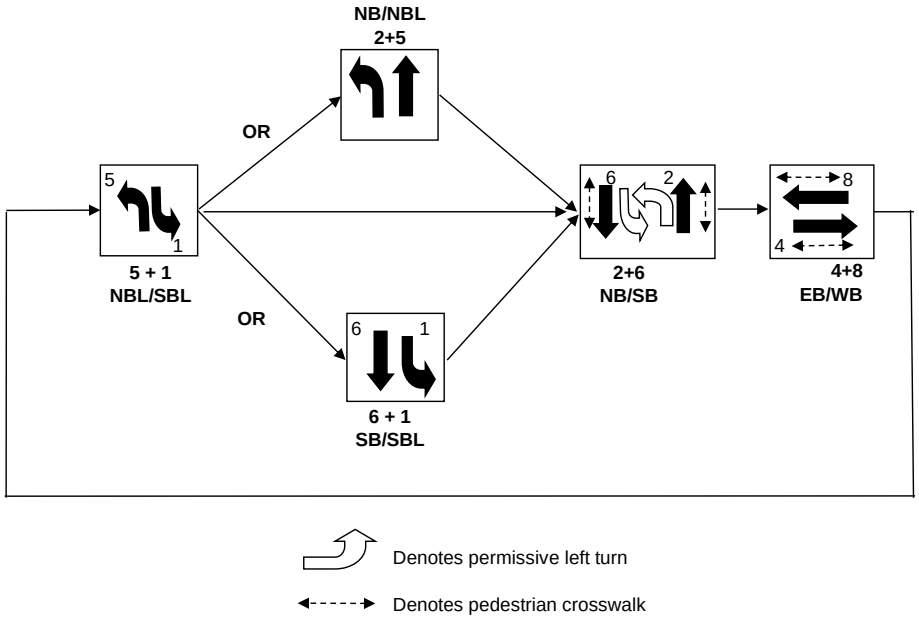
NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST.
2. ANTI-BACKDOWN NORTH/SOUTH: PHASES 2+6 ON--->OMIT PHASES 1+5.
3. AUDIBLE PED SIGNALS: E/W BEEP, N/S TONE.
4. WITH WOIT2016031781 DATED 3/28/16, INSTALLS AUDIBLE PEDS.

Submitted By _____ **Approved By** _____

Sequence of Operation for (2060) Andrews Avenue and S17 Street

Fort Lauderdale



Station : 2138 - Sunrise Blvd & NE 4 Ave (Standard File)

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		22		35		24		28								
Min Green	5	12	4	6	5	12	4	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	25	50	15	35	20	60	15	35								
Max2																
Yellow Clr	4.5	4.5	4	4	4.5	4.5	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2.5	2	2	2	2.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call	ON		ON		ON		ON		ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable		ON				ON			ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	4	2	3	2	4	1
Dwell Cyc Veh 2	8	6	8	5	7	6
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

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

Dwell Cyc Veh 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	6	7	8	6	8	6
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:55:03 AM

Station : 2138 - Sunrise Blvd & NE 4 Ave (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	180	63	2	1	12	22		44	52	18	66	18	78	32	52								
8	15	22	22	180	63	22	1	12	22		44	63	18	55	16	91	26	47								
9	30	3	3	180	170	3	1	12	22		44	59	28	49	24	79	24	53								
15		4	4	180	10	4	1	12	22		44	59	21	56	18	85	29	48								
19	30	5	5	140	4	5	1	12	22		32	44	15	49	15	61	18	46								
23	30	100	254																							
Day Plan 2											**Easy**															
		100	254																							
7		6	6	150	20	6	1	12	22		38	55	22	35	21	72	20	37								
9		7	7	190	85	7	1	12	22		44	71	31	44	19	96	26	49								
19	30	8	8	140	10	8	1	12	22		35	56	20	29	17	74	19	30								
Day Plan 3											**Easy**															
		100	254																							

8		6	6	150	20	6	1	12	22		38	55	22	35	21	72	20	37										
10		7	7	190	85	7	1	12	22		44	71	31	44	19	96	26	49										
19	30	8	8	140	10	8	1	12	22		35	56	20	29	17	74	19	30										
21	30	100	254																									

Broward County Timing Sheet 3/26/2024 11:55:03 AM

Station : 2138 - Sunrise Blvd & NE 4 Ave (Standard File)

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

Scheduler

	Month											Day of Weekk							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																															2
5	1												1							1																															2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1				1																													2
8							1						1	1	1	1	1	1	1				1	1	1	1																									2
9							1							1										1																											2
10									1					1						1	1	1	1	1	1	1																									2
11											1						1																											1	1	1	1	1	1	1	2
12											1							1																												1	1	1	1	1	1	1	2
13												1		1				1																													1						2
14												1		1	1	1	1	1																													1					2
15												1		1																																			1			2
16												1		1				1																																	1	2
17																																																			1
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BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2138	**Initial Operation Date**	10/2/75
Controller Type	2070 LN	**System Number**	2138
Modification Number	15	**Modification Date**	08/05/2022
Drawing/Project No	22822115201	**FPL Grid Number**	87681441909
Intersection	SUNRISE BLVD. (SR 838) and NE 4 AVENUE		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	5	12	4	6	5	12	4	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	25	50	15	35	20	60	15	35
Maximum Green II								
Yellow Clearance	4.5	4.5	4.0	4.0	4.5	4.5	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.5	2.0	2.0	2.0	2.5
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7		7+L		7		7+L
Pedestrian Clearance		22		35		24		28
Permissive	NO		5 SECT		NO		5-SECT	
Flash Operation	RED	YELLOW		RED	RED	YELLOW		RED

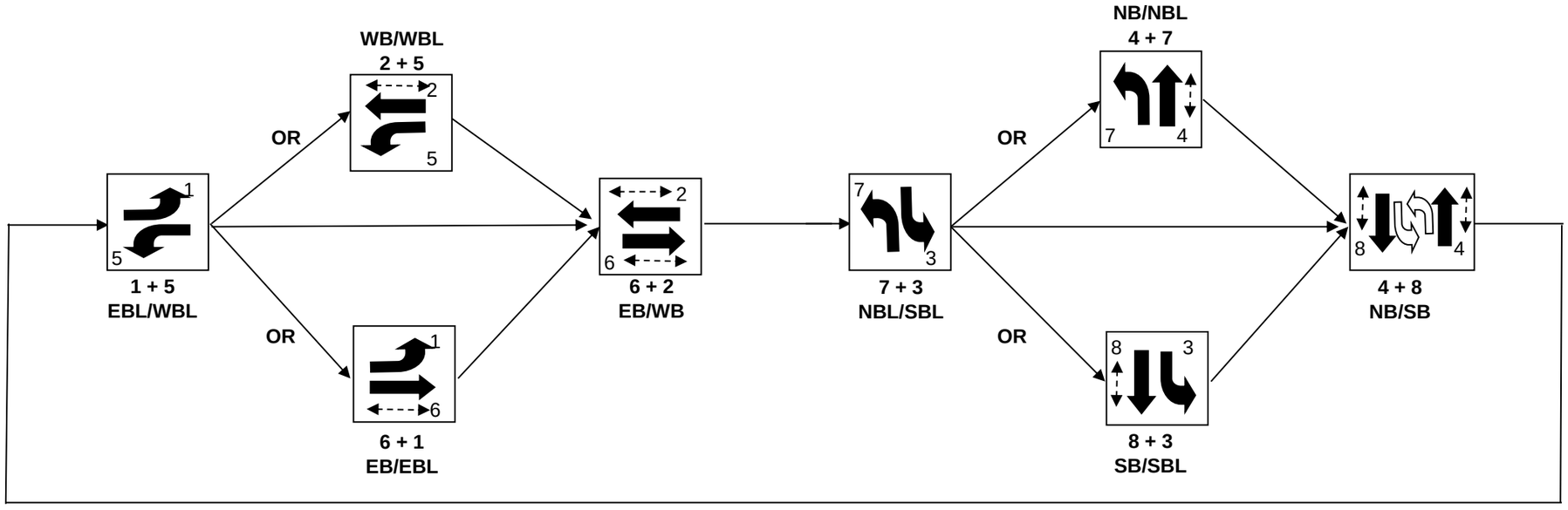
Attachment

NOTES:

1. DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. MOD. 15 IMPLEMENT LPI NB/SB PEDESTRIAN CROSSWALKS (5 SEC) PER FDOT REQUEST.

Submitted By _____ **Approved By** _____

Sequence of Operation for Sunrise Blvd (SR 838) and NE 4 Avenue (2138)
Fort Lauderdale



Denotes pedestrian crosswalk

Denotes permissive left turn

Station : 2139 - NE 3 Ave & Flagler/Progresso Dr (Standard File)

Phase	1	2 (ST)	3	4 (ET)	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7												
Ped Clearance		20		25												
Min Green		10	4	6												
Gap Ext		3		2.5												
Max1		45	4	20												
Max2																
Yellow Clr		4	4	4					4	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2	2	2					1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON	ON	ON												
Auto Flash Entry				ON												
Auto Flash Exit		ON														
Non-Actuated 1																
Non-Actuated 2																
Lock Call										ON	ON	ON	ON	ON	ON	ON
Min Recall		ON														
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON														
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt	ON					
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green		6	6	6		
Min Walk						
Ped Clear						
Track Green	8					
Min Dwell	10	8	8	8		
Max Presence		180	180	180		
Track Veh 1	3					
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	4					
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

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

Dwell Cyc Veh 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	2					
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:55:58 AM

Station : 2139 - NE 3 Ave & Flagler/Progresso Dr (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		12	12	90	71	12	1	10	50			53	12	25		53	12	25								
10		13	13	90	36	13	1	10	50			53	12	25		53	12	25								
15		14	14	90	19	14	1	10	50			53	12	25		53	12	25								
18		13	13	90	36	13	1	10	50			53	12	25		53	12	25								
Day Plan 2											**Easy**															
		3	3	80	46	3	1	10	50			43	12	25		43	12	25								
2		100	254																							
8		13	13	90	36	13	1	10	50			53	12	25		53	12	25								
Day Plan 3											**Easy**															
		3	3	80	46	3	1	10	50			43	12	25		43	12	25								

2		100	254																									
8		13	13	90	36	13	1	10	50			53	12	25		53	12	25										
22		100	254																									

Station : 2139 - NE 3 Ave & Flagler/Progresso Dr (Standard File)

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

Scheduler

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

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BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2139	**Initial Operation Date**	UNKNOWN
Controller Type	2070 LN	**System Number**	2139
Modification Number	10	**Modification Date**	04/23/2020
Drawing/Project No	2018-011-PD	**FPL Grid Number**	87680429905
Intersection	NE 3 AVENUE and FLAGLER/PROGRESSO DRIVES		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2,6,6A	6A	4,8				
Direction		N/S	SBCL	E/W				
Initial Green(MIN)		10	4	6				
Vehicle Ext.(GAP)		3.0	0.0	2.5				
Maximum Green I		45	4	20				
Maximum Green II								
Yellow Clearance		4.0	4.0	4.0				
All Red Clearance		2.0	2.0	2.0				
Phase Recall		MIN	OFF	OFF				
Detector Delay								
Walk		7		7				
Pedestrian Clearance		20		25				
Permissive								
Flash Operation		YELLOW	YELLOW	RED				

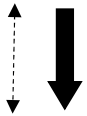
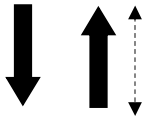
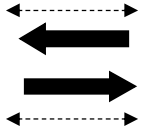
Attachment

NOTES:

1. RAILROAD PREEMPTION:
(A) TRACK CLEAR (6A): 8 GREEN, 4 YELLOW.
(B) DWELL: PHASE 4 (E/W).
(C) RETURN: PHASE 2 (N/S).
2. PHASE 4 ON ---> CALL PHASE 3.
3. MOD. 10 UPDATES PRE-EMPTION NOTES AND CORRECTS FACE NUMBERS.

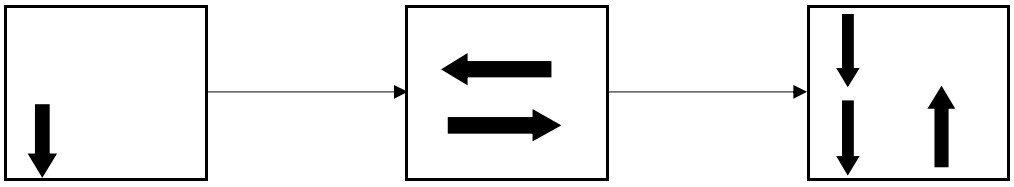
Submitted By _____ **Approved By** _____

Sequence of Operation
NE 3 Avenue and Flagler/Progresso Drives
2139

		ϕ 2 NBSB	ϕ 3 SB CLR	ϕ 4 EW	
NORTH SIDE					
SOUTH SIDE					

Railroad Pre-emption: Minimum Before = 0
Track Clear (phase 3) = 8 Green/4.0 Yellow
Minimum Dwell (phase 4) = 10 seconds
Return to phase 2 (north/south)

Pre-emption:



SB Clear Min Dwell Return

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

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

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:21:38 AM

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

Coordination

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

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

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

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

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1			1																															2
5	1												1								1																															2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1					1																												2
8							1						1	1	1	1	1						1																												2
9							1						1											1																											2
10									1				1							1	1	1	1	1	1	1																										2
11											1						1																											1	1	1	1	1	1	1			2
12											1							1																												1	1	1	1	1	1	1	2
13												1		1				1																													1						2
14												1		1	1	1	1	1																													1					2
15												1		1																																		1				2
16												1		1				1																																	1	2
17																																																			1
18																																																			1
19																																																			1
20																																																			1
21																																																			1
22																																																			1
23																																																			1
24																																																			1
25																																																			1

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BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

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

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

Attachment

NOTES:

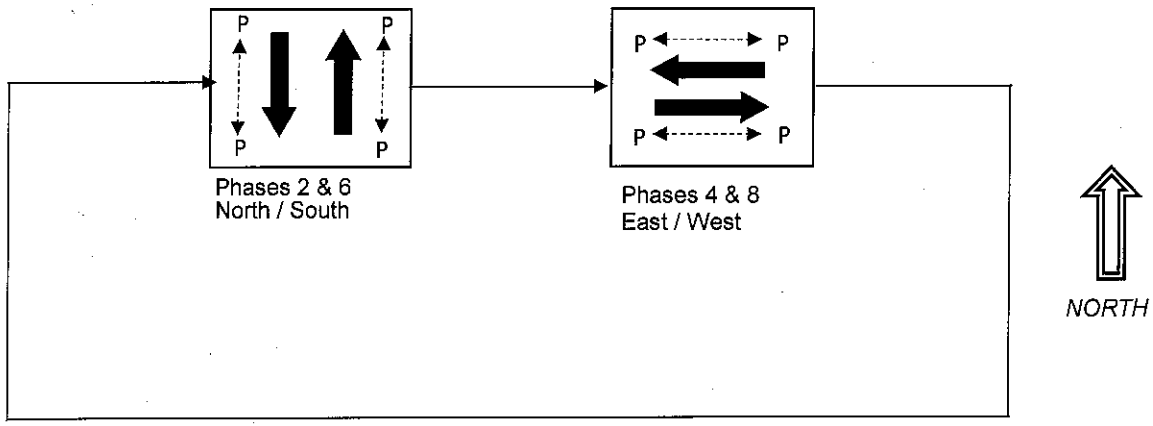
1. DUAL ENTRY HARDWIRED EAST/WEST.
2. MOD. 12 UPDATES ALL RED CLEARANCE, WALK AND PEDESTRIAN CLEARANCE VALUES.

Submitted By _____ **Approved By** _____

Sequence of Operation

NE 3 Avenue and NE 6 Street, Fort Lauderdale

Intersection Number 2040



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

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

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash					ON	ON
Override Higher Preempt					ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:21:57 AM

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

Coordination

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

2		100	254																								
8		3	3	80	50	3	1		50			48		32		48		32									
22		100	254																								

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

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

Scheduler

	Month											Day of Weekk							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1			1																																2
5	1												1								1																																2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1					1																													2
8							1						1	1	1	1	1						1																													2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																											2
11											1						1																											1	1	1	1	1	1	1				2
12											1							1																												1	1	1	1	1	1	1	2
13												1		1				1																													1						2
14												1		1	1	1	1	1																													1					2
15												1		1																																		1				2
16												1		1				1																																	1	2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
21																																																				1
22																																																				1
23																																																				1
24																																																				1
25																																																				1

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BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

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

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

Attachment

NOTES:

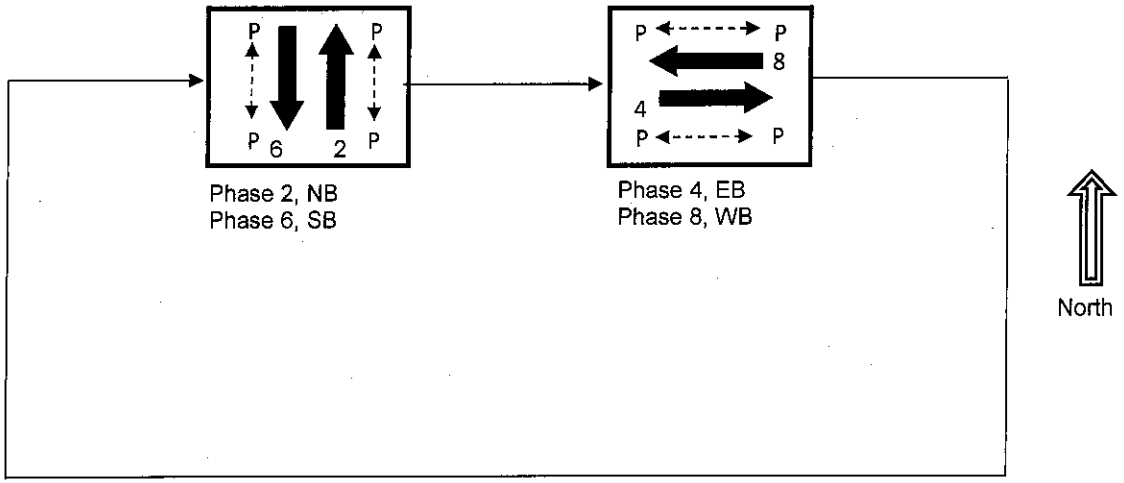
1. DUAL ENTRY HARDWIRED EAST/WEST.
2. MOD. 11 UPDATES ALL RED AND PEDESTRIAN CLEARANCE VALUES, AND INCREASES PH. 4 & 8 WALK VALUES.

Submitted By _____ **Approved By** _____

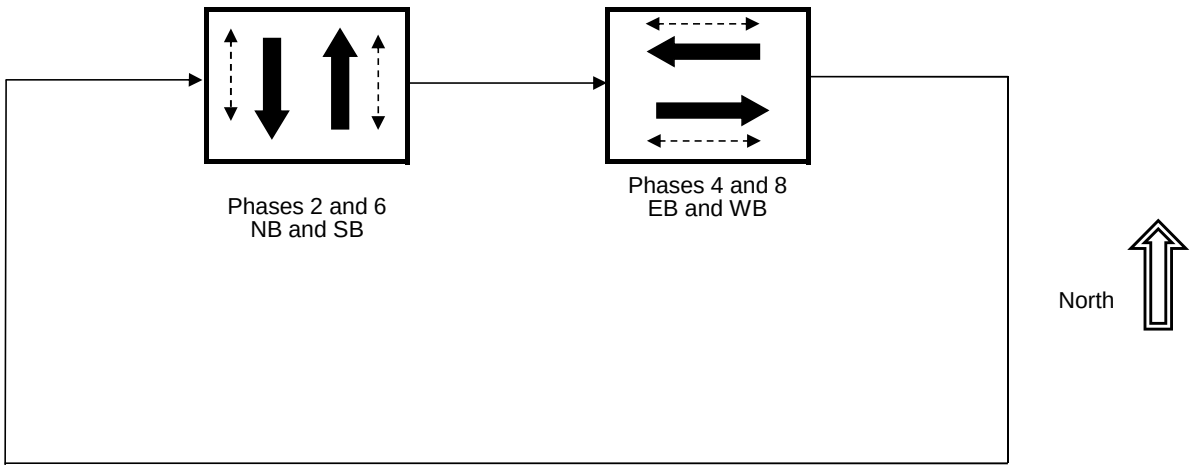
Sequence of Operation

NE 3 Avenue and NE 4 Street

Intersection Number (2041), Fort Lauderdale



Sequence of Operation
NE 3 Avenue and NE 3 Street
Intersection Number (2163) Fort Lauderdale



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

Phase	1	2 (NT)	3	4 (ET)	5	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		15		18		15		18								
Min Green		7		6		7		6								
Gap Ext		1		2		1		2								
Max1		45		25		45		25								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2		2		2		2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON		ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall																
Max Recall		ON				ON										
Ped Recall		ON				ON										
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash					ON	ON
Override Higher Preempt					ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 12:02:35 PM

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

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		2	2	80	59	2	1		50			48		32		48		32								
10		3	3	80	56	3	1		50			48		32		48		32								
15		4	4	80	70	4	1		50			48		32		48		32								
18		3	3	80	56	3	1		50			48		32		48		32								
Day Plan 2											**Easy**															
		3	3	80	56	3	1		50			48		32		48		32								
2		100	254																							
8		3	3	80	56	3	1		50			48		32		48		32								
Day Plan 3											**Easy**															
		3	3	80	56	3	1		50			48		32		48		32								

2		100	254																								
8		3	3	80	56	3	1		50			48		32		48		32									
22		100	254																								

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

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

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																																2
5	1												1							1																																2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1					1																												2
8							1						1	1	1	1	1						1																												2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																										2
11											1						1																												1	1	1	1	1	1	1	2
12											1							1																													1	1	1	1	1	1	2
13												1		1				1																															1				2
14												1		1	1	1	1	1																															1			2
15												1		1																																				1			2
16												1		1				1																																		1	2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
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24																																																				1
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BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2163	**Initial Operation Date**	10/21/71
Controller Type	2070 LN	**System Number**	2163
Modification Number	9	**Modification Date**	09/12/2018
Drawing/Project No	DES. GRP. 4	**FPL Grid Number**	87680443401
Intersection	NE 3 AVENUE and NE 3 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4		6		8
Direction		NB		EB		SB		WB
Initial Green(MIN)		7		6		7		6
Vehicle Ext.(GAP)		1.0		2.0		1.0		2.0
Maximum Green I		45		25		45		25
Maximum Green II								
Yellow Clearance		4.0		4.0		4.0		4.0
All Red Clearance		2.0		2.0		2.0		2.0
Phase Recall		MAXPED		OFF		MAXPED		OFF
Detector Delay								
Walk		7+A		7+A		7+A		7+A
Pedestrian Clearance		15		18		15		18
Permissive								
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

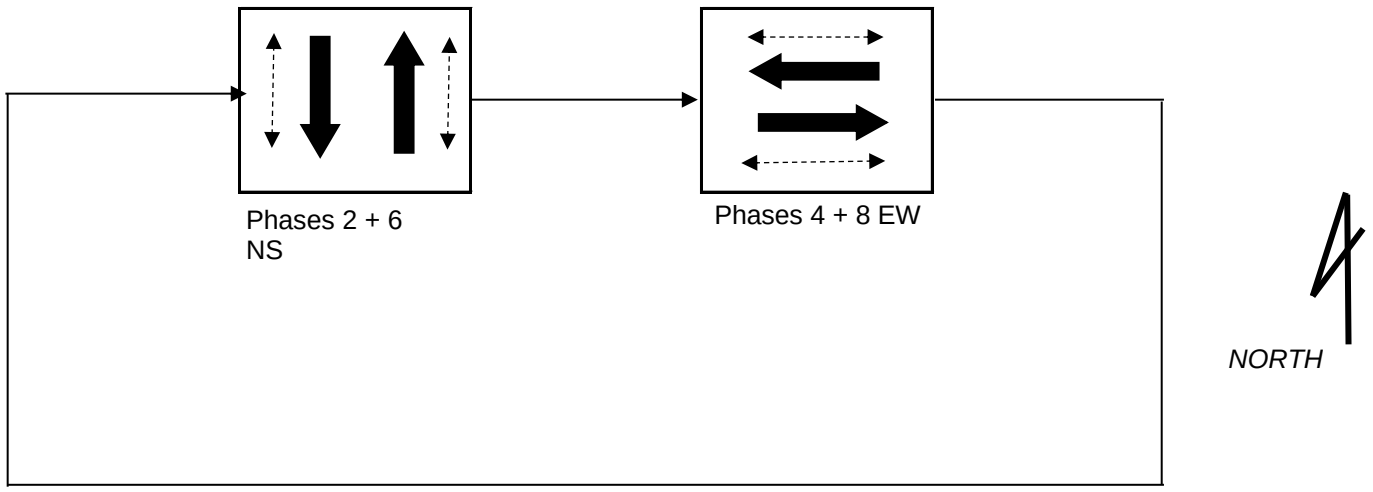
1. DUAL ENTRY HARDWIRED EAST/WEST
2. AUDIBLE PEDESTRIAN SIGNALS: P2/P6 PROVIDE A STEADY TONE AND P4/P8 PROVIDE A BEEP.
3. MOD.9 UPDATES ALL RED AND PEDESTRIAN CLEARANCE VALUES.

Submitted By _____ **Approved By** _____

Sequence of Operation

NE 3 Avenue and NE 2 Street, Fort Lauderdale

Intersection Number 2042



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

Phase	1	2 (NT)	3	4 (ET)	5	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		12		20		12		20								
Min Green		10		6		10		6								
Gap Ext		3		2		3		2								
Max1		45		25		45		25								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2		2		2		2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON		ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash					ON	ON
Override Higher Preempt					ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:22:13 AM

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

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		25	255																							
7		2	2	80	64	2	1		50			45		35		45		35								
10		3	3	80	60	3	1		50			45		35		45		35								
15		4	4	80	64	4	1		50			45		35		45		35								
18		3	3	80	60	3	1		50			45		35		45		35								
		25	255																							
Day Plan 2											**Easy**															
		25	255																							
7		3	3	80	60	3	1		50			45		35		45		35								
23		25	255																							
Day Plan 3											**Easy**															
		25	255																							

7		3	3	80	60	3	1		50			45		35		45		35										
23		25	255																									

Broward County Timing Sheet 3/26/2024 11:22:13 AM

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

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

Scheduler

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

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2042	**Initial Operation Date**	10/21/71
Controller Type	2070 LN	**System Number**	2042
Modification Number	9	**Modification Date**	09/12/2018
Drawing/Project No	GRP 4	**FPL Grid Number**	87680442600
Intersection	NE 3 AVENUE and NE 2 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4		6		8
Direction		NB		EB		SB		WB
Initial Green(MIN)		10		6		10		6
Vehicle Ext.(GAP)		3.0		2.0		3.0		2.0
Maximum Green I		45		25		45		25
Maximum Green II								
Yellow Clearance		4.0		4.0		4.0		4.0
All Red Clearance		2.0		2.0		2.0		2.0
Phase Recall		MIN		OFF		MIN		OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		12		20		12		20
Permissive								
Flash Operation		YELLOW		RED		YELLOW		RED

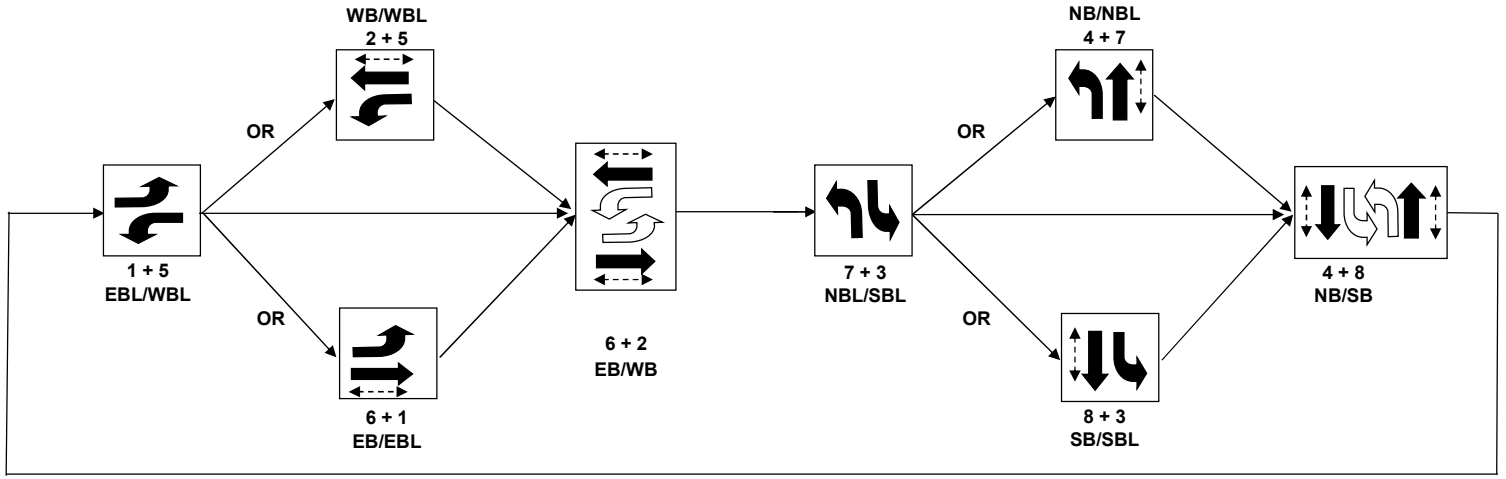
Attachment

NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST.
2. FLASH OPERATION: 2300-0700, 7 DAYS.
3. MOD. 9 UPDATES ALL RED AND PEDESTRIAN CLEARANCE VALUES.

Submitted By _____ **Approved By** _____

SEQUENCE of OPERATION for (2043) Broward Blvd (SR842) and E 3rd Avenue
Ft. Lauderdale



Denotes pedestrian crosswalk signal

Denotes permissive left turn

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

Phase	1 (EL)	2 (WR)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		20		30		20		26								
Min Green	4	7	4	6	4	7	4	6								
Gap Ext	1.5		1.5	2	1.5		1.5	2								
Max1	20	50	20	35	20	50	25	35								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry																
Auto Flash Exit																
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall																
Max Recall		ON				ON										
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	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						

Preempt LP

Channel	1	2	3	4
Min				
Max			200	200
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt			ON	ON
No Skip				
Priority P1			4	6
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

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						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:22:28 AM

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

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		2	2	160	154	2	1	10	40		25	66	20	49	20	71	25	44								
10		3	3	160	150	3	1	10	40		20	62	20	58	23	59	30	48								
15		4	4	160	134	4	1	10	40		25	60	18	57	18	67	30	45								
18		3	3	160	150	3	1	10	40		20	62	20	58	23	59	30	48								
Day Plan 2											**Easy**															
		3	3	160	150	3	1	10	40		20	62	20	58	23	59	30	48								
2		100	254																							
8		3	3	160	150	3	1	10	40		20	62	20	58	23	59	30	48								
Day Plan 3											**Easy**															
		3	3	160	150	3	1	10	40		20	62	20	58	23	59	30	48								

2		100	254																									
8		3	3	160	150	3	1	10	40		20	62	20	58	23	59	30	48										
22		100	254																									

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

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

Scheduler

	Month											Day of Weekk							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1			1																															2
5	1												1								1																														2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1					1																												2
8							1						1	1	1	1	1						1																												2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																											2
11											1						1																													1	1	1	1	1	1	1	2
12											1							1																														1	1	1	1	1	1	1	2
13												1		1				1																															1					2
14												1		1	1	1	1	1																															1					2
15												1		1																																				1				2
16												1		1				1																																		1	2
17																																																					1
18																																																					1
19																																																					1
20																																																					1
21																																																					1
22																																																					1
23																																																					1
24																																																					1
25																																																					1

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BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2043	**Initial Operation Date**	4/20/66
Controller Type	2070 TS2 (BIU)	**System Number**	2043
Modification Number	31	**Modification Date**	07/12/2023
Drawing/Project No	428724-1-52-01	**FPL Grid Number**	87680441107
Intersection	BROWARD BLVD. (SR 842) and NE-SE 3 AVENUE/JW MCLAUGHLIN AVE.		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	4	7	4	6	4	7	4	6
Vehicle Ext.(GAP)	1.5	0.0	1.5	2.0	1.5	0.0	1.5	2.0
Maximum Green I	20	50	20	35	20	50	25	35
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MAX	OFF	OFF	OFF	MAX	OFF	OFF
Detector Delay								
Walk		7+A		7+A		7+A		7+A
Pedestrian Clearance		20		30		20		26
Permissive	YES		YES		YES		YES	
Flash Operation		RED		RED		RED		RED

Attachment

NOTES:

1. ANTI-BACKDOWN EAST/WEST PROGRAMMED IN CONTROLLER.
2. DUAL ENTRY NORTH/SOUTH.
3. AUDIBLE PEDESTRIAN SIGNALS (BEACONING): E/W BEEP, N/S TONE.
4. DETECTION NOT USED EAST/WEST, SIGNAL OPERATES SEMI-ACTUATED.
5. MOD. 31 UPDATES MAXIMUM GREEN, PHASES 2+6.

Submitted By _____ **Approved By** _____

Station : 2044 - SE 3 Ave & SE 2 St (Standard File)

Phase	1 (SL)	2 (NR)	3	4	5 (NL)	6 (SR)	7 (ER)	8 (WR)	9	10	11	12	13	14	15	16
Walk		7				7	7	7								
Ped Clearance		18				18	19	21								
Min Green	4	15			4	15	5	5								
Gap Ext	1.5	3			1.5	3	2	2								
Max1	18	45			18	45	25	25								
Max2																
Yellow Clr	4	4			4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2			2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON			ON	ON	ON	ON								
Auto Flash Entry								ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable		ON				ON			ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash		ON				
Override Higher Preempt		ON				
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6		6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8		8	8	8	8
Max Presence	180		180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2		1	8	2	7
Dwell Cyc Veh 2	6		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						

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:22:41 AM

Station : 2044 - SE 3 Ave & SE 2 St (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		25	255																							
7		2	2	160	112	2	1		50		16	78	32	34	27	67	32	34								
10		3	3	160	90	3	1		50		18	74	34	34	18	74	34	34								
15		4	4	160	63	4	1		50		20	63	32	45	20	63	32	45								
18		3	3	160	90	3	1		50		18	74	34	34	18	74	34	34								
23		25	255																							
Day Plan 2											**Easy**															
		25	255																							
6		100	254																							
8		3	3	160	90	3	1		50		18	74	34	34	18	74	34	34								
23		25	255																							
Day Plan 3											**Easy**															
		25	255																							

6		100	254																									
8		3	3	160	90	3	1		50		18	74	34	34	18	74	34	34										
23		25	255																									

Station : 2044 - SE 3 Ave & SE 2 St (Standard File)

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

Scheduler

	Month											Day of Weekk							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																																2
5	1												1							1																																2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1				1																														2
8							1						1	1	1	1	1						1																													2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																											2
11											1						1																																			2
12											1							1																																		2
13												1		1				1																																			2
14												1		1	1	1	1	1																																			2
15												1		1																																							2
16												1		1				1																																			2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
21																																																				1
22																																																				1
23																																																				1
24																																																				1
25																																																				1

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BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2044	**Initial Operation Date**	5/1/58
Controller Type	2070 LN	**System Number**	2044
Modification Number	15	**Modification Date**	03/26/2020
Drawing/Project No	GRP 4	**FPL Grid Number**	87680450106
Intersection	SE 3 AVENUE and SE 2 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2			5	6	4,7	3,8
Direction	SBL	NB			NBL	SB	EB	WB
Initial Green(MIN)	4	15			4	15	5	5
Vehicle Ext.(GAP)	1.5	3.0			1.5	3.0	2.0	2.0
Maximum Green I	18	45			18	45	25	25
Maximum Green II								
Yellow Clearance	4.0	4.0			4.0	4.0	4.0	4.0
All Red Clearance	2.0	2.0			2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN			OFF	MIN	OFF	OFF
Detector Delay								
Walk		7				7	7	7
Pedestrian Clearance		18				18	19	21
Permissive	5 SECT				5 SECT			
Flash Operation		YELLOW				YELLOW	RED	RED

Attachment

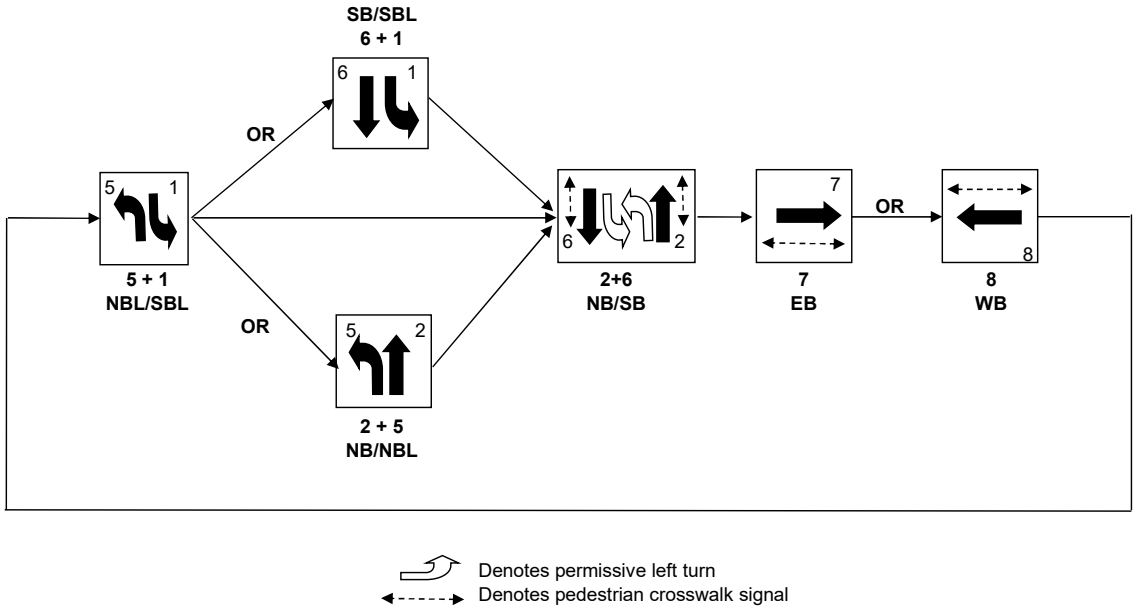
NOTES:

1. ANTI-BACKDOWN NORTH/SOUTH: PHASES 2+6 ON ---> OMIT 1+5.
2. FLASH OPERATION: 2300-0600, 7 DAYS.
3. MOD. 15 UPDATES ALL RED VALUES AND PH.6 PEDESTRIAN CLEARANCE.

Submitted By _____ **Approved By** _____

Sequence of Operation for (2044) SE 3 Avenue and SE 2 Street

Fort Lauderdale



Station : 2045 - SE 3 Ave & E Las Olas Blvd (Standard File)

Phase	1 (SL)	2 (NT)	3 (WL)	4 (ET)	5 (NL)	6 (ST)	7 (EL)	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		20		19		20		19								
Min Green	4	10	4	6	4	10	4	6								
Gap Ext	1.5	3	1.5	2.5	1.5	3	1.5	2.5								
Max1	15	30	20	30	15	30	12	30								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input		ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green		6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell		8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1		4	1	3	2	4
Dwell Cyc Veh 2		8	6	8	5	7
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

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

Dwell Cyc Veh 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	2	4	2	4	
Exit 2	5	6	8	6	8	
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:22:54 AM

Station : 2045 - SE 3 Ave & E Las Olas Blvd (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		2	2	160	108	2	1	10	50		20	70	30	40	15	75	15	55								
10		3	3	160	99	3	1	10	50		15	80	30	35	15	80	15	50								
15		4	4	160	49	4	1	10	50		20	55	30	55	15	60	15	70								
18		3	3	160	99	3	1	10	50		15	80	30	35	15	80	15	50								
20		100	254																							
Day Plan 2											**Easy**															
		100	254																							
Day Plan 3											**Easy**															
		100	254																							

Broward County Timing Sheet 3/26/2024 11:22:54 AM

Station : 2045 - SE 3 Ave & E Las Olas Blvd (Standard File)

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

Scheduler

	Month											Day of Weekk							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																															2
5	1												1							1																															2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1					1																												2
8							1						1	1	1	1	1						1																												2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																											2
11											1						1																											1	1	1	1	1	1	1				2
12											1							1																												1	1	1	1	1	1	1	2
13												1		1				1																													1						2
14												1		1	1	1	1	1																													1					2
15												1		1																																		1				2
16												1		1				1																																	1	2
17																																																			1
18																																																			1
19																																																			1
20																																																			1
21																																																			1
22																																																			1
23																																																			1
24																																																			1
25																																																			1

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BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2045	**Initial Operation Date**	UNKNOWN
Controller Type	2070 LN	**System Number**	
Modification Number	19	**Modification Date**	05/29/2020
Drawing/Project No	DES. GRP. 3	**FPL Grid Number**	87679468901
Intersection	SE 3 AVENUE and EAST LAS OLAS BOULEVARD		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	SBL	NB	WBL	EB	NBL	SB	EBL	WB
Initial Green(MIN)	4	10	4	6	4	10	4	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.5	1.5	3.0	1.5	2.5
Maximum Green I	15	30	20	30	15	30	12	30
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		20		19		20		19
Permissive	5 SECT		5 SECT		5 SECT		5 SECT	
Flash Operation		YELLOW		RED		YELLOW		RED

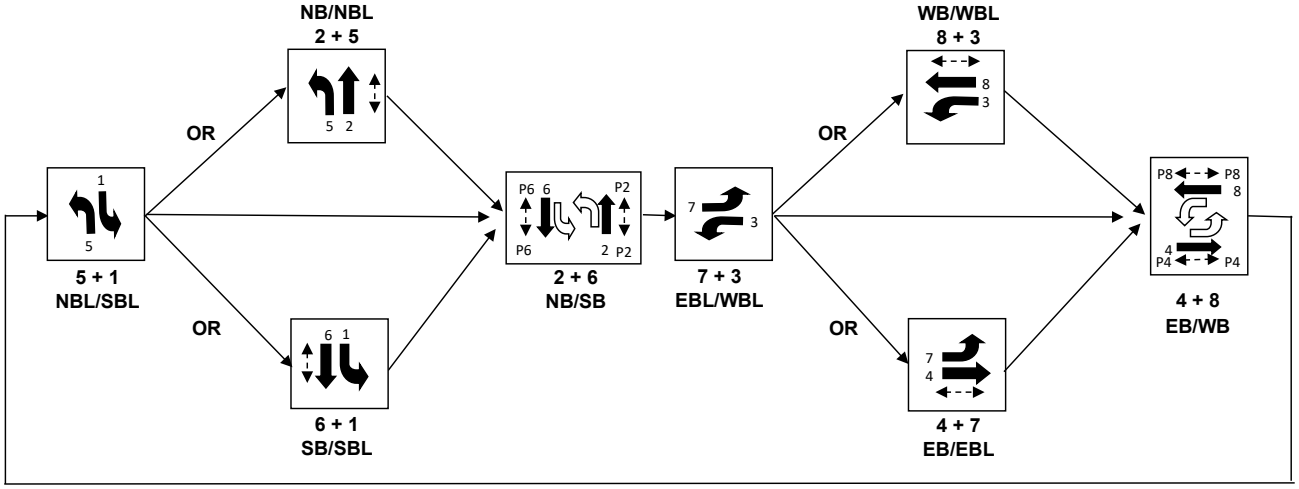
Attachment

NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST.
2. ANTI-BACKDOWN NORTH/SOUTH: PHASES 2+6 ON---> OMIT PHASES 1+5.
3. BRIDGE PREEMPTION: NOT USED.
4. MOD. 19 UPDATES NOTES, NO CHANGE IN TIMING.

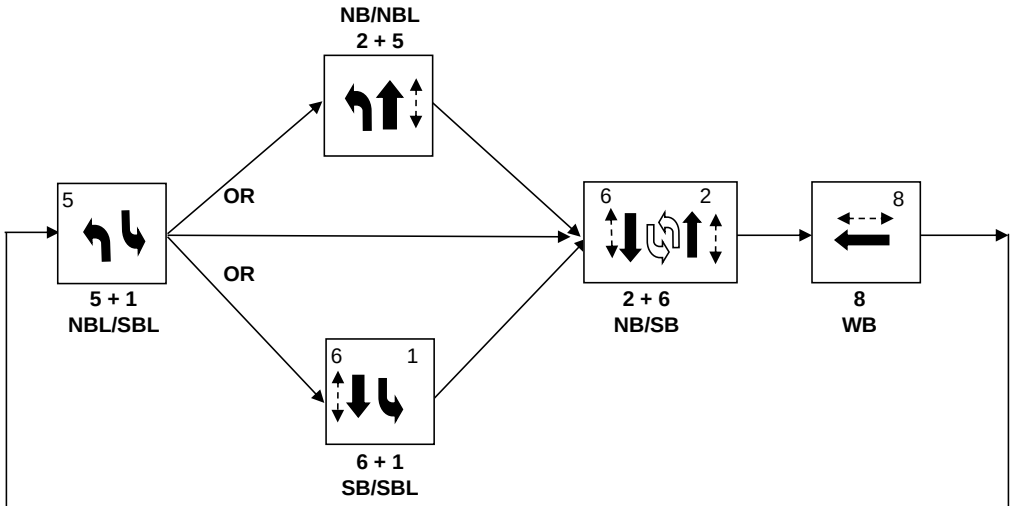
Submitted By _____ **Approved By** _____

Sequence of Operation for SE 3 Avenue and East Las Olas Boulevard (2045)
Fort Lauderdale



Sequence of Operation for 2086

SE 3 Avenue and SE 6 Street Ft. Lauderdale



Denotes pedestrian crosswalk signal

Denotes permissive left turns

Station : 2086 - SE 3 Ave & SE 6 St (Standard File)

Phase	1 (SL)	2 (NR)	3	4	5 (NL)	6 (SR)	7	8 (WR)	9	10	11	12	13	14	15	16
Walk		7				7		7								
Ped Clearance		24				24		23								
Min Green	4	10			4	10		6								
Gap Ext	1.5	3			1.5	3		2								
Max1	20	40			20	40		25								
Max2																
Yellow Clr	4	4			4	4		4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2			2	2		2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON			ON	ON		ON								
Auto Flash Entry								ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

Dwell Cyc Veh 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	8	1	2		2	
Exit 2		5	6		6	
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:45:49 AM

Station : 2086 - SE 3 Ave & SE 6 St (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		2	2	160	73	2	1		50		20	102		38	20	102		38								
10		3	3	160	96	3	1		50		20	102		38	20	102		38								
15		4	4	160	71	4	1		50		20	102		38	20	102		38								
18		3	3	160	96	3	1		50		20	102		38	20	102		38								
22		100	254																							
Day Plan 2											**Easy**															
		100	254																							
8		3	3	160	96	3	1		50		20	102		38	20	102		38								
22		100	254																							
Day Plan 3											**Easy**															
		100	254																							

8		3	3	160	96	3	1		50		20	102		38	20	102		38									
22		100	254																								

Station : 2086 - SE 3 Ave & SE 6 St (Standard File)

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

Scheduler

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

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2086	**Initial Operation Date**	1960
Controller Type	2070 LN	**System Number**	2086
Modification Number	18	**Modification Date**	02/15/2022
Drawing/Project No	DES. GRP. 4	**FPL Grid Number**	87679473907
Intersection	SE 3 AVENUE and SE 6 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2			5	6		8
Direction	SBL	NB			NBL	SB		WB
Initial Green(MIN)	4	10			4	10		6
Vehicle Ext.(GAP)	1.5	3.0			1.5	3.0		2.0
Maximum Green I	20	40			20	40		25
Maximum Green II								
Yellow Clearance	4.0	4.0			4.0	4.0		4.0
All Red Clearance	2.0	2.0			2.0	2.0		2.0
Phase Recall	OFF	MIN			OFF	MIN		OFF
Detector Delay								
Walk		7+A				7+A		7+A
Pedestrian Clearance		24				24		23
Permissive	5 SECT				5 SECT			
Flash Operation		YELLOW				YELLOW		RED

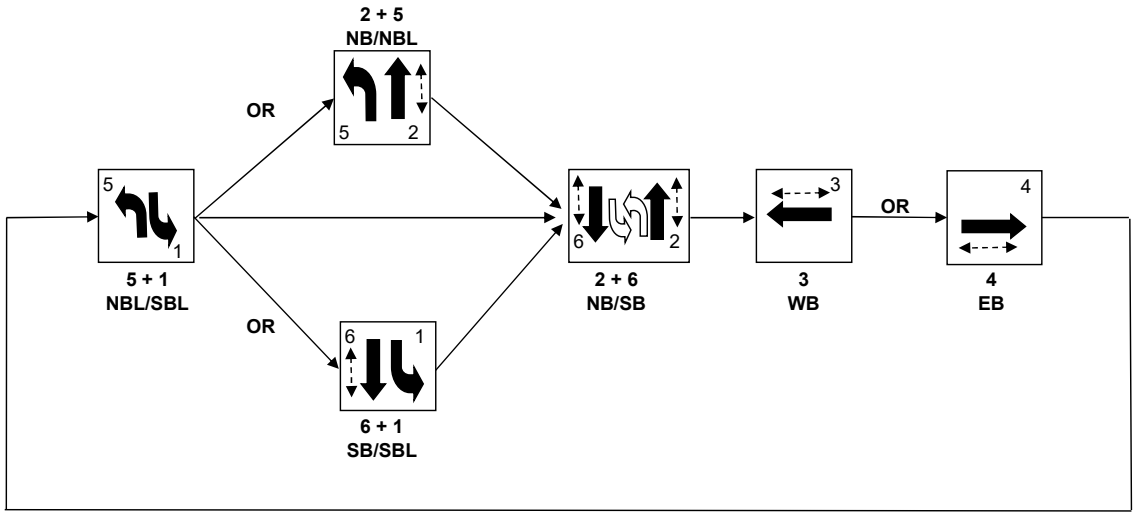
Attachment

NOTES:

1. BRIDGE PREEMPTION NOT USED.
2. ANTI-BACKDOWN NORTH/SOUTH: PHASES 2+6 ON ---> OMIT PHASES 1+5.
3. AUDIBLE PED SIGNALS: E/W BEEP, N/S TONE.
4. MOD. 18 REMOVES NIGHT FLASH PER CITY OF FT LAUDERDALE REQUEST.

Submitted By _____ **Approved By** _____

Sequence of Operation for (2104) SE 3 Avenue and SE 7 Street
Fort Lauderdale



Station : 2104 - SE 3 Ave & SE 7 St (Standard File)

Phase	1 (SL)	2 (NT)	3 (WT)	4 (ET)	5 (NL)	6 (ST)	7	8	9	10	11	12	13	14	15	16
Walk		7	7	7		7										
Ped Clearance		12	20	20		12										
Min Green	4	10	5	5	4	10										
Gap Ext	1.5	3	2.5	2.5	1.5	3										
Max1	12	40	25	25	12	40										
Max2																
Yellow Clr	4	4	4	4	4	4			3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2			1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON										
Auto Flash Entry				ON												
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	15	8	15	15	15	15
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2		1	3	2	4
Dwell Cyc Veh 2	6		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						

Preempt LP

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

Dwell Cyc Veh 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			2	4	2	1
Exit 2	3		6		6	5
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:47:28 AM

Station : 2104 - SE 3 Ave & SE 7 St (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		12	12	160	66	12	1	5	40		12	76	36	36	12	76	36	36								
10		3	3	80	25	3	1	10	50		12	32	18	18	12	32	18	18								
15		14	14	160	74	14	1	5	40		12	76	36	36	12	76	36	36								
18		3	3	80	25	3	1	10	50		12	32	18	18	12	32	18	18								
22		100	254																							
Day Plan 2											**Easy**															
		100	254																							
8		3	3	80	25	3	1	10	50		12	32	18	18	12	32	18	18								
22		100	254																							
Day Plan 3											**Easy**															
		100	254																							

8		3	3	80	25	3	1	10	50		12	32	18	18	12	32	18	18									
22		100	254																								

Station : 2104 - SE 3 Ave & SE 7 St (Standard File)

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

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																																2
5	1												1							1																																2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1				1																														2
8							1						1	1	1	1	1						1																													2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																										2
11											1						1																												1	1	1	1	1	1	1	2
12											1							1																													1	1	1	1	1	1	2
13												1		1				1																															1				2
14												1		1	1	1	1	1																															1			2
15												1		1																																				1			2
16												1		1				1																																		1	2
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BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2104	**Initial Operation Date**	1963
Controller Type	2070 LN	**System Number**	2104
Modification Number	20	**Modification Date**	04/04/2023
Drawing/Project No	GRP 4	**FPL Grid Number**	87679494600
Intersection	SE 3 AVENUE and SE 7 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3,8	4,7	5	6		
Direction	SBL	NB	WB	EB	NBL	SB		
Initial Green(MIN)	4	10	5	5	4	10		
Vehicle Ext.(GAP)	1.5	3.0	2.5	2.5	1.5	3.0		
Maximum Green I	12	40	25	25	12	40		
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0		
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0		
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN		
Detector Delay								
Walk		7	7	7		7		
Pedestrian Clearance		12	20	20		12		
Permissive	5 SECT				5 SECT			
Flash Operation		YELLOW	RED	RED		YELLOW		

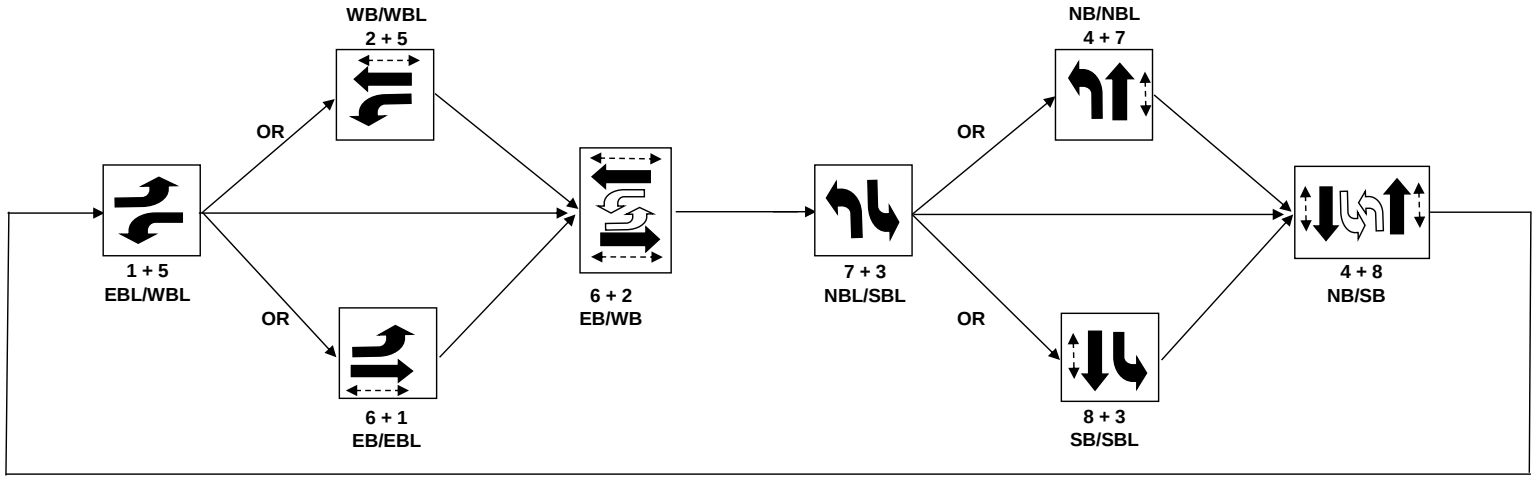
Attachment

NOTES:

1. ANTI-BACKDOWN NORTH/SOUTH, PHASES 2+6 ON ---> OMIT 1+5.
2. MOD. 20 UPDATES GAP TIMES FOR PHASES 3 AND 4.

Submitted By _____ **Approved By** _____

SEQUENCE of OPERATION for (2117) DAVIE BLVD (SR 736) and SE 3 AVENUE
FORT LAUDERDALE



Denotes permissive left turn

Denotes pedestrian crosswalk

Station : 2117 - Davie Blvd & SE 3 Ave (Standard File)

Phase	1 (EL)	2 (WR)	3 (SL)	4 (NR)	5 (WL)	6 (ER)	7 (NL)	8 (SR)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		20		20		20		20								
Min Green	4	12	4	6	4	12	4	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	12	50	12	30	12	50	12	30								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

Channel	1	2	3	4
Min				
Max	200		200	
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt	ON		ON	
No Skip				
Priority P1	8		4	
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

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						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:48:26 AM

Station : 2117 - Davie Blvd & SE 3 Ave (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
7		2	2	160	153	2	1	10	50		25	65	30	40	25	65	30	40								
10		3	3	160	5	3	1	10	50		20	79	20	41	20	79	20	41								
15		4	4	160	84	4	1	5	50		15	65	18	62	15	65	20	60								
18		3	3	160	5	3	1	10	50		20	79	20	41	20	79	20	41								
20		5	5	80	28	5	1	10	17		15	25	15	25	15	25	15	25								
22		100	254																							
Day Plan 2											**Easy**															
8		5	5	80	28	5	1	10	17		15	25	15	25	15	25	15	25								
22		100	254																							
Day Plan 3											**Easy**															
8		5	5	80	28	5	1	10	17		15	25	15	25	15	25	15	25								

22		100	254																							

Broward County Timing Sheet 3/26/2024 11:48:26 AM

Station : 2117 - Davie Blvd & SE 3 Ave (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															
		100	254																							
6	30	11	11	120	5	11	1	10	50		14	62	14	30	14	62	14	30								
7	30	12	12	180	98	12	1	10	50		33	86	23	38	26	93	23	38								
10	30	13	13	160	39	13	1	10	50		20	81	20	39	20	81	20	39								
15		14	14	160	78	14	1	10	50		20	78	22	40	20	78	32	30								
16		15	15	180	125	15	1	10	50		26	92	24	38	23	95	24	38								
19		14	14	160	78	14	1	10	50		20	78	22	40	20	78	32	30								
20		5	5	80	28	5	1	10	17		15	25	15	25	15	25	15	25								

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																															2
5	1												1							1																															2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1				1																													2
8							1						1	1	1	1	1						1																											2
9							1						1											1																											2
10									1				1							1	1	1	1	1	1	1																										2
11											1						1																												1	1	1	1	1	1	1	2
12											1							1																													1	1	1	1	1	1	2
13												1		1				1																														1					2
14												1		1	1	1	1	1																														1				2
15												1		1																																			1			2
16												1		1				1																																		1	2
17																																																			1
18																																																			1
19																																																			1
20																																																			1
21																																																			1
22																																																			1
23																																																			1
24																																																			1
25																																																			1

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BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2117	**Initial Operation Date**	1/4/62
Controller Type	2070 LN	**System Number**	2117
Modification Number	12	**Modification Date**	08/28/2015
Drawing/Project No	228180-1-52-01	**FPL Grid Number**	87679460608
Intersection	DAVIE BOULEVARD (SR 736) and SE 3 AVENUE		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	4	12	4	6	4	12	4	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	12	50	12	30	12	50	12	30
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7+A		7+A		7+A		7+A
Pedestrian Clearance		20		20		20		20
Permissive	YES		YES		YES		YES	
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

1. DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. ANTI-BACKDOWN EAST/WEST: PHASES 2+6 ON---> OMIT PHASES 1+5.
3. AUDIBLE PEDESTRIAN FEATURES (P2,P4,P6 & P8).
4. MOD. 12 UPDATES PEDESTRIAN CLEARANCE VALUES.

Submitted By _____ **Approved By** _____

Station : 2154 - SE 17 St & SE 3 Ave (Standard File)

Phase	1	2 (WR)	3	4 (NT)	5	6 (ER)	7	8 (SR)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		18		25		18		25								
Min Green		12		6		12		6								
Gap Ext		2.5		2		2.5		2								
Max1		45		30		45		30								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2		2		2		2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON		ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable				ON				ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6				
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8				
Max Presence	120	120				
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	4	2				
Dwell Cyc Veh 2	8	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						

Preempt LP

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

Dwell Cyc Veh 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	2	4				
Exit 2	6	8				
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 12:01:59 PM

Station : 2154 - SE 17 St & SE 3 Ave (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6	15	2	2	80	40	2	1		50			40		40		40		40								
9		3	3	80	40	3	1		50			40		40		40		40								
15		4	4	80	40	4	1		50			40		40		40		40								
20		100	254																							
Day Plan 2											**Easy**															
		100	254																							
Day Plan 3											**Easy**															
		100	254																							

Broward County Timing Sheet 3/26/2024 12:01:59 PM

Station : 2154 - SE 17 St & SE 3 Ave (Standard File)

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

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																															2
5	1												1							1																															2
6					1								1																														1	1	1	1	1	1	1	2
7																																																		1
8																																																		1
9																																																		1
10									1				1							1	1	1	1	1	1	1																									2
11											1						1																									1	1	1	1	1	1	1				2
12											1							1																										1	1	1	1	1	1	1	1			2
13												1		1				1																												1							2
14												1		1	1	1	1	1																													1						2
15												1		1																																			1				2
16												1		1				1																																	1	1	2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
21																																																				1
22																																																				1
23																																																				1
24																																																				1
25																																																				1

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BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2154	**Initial Operation Date**	3/27/72
Controller Type	2070 LN	**System Number**	2154
Modification Number	6	**Modification Date**	02/28/2019
Drawing/Project No	GRP 4	**FPL Grid Number**	87678485801
Intersection	SE 17 STREET and SE 3 AVENUE		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4		6		8
Direction		WB		NB		EB		SB
Initial Green(MIN)		12		6		12		6
Vehicle Ext.(GAP)		2.5		2.0		2.5		2.0
Maximum Green I		45		30		45		30
Maximum Green II								
Yellow Clearance		4.0		4.0		4.0		4.0
All Red Clearance		2.0		2.0		2.0		2.0
Phase Recall		MIN		OFF		MIN		OFF
Detector Delay								
Walk		7 + E		7 + E		7 + E		7 + E
Pedestrian Clearance		18		25		18		25
Permissive								
Flash Operation		YELLOW		RED		YELLOW		RED

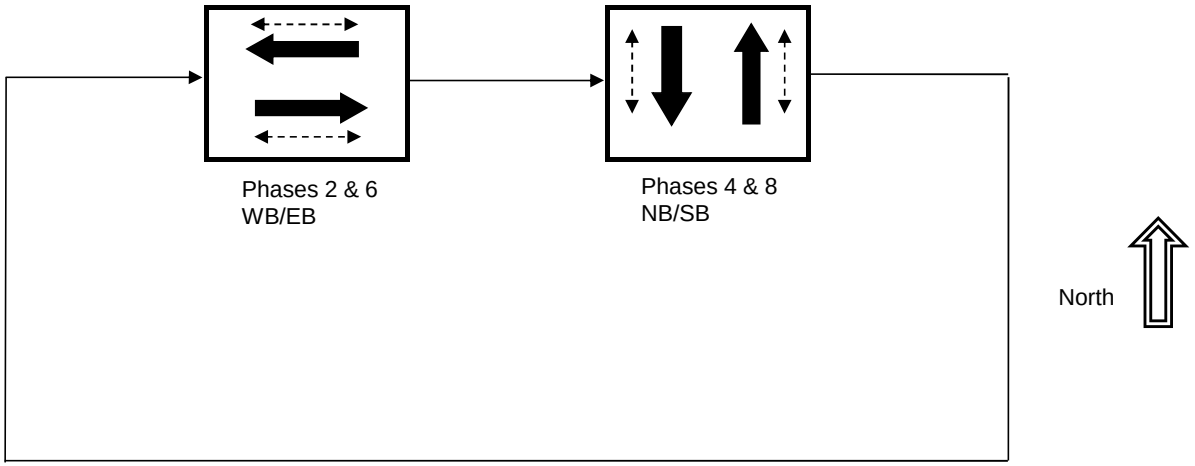
Attachment

NOTES:

1. DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. LEAD PEDESTRIAN INTERVAL (EARLY WALK): 5 SECONDS TO ALL PEDS.
3. MOD. 6 UPDATES ALL RED CLEARANCE AND DEPLOYS LPI.

Submitted By _____ **Approved By** _____

Sequence of Operation
SE 17 Street and SE 3 Avenue (2154)
Fort Lauderdale



Station : 2101 - Sunrise Blvd & Flagler Dr/NE 5 Ter (Standard File)

Phase	1 (EL)	2 (WT)	3 (ST)	4 (NT)	5 (WL)	6 (ET)	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		24		35		17		34								
Min Green	5	15	6	6	5	15	5	7			8	8				
Gap Ext	1.5	3	2	2	1.5	3	1									
Max1	12	75	25	45	15	75	3	45								
Max2																
Yellow Clr	4.5	4.5	4	4	4.5	4.5	4.5	4.5	3.5	3.5	4.5	4.5	3.5	3.5	3.5	3.5
Red Clr									1.5	1.5	3.5	3.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON		ON								
Auto Flash Entry																
Auto Flash Exit		ON														
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON					ON	ON				
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable		ON				ON			ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
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	12					
Min Dwell	8	8	8	8	8	8
Max Presence		180	180	180	180	180
Track Veh 1	7					
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	11	8	3	2	4	1
Dwell Cyc Veh 2	12			5		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						

Preempt LP

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

Dwell Cyc Veh 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	2	4	4	2	2	2
Exit 2	6			6	6	6
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:47:11 AM

Station : 2101 - Sunrise Blvd & Flagler Dr/NE 5 Ter (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	180	72	2	1	12	22		21	73	35	25	17	77		26								
9	30	3	3	180	14	3	1	12	22		26	64	32	32	17	73		26								
15		4	4	180	18	4	1	12	22		21	57	39	39	17	61		23								
19	30	5	5	140	14	5	1	12	22		17	48	27	22	17	48		26								
23	30	100	254																							
Day Plan 2											**Easy**															
		100	254																							
7		6	6	150	23	6	1	12	22		19	57	27	21	17	59		26								
9		7	7	190	79	7	1	12	22		21	83	28	32	17	87		24								
19	30	8	8	140	17	8	1	12	22		17	49	27	21	17	49		26								
Day Plan 3											**Easy**															
		100	254																							

8		6	6	150	23	6	1	12	22		19	57	27	21	17	59		26									
10		7	7	190	79	7	1	12	22		21	83	28	32	17	87		24									
19	30	8	8	140	17	8	1	12	22		17	49	27	21	17	49		26									
21	30	100	254																								

Station : 2101 - Sunrise Blvd & Flagler Dr/NE 5 Ter (Standard File)

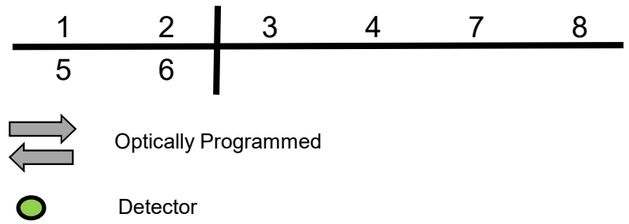
Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1			1																																2
5	1												1								1																															2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1					1																												2
8							1					1	1	1	1	1	1	1					1	1	1	1																									2
9							1						1											1																											2
10									1				1							1	1	1	1	1	1	1																										2
11											1						1																												1	1	1	1	1	1	1	2
12											1							1																													1	1	1	1	1	1	2
13												1		1				1																															1					2
14												1		1	1	1	1	1																															1				2
15												1		1																																				1			2
16												1		1				1																																		1	2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
21																																																				1
22																																																				1
23																																																				1
24																																																				1
25																																																				1

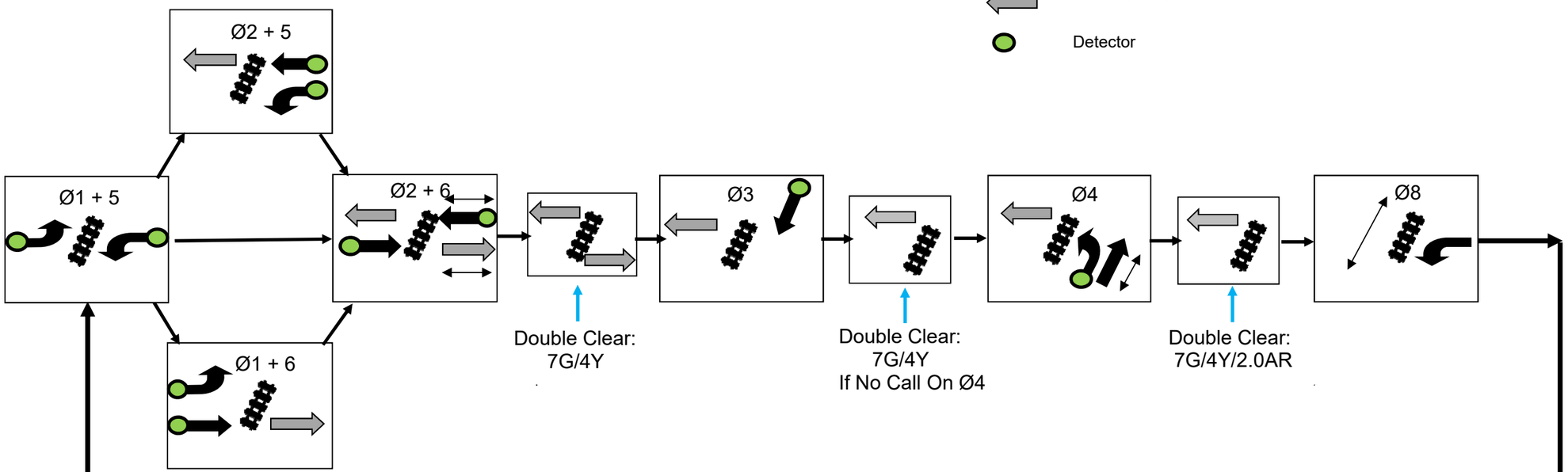
| | | |

Sequence of Operation (2101) Sunrise Boulevard (SR 838) and Flagler/ Progresso Drive (Mod. 30 +)



Optically Programmed

Detector

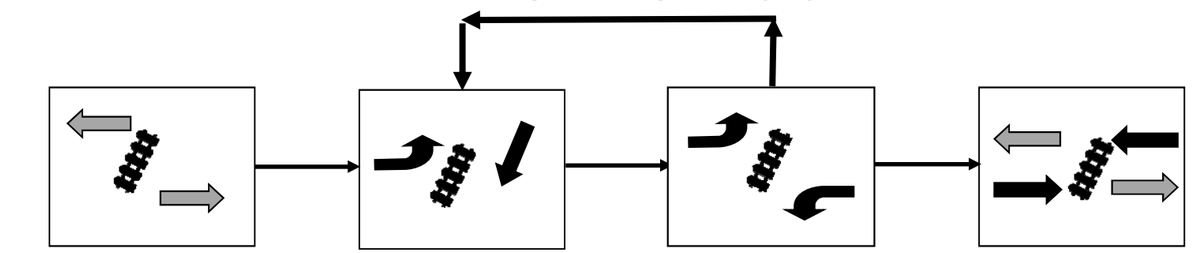


Double Clear:
7G/4Y

Double Clear:
7G/4Y
If No Call On Ø4

Double Clear:
7G/4Y/2.0AR

Pre-emption Sequence (Ø7)



Preemption Clear 12G/4Y

Dwell 1 (FIXED):
SB/EBL 8G/4Y/2AR

Dwell 2 (FIXED):
EWL 8G/4Y/2AR

Return: Ø2+6

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2101	**Initial Operation Date**	UNKNOWN
Controller Type	2070 SBC (BIU)	**System Number**	2101
Modification Number	31	**Modification Date**	11/01/2019
Drawing/Project No	436542-1-52-01	**FPL Grid Number**	87681591803
Intersection	SUNRISE BLVD. (SR 838) and FLAGLER/PROGRESSO DRIVES		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number								
Direction	EBL	WB	SB	NB	WBL	EB	PEMPT	XPED
Initial Green(MIN)	5	15	6	6	5	15	NOTE 4	7
Vehicle Ext.(GAP)	1.5	3.0	2.0	2.0	1.5	3.0		0.0
Maximum Green I	12	75	25	45	15	75		45
Maximum Green II								
Yellow Clearance	4.5	4.5	4.0	4.0	4.5	4.5		4.5
All Red Clearance	0.0	*.*	*.*	*.*	0.0	*.*		0.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN		OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		24		35		17		34
Permissive	NO				NO			
Flash Operation	RED	YELLOW	RED	RED	RED	YELLOW		DARK

Attachment **2101-30 SOP.pdf**

NOTES:

1. WBL OVERLAPS WITH PHASE 8 PEDESTRIAN SIGNAL; PHASE 8 YELLOW PROVIDES ADDITIONAL CROSSING TIME.
2. *.* DOUBLE CLEARANCE EB,WB,NB AND SB (HEADS 2A OR 2A+6A): 7G, 4Y, 2.0 AR BEGINNING OF NEARSIDE YELLOW.
3. PHASES 1+5 ALL RED CLEAR NOT NEEDED, CONFLICTING MOVEMENT > 2 SECONDS AWAY.
4. RAILROAD PRE-EMPTION (PHASE 7):
(A) TIME BEFORE: 0
(B) TRACK CLEAR (HEADS 2A+6A): 12G, 4Y.
(C) DWELL 1 (FIXED TIME): SB (HEAD 8)/EBL: 8G, 4Y, 2AR.
(D) DWELL 2 (FIXED TIME): EWL: 8G, 4Y, 2AR.
(E) RETURN TO PHASE 2 (E/W).
5. SIGNAL HEADS 2A (WB) AND 6A (EB) OPTICALLY PROGRAMMED; VISIBILITY BEGINS NEAR RESPECTIVE NEARSIDE STOP LINES.
6. MOD. 31 UPDATES TIMING VALUES PER FDOT RETIMING PROJECT.

Submitted By _____ **Approved By** _____

Station : 2027 - Sunrise Blvd & US 1 (Searstown) (Standard File)

Phase	1 (WL)	2 (ET)	3	4 (NR)	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7												
Ped Clearance		36		7												
Min Green	10	10		10		5										
Gap Ext	2	8		2												
Max1	50	75		50		25										
Max2																
Yellow Clr	4.5	4.5	3.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	3	2		3					1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON												
Auto Flash Entry																
Auto Flash Exit																
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall	ON			ON												
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

Dwell Cyc Veh 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	2	4	2	2	4	
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 4/16/2024 10:07:09 AM

Station : 2027 - Sunrise Blvd & US 1 (Searstown) (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	180	87	2	1	12	22		79	78		23	79	78		23								
9	30	3	3	180	81	3	1	12	22		70	76		34	70	76		34								
15		4	4	180	36	4	1	12	22		52	83		45	52	83		45								
19	30	5	5	140	34	5	1	12	22		45	67		28	45	67		28								
23	30	100	254																							
Day Plan 2											**Easy**															
		100	254																							
7		6	6	150	55	6	1	12	22		48	77		25	48	77		25								
9		7	7	190	82	7	1	12	22		59	96		35	59	96		35								
19	30	8	8	140	32	8	1	12	22		47	68		25	47	68		25								
Day Plan 3											**Easy**															
		100	254																							

8		6	6	150	55	6	1	12	22		48	77		25	48	77		25									
10		7	7	190	82	7	1	12	22		59	96		35	59	96		35									
19	30	8	8	140	32	8	1	12	22		47	68		25	47	68		25									
21	30	100	254																								

Station : 2027 - Sunrise Blvd & US 1 (Searstown) (Standard File)

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

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																																2
5	1												1							1																																2
6					1								1																																1	1	1	1	1	1	1	2
7							1										1					1																													2
8							1					1	1	1	1	1	1	1					1	1	1	1																									2
9							1						1											1																											2
10									1				1							1	1	1	1	1	1	1																										2
11											1						1																											1	1	1	1	1	1	1	2
12											1							1																												1	1	1	1	1	1	1	2
13												1		1				1																													1						2
14												1		1	1	1	1	1																													1						2
15												1		1																																		1					2
16												1		1				1																																		1	2
17																																																				1
18																																																				1
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23																																																				1
24																																																				1
25																																																				1

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BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2027	**Initial Operation Date**	5/15/73
Controller Type	2070 LN2 (BIU)	**System Number**	2027
Modification Number	18	**Modification Date**	04/12/2024
Drawing/Project No	436542-1-52-01	**FPL Grid Number**	87681711701
Intersection	SUNRISE BLVD. (SR 838) and NE 7 AVE. (SEARSTOWN) (US1)		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1,4,6*	2,6		4,1,6*				
Direction	WBL	EB		NBR				
Initial Green(MIN)	10	10		10				
Vehicle Ext.(GAP)	2.0	8.0		2.0				
Maximum Green I	50	75		50				
Maximum Green II								
Yellow Clearance	4.5	4.5		4.5				
All Red Clearance	3.0	2.0		3.0				
Phase Recall	MIN	OFF		MIN				
Detector Delay								
Walk		7		7				
Pedestrian Clearance		36		7				
Permissive								
Flash Operation	RED	RED		RED				

Attachment **B-027 Mod#17.pdf**

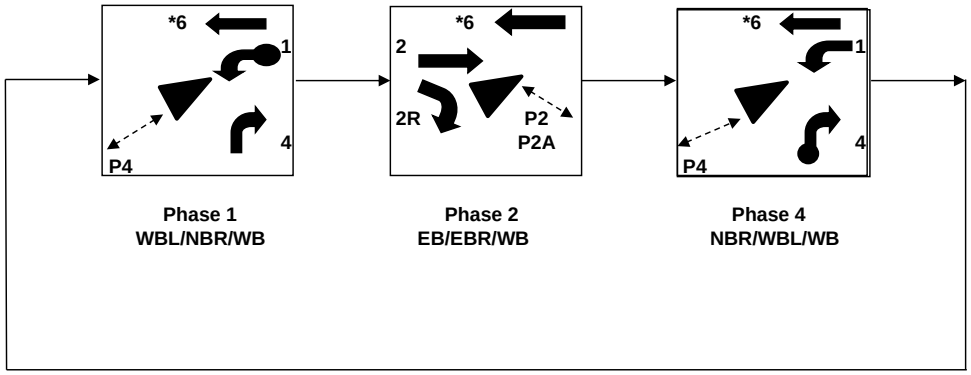
NOTES:

1. * WBL, NBR AND WB.
2. WBL (TWO INBOARD LANES) CONTROLLED BY PHASE 4. WB THROUGH (SINGLE OUTBOARD LANE) CONTROLLED BY CONTINUOUS GREEN THROUGH ARROW.
3. THERMAL DETECTION.
4. MOD. 18 CHANGED GAP TIME FOR PHASE 2 TO 8 SECONDS.

Submitted By _____ **Approved By** _____

Sequence of Operation Sunrise Blvd (SR 838) and NE 7 Avenue (Searstown/US1) [2027]

Modification # 17



*WESTBOUND THROUGH (SINGLE OUTBOARD LANE) CONTROLLED BY A CONTINUOUS GREEN THROUGH ARROW.

Station : 2119 - US 1 & NE 9 St (Ft Lauderdale) (Standard File)

Phase	1 (SL)	2 (NT)	3	4 (ET)	5 (NL)	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		13		25		13		23								
Min Green	5	12		6	5	12		6								
Gap Ext	1.5	3		2	1.5	3		2								
Max1	12	50		20	18	50		20								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2		2	2	2		2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON	ON	ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable				ON				ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						ON
Override Higher Preempt						ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2	4	1		2	
Dwell Cyc Veh 2	6	8	6		5	
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:48:39 AM

Station : 2119 - US 1 & NE 9 St (Ft Lauderdale) (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		2	2	160	138	2	1	5	50		30	90		40	30	90		40								
9		3	3	160	26	3	1	5	50		30	90		40	30	90		40								
15		4	4	160	75	4	1	5	50		30	90		40	30	90		40								
18		3	3	160	26	3	1	5	50		30	90		40	30	90		40								
Day Plan 2											**Easy**															
		3	3	160	26	3	1	5	50		30	90		40	30	90		40								
2		100	254																							
8		3	3	160	26	3	1	5	50		30	90		40	30	90		40								
Day Plan 3											**Easy**															
		3	3	160	26	3	1	5	50		30	90		40	30	90		40								

2		100	254																									
8		3	3	160	26	3	1	5	50		30	90		40	30	90		40										
22		100	254																									

Station : 2119 - US 1 & NE 9 St (Ft Lauderdale) (Standard File)

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

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																																2
5	1												1							1																																2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1					1																												2
8							1						1	1	1	1	1						1																												2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																										2
11											1						1																											1	1	1	1	1	1	1			2
12											1							1																												1	1	1	1	1	1	1	2
13												1		1				1																													1						2
14												1		1	1	1	1	1																													1					2
15												1		1																																		1				2
16												1		1				1																																	1	2
17																																																			1
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BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2119	**Initial Operation Date**	7/8/75
Controller Type	2070 LN	**System Number**	2119
Modification Number	13	**Modification Date**	06/08/2021
Drawing/Project No	86000-3576	**FPL Grid Number**	87681660201
Intersection	FEDERAL HWY. (US 1/SR 5) and NE 9 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		4	5	6		8
Direction	SBL	NB		EB	NBL	SB		WB
Initial Green(MIN)	5	12		6	5	12		6
Vehicle Ext.(GAP)	1.5	3.0		2.0	1.5	3.0		2.0
Maximum Green I	12	50		20	18	50		20
Maximum Green II								
Yellow Clearance	4.0	4.0		4.0	4.0	4.0		4.0
All Red Clearance	2.0	2.0		2.0	2.0	2.0		2.0
Phase Recall	OFF	MIN		OFF	OFF	MIN		OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		13		25		13		23
Permissive	5-SECT				NO			
Flash Operation		YELLOW		RED	RED	YELLOW		RED

Attachment

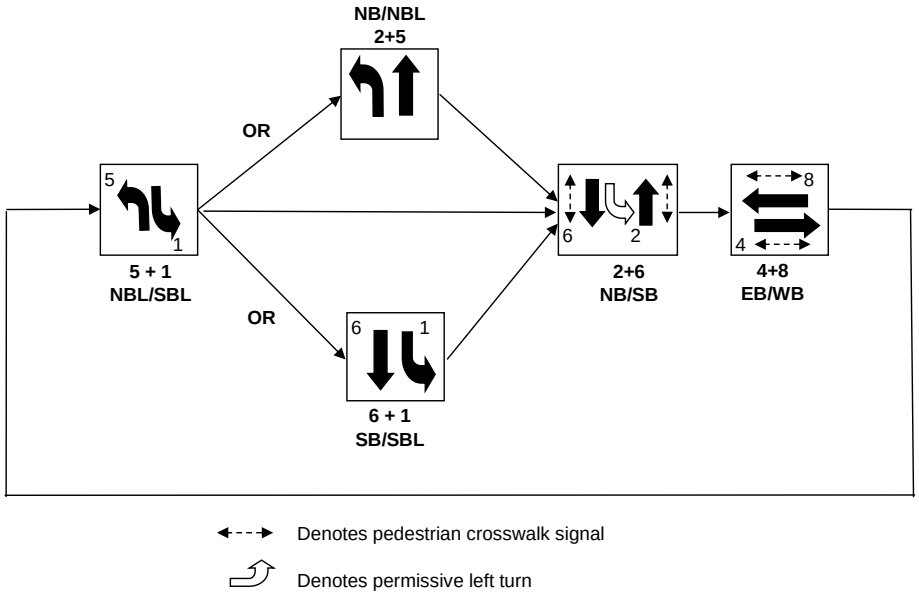
NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST.
2. ANTI-BACKDOWN NORTH/SOUTH WITH RED REVERT OF 4.0 SECONDS. ACTIVE ON NBL IN THE ABSENCE OF CALLS ON EAST/WEST.
3. MOD. 13 UPDATES NS & EB PEDESTRIAN CLEARANCES.

Submitted By _____ **Approved By** _____

Sequence of Operation for Federal Hwy. (US 1/SR 5) and NE 9 Street (2119)

Fort Lauderdale



APPENDIX D

Growth Rate Calculations

FDOT Historical Growth Trends

FDOT Growth Rate Summary

Station Number	Location	Historical Growth- Linear				Historical Growth- Exponential				Historical Growth- Decaying Exponential			
		5-year	R-squared	10-year	R-squared	5-year	R-squared	10-year	R-squared	5-year	R-squared	10-year	R-squared
867643	Andrews Avenue -- south of Davie Boulevard	-11.48%	94.16%	-2.40%	21.12%	-14.80%	92.11%	-3.21%	25.26%	-12.58%	79.54%	-1.43%	5.45%
867744	SE 3rd Avenue -- south of Broward Boulevard	-4.02%	99.97%	0.64%	4.41%	-4.38%	99.87%	0.63%	5.11%	-4.12%	94.27%	1.23%	16.61%
867746	Andrews Avenue -- south of Broward Boulevard	-8.29%	94.03%	-4.64%	89.08%	-9.96%	92.88%	-5.96%	87.40%	-8.64%	79.31%	-5.26%	74.85%
869018	Andrews Avenue -- north of Davie Boulevard	-8.91%	94.04%	-3.38%	72.02%	-10.81%	92.76%	-4.26%	68.78%	-9.26%	79.32%	-3.30%	50.37%
869019	SE 3rd Avenue -- north of Davie Boulevard	-11.36%	94.12%	-0.78%	1.51%	-14.44%	92.14%	-1.15%	2.85%	-12.40%	79.46%	0.66%	0.99%
869039	NE 3rd Avenue -- north of NE 6 Street	-2.48%	93.65%	1.84%	37.08%	-2.58%	93.42%	1.71%	37.78%	-2.20%	78.74%	1.66%	31.35%
869085	SE 3rd Avenue -- south of Davie Boulevard	-13.89%	94.12%	-3.09%	21.33%	-18.90%	91.21%	-4.29%	25.88%	-15.70%	79.46%	-1.68%	4.46%
Total		**-8.63%**	**94.87%**	**-1.69%**	**35.22%**	**-10.84%**	**93.48%**	**-2.36%**	**36.15%**	**-9.27%**	**81.44%**	**-1.16%**	**26.30%**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7643 - ANDREWS AVE, S OF DAVIE BLVD

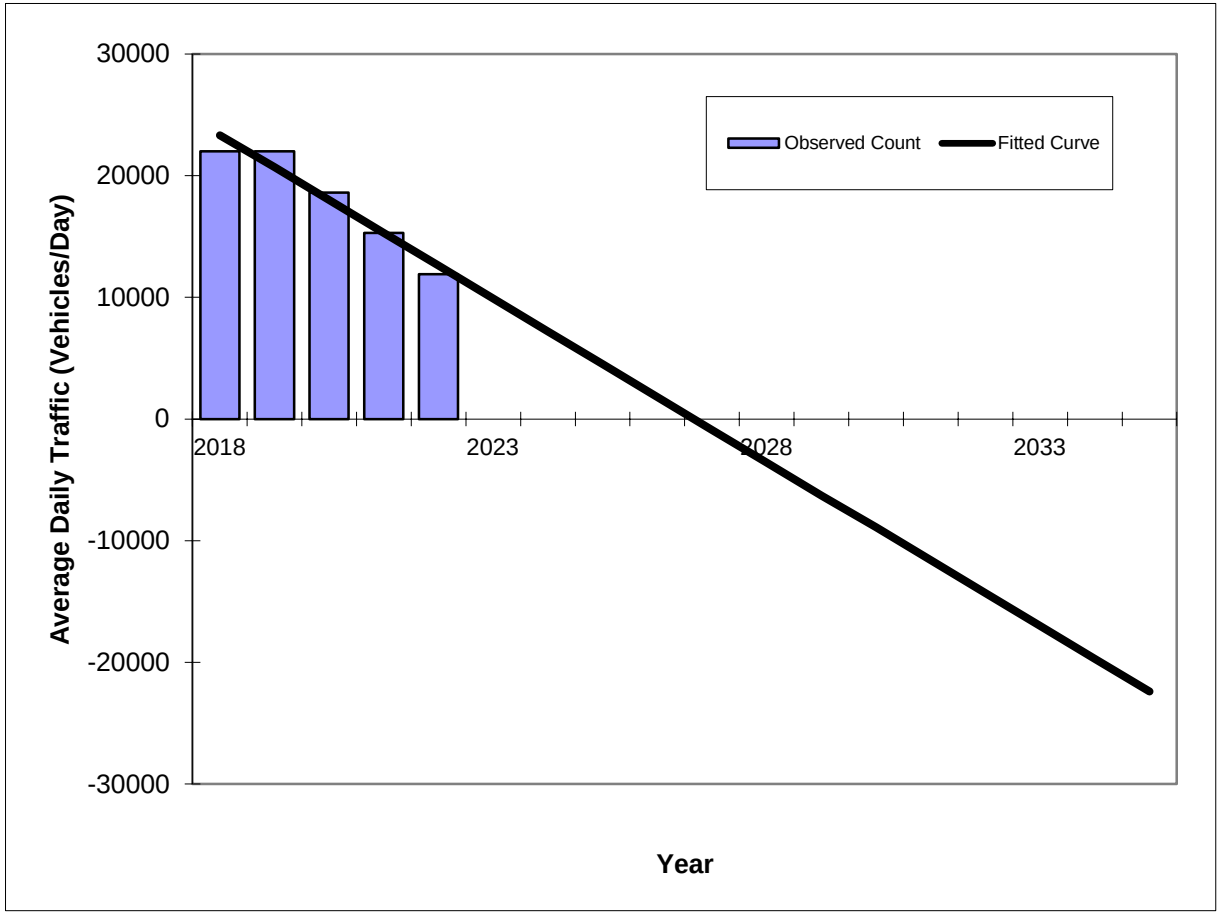
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	11900 S	N 6300	S 5600	9.00	57.00	5.40
2021	12100 F	N 6400	S 5700	9.00	53.80	14.30
2020	12100 C	N 6400	S 5700	9.00	53.90	8.80
2019	22000 T	N 11500	S 10500	9.00	54.60	5.50
2018	22000 S	N 11500	S 10500	9.00	54.50	6.00
2017	22000 F	N 11500	S 10500	9.00	51.90	6.20
2016	22000 C	N 11500	S 10500	9.00	54.10	2.90
2015	19000 V	0	0	9.00	54.00	3.40
2014	18500 R			9.00	54.20	7.40
2013	18500 T	0	0	9.00	53.60	7.60
2012	18500 S	0	0	9.00	52.20	5.90
2011	18500 F	0	0	9.00	52.50	6.30
2010	18500 C	N 9600	S 8900	8.35	52.69	9.30
2009	17700 F	N 9200	S 8500	8.53	53.89	5.30
2008	18200 C	N 9500	S 8700	8.81	54.16	6.50
2007	21000 C	N 10500	S 10500	8.63	55.75	4.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends

ANDREWS AVENUE -- S of Davie Blvd

County:	Broward (86)
Station #:	7643
Highway:	ANDREWS AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2018	22000	23300
2019	22000	20700
2020	18600	18000
2021	15300	15300
2022	11900	12600

Trend R-squared:	94.16%
Trend Annual Historic Growth Rate:	-11.48%
Printed:	25-Mar-24

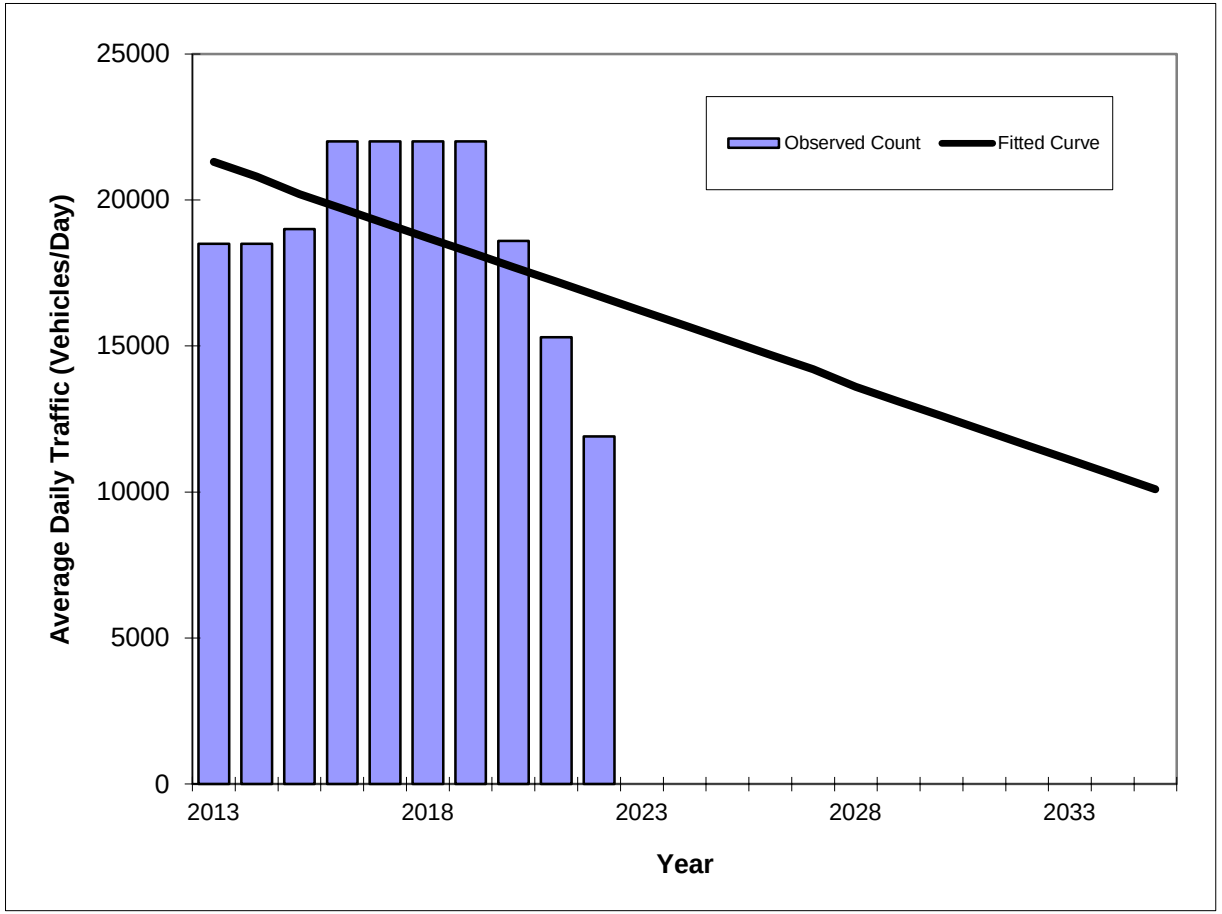
Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

ANDREWS AVENUE -- S of Davie Blvd

County:	Broward (86)
Station #:	7643
Highway:	ANDREWS AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2013	18500	21300
2014	18500	20800
2015	19000	20200
2016	22000	19700
2017	22000	19200
2018	22000	18700
2019	22000	18200
2020	18600	17700
2021	15300	17200
2022	11900	16700

Trend R-squared:	21.12%
Trend Annual Historic Growth Rate:	-2.40%
Printed:	25-Mar-24

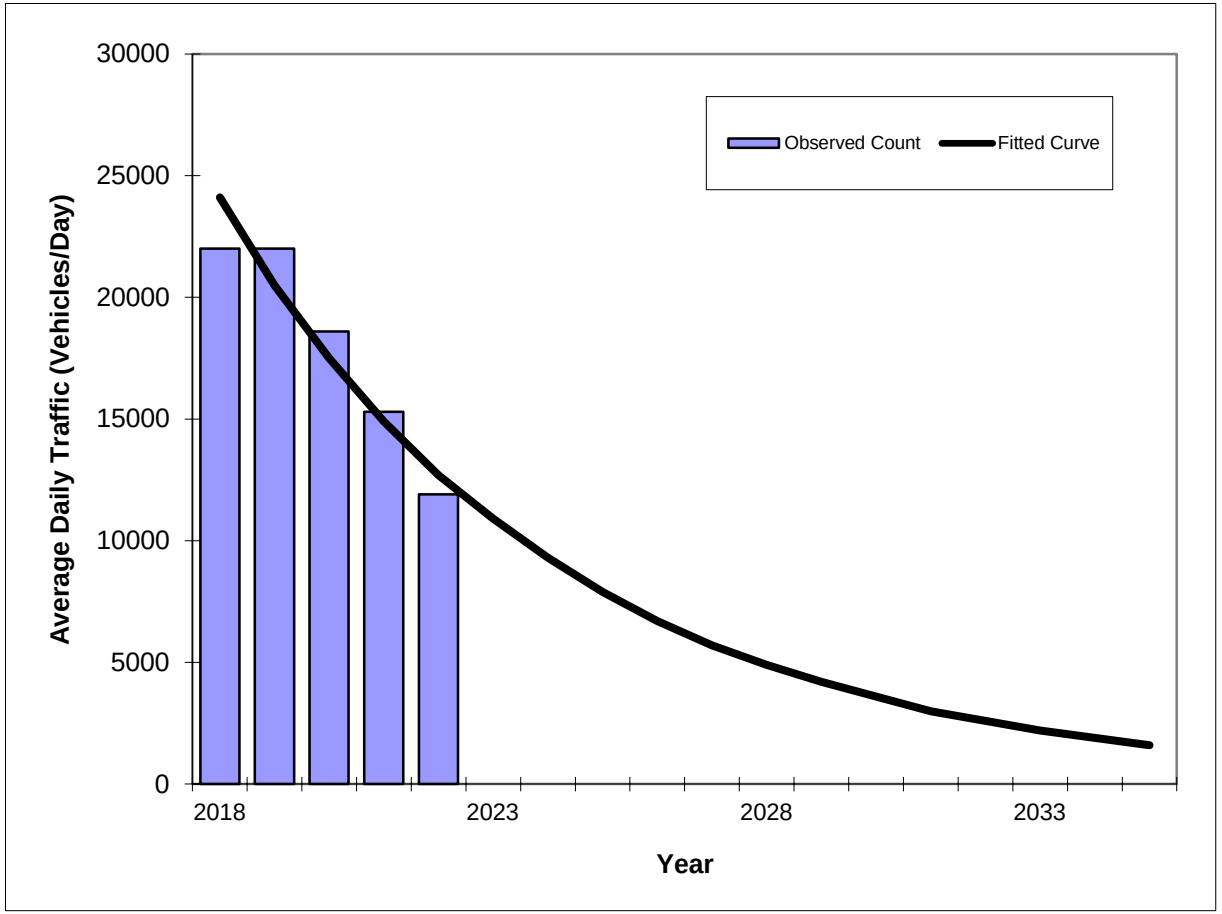
Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

ANDREWS AVENUE -- S of Davie Blvd

County:	Broward (86)
Station #:	7643
Highway:	ANDREWS AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2018	22000	24100
2019	22000	20500
2020	18600	17500
2021	15300	14900
2022	11900	12700

Trend R-squared:	92.11%
Compounded Annual Historic Growth Rate:	-14.80%
Printed:	25-Mar-24

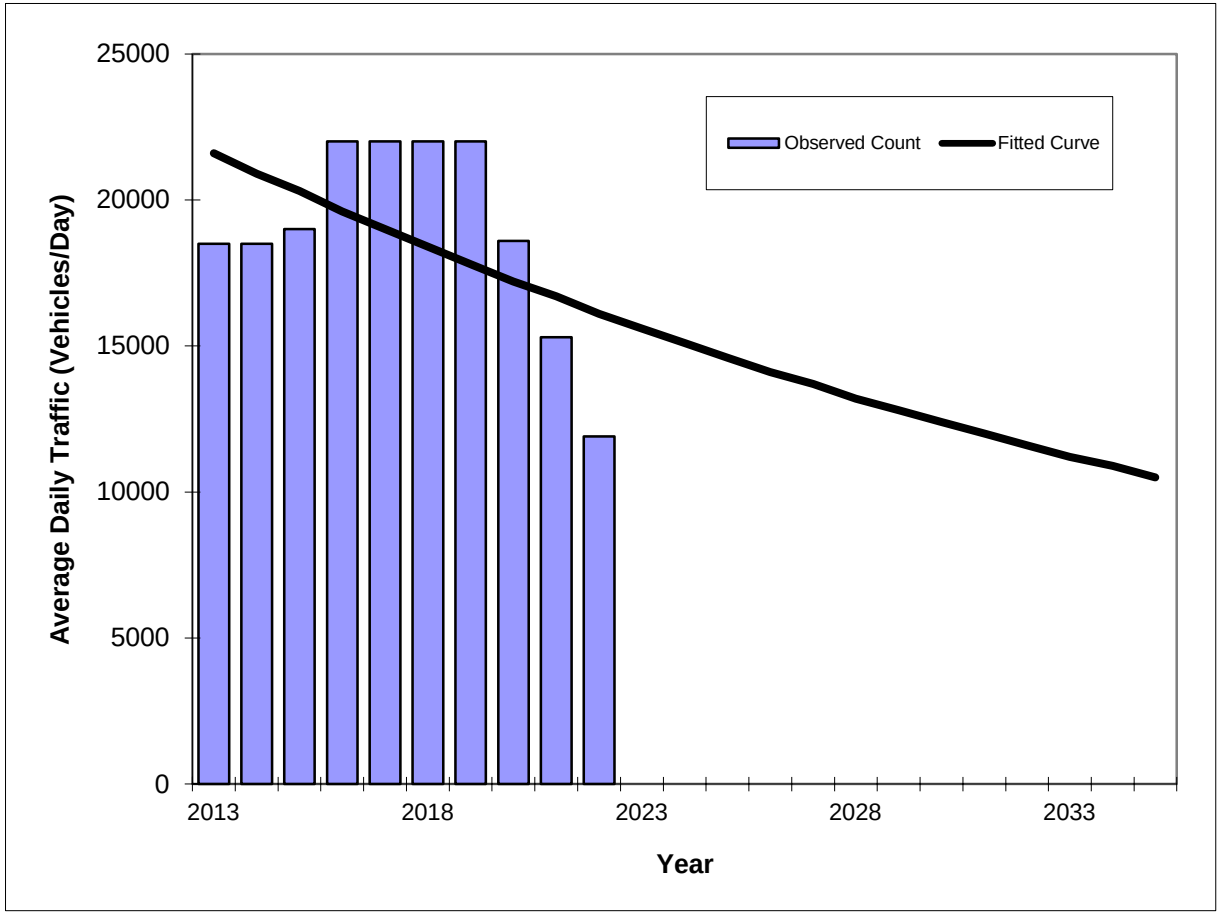
Exponential Growth Option

*Axle-Adjusted

Traffic Trends

ANDREWS AVENUE -- S of Davie Blvd

County:	Broward (86)
Station #:	7643
Highway:	ANDREWS AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2013	18500	21600
2014	18500	20900
2015	19000	20300
2016	22000	19600
2017	22000	19000
2018	22000	18400
2019	22000	17800
2020	18600	17200
2021	15300	16700
2022	11900	16100

*Axle-Adjusted

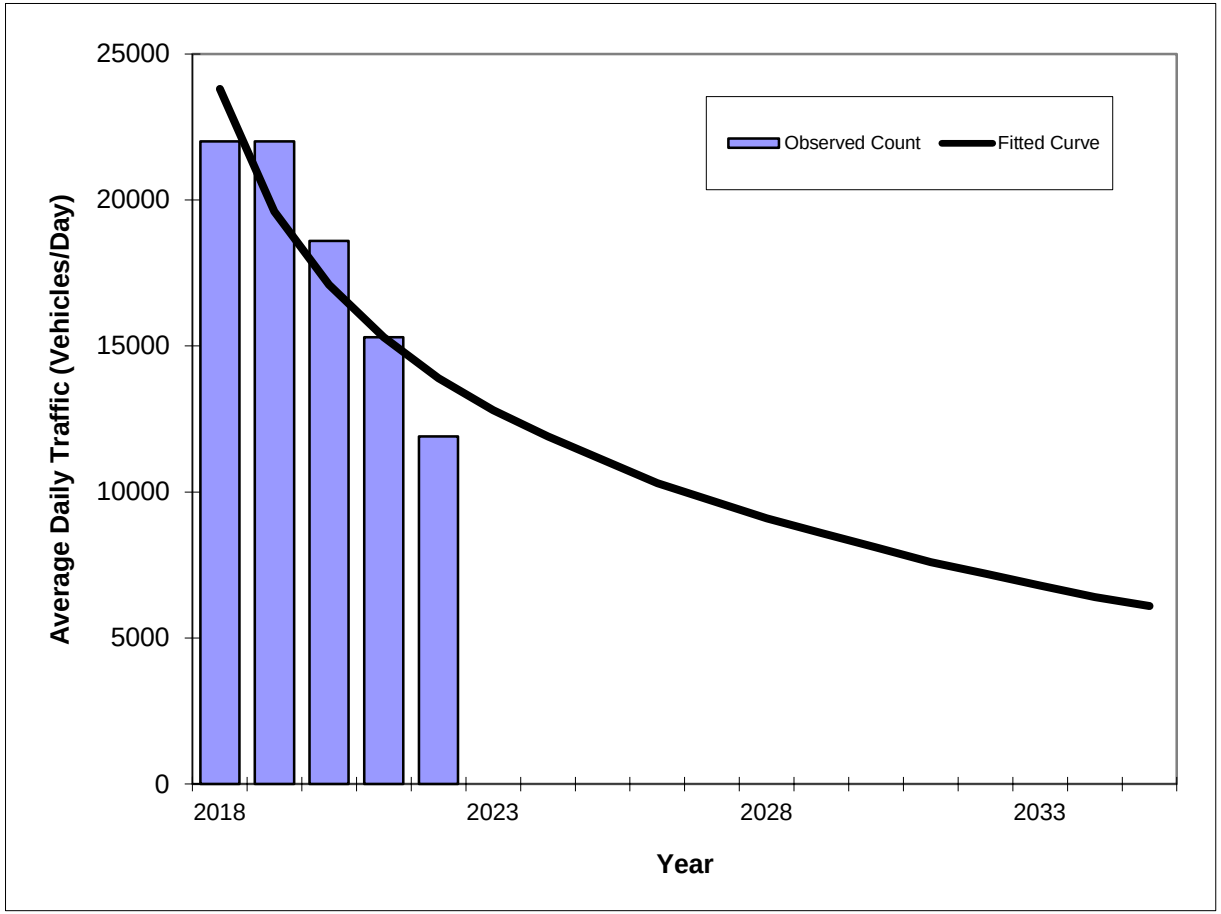
Trend R-squared:	25.26%
Compounded Annual Historic Growth Rate:	-3.21%
Printed:	25-Mar-24

Exponential Growth Option

Traffic Trends

ANDREWS AVENUE -- S of Davie Blvd

County:	Broward (86)
Station #:	7643
Highway:	ANDREWS AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2018	22000	23800
2019	22000	19600
2020	18600	17100
2021	15300	15300
2022	11900	13900

Trend R-squared:	79.54%
Compounded Annual Historic Growth Rate:	-12.58%
Printed:	25-Mar-24

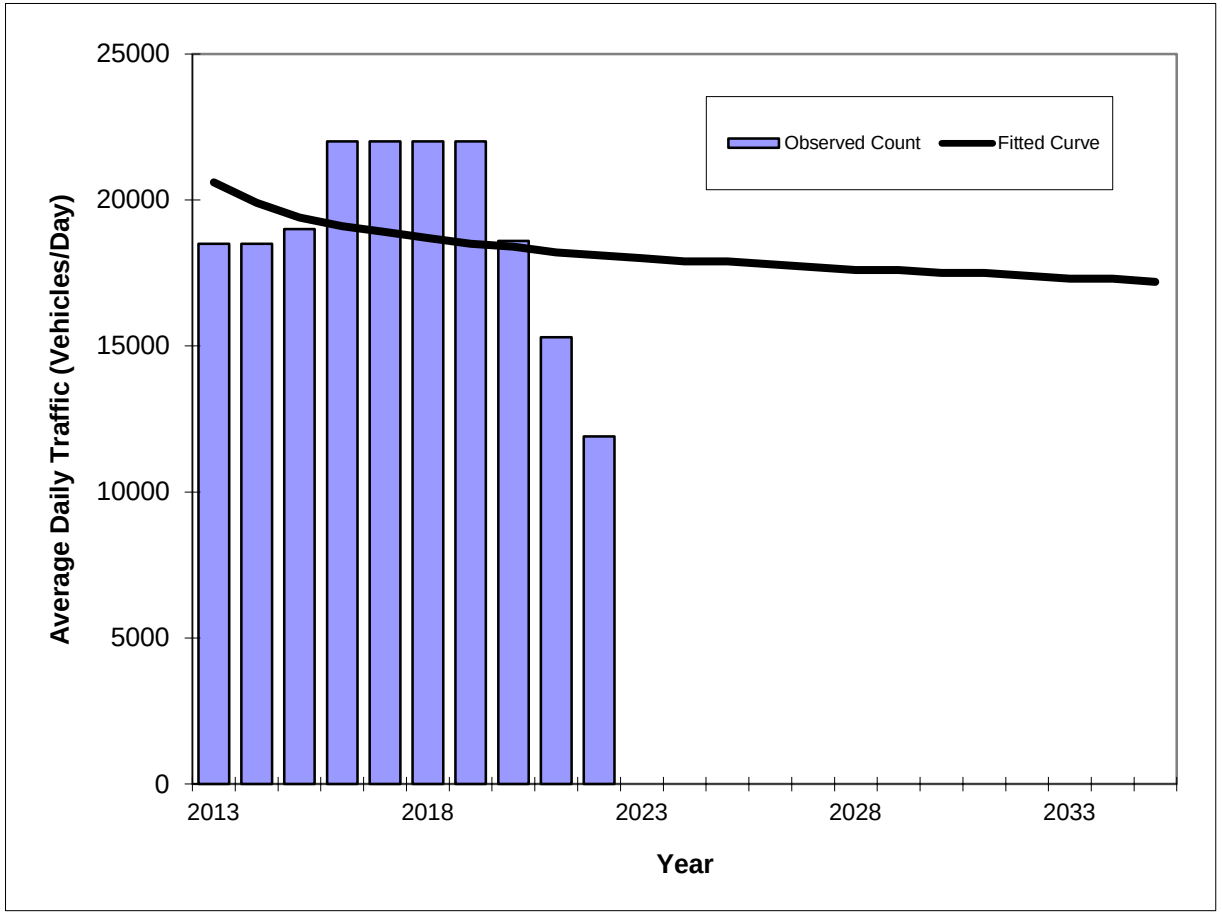
Decaying Exponential Growth Option

*Axle-Adjusted

Traffic Trends

ANDREWS AVENUE -- S of Davie Blvd

County:	Broward (86)
Station #:	7643
Highway:	ANDREWS AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2013	18500	20600
2014	18500	19900
2015	19000	19400
2016	22000	19100
2017	22000	18900
2018	22000	18700
2019	22000	18500
2020	18600	18400
2021	15300	18200
2022	11900	18100

*Axle-Adjusted

Trend R-squared:	5.45%
Compounded Annual Historic Growth Rate:	-1.43%
Printed:	25-Mar-24

Decaying Exponential Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7744 - SE 3 AVE, S OF BROWARD BLVD

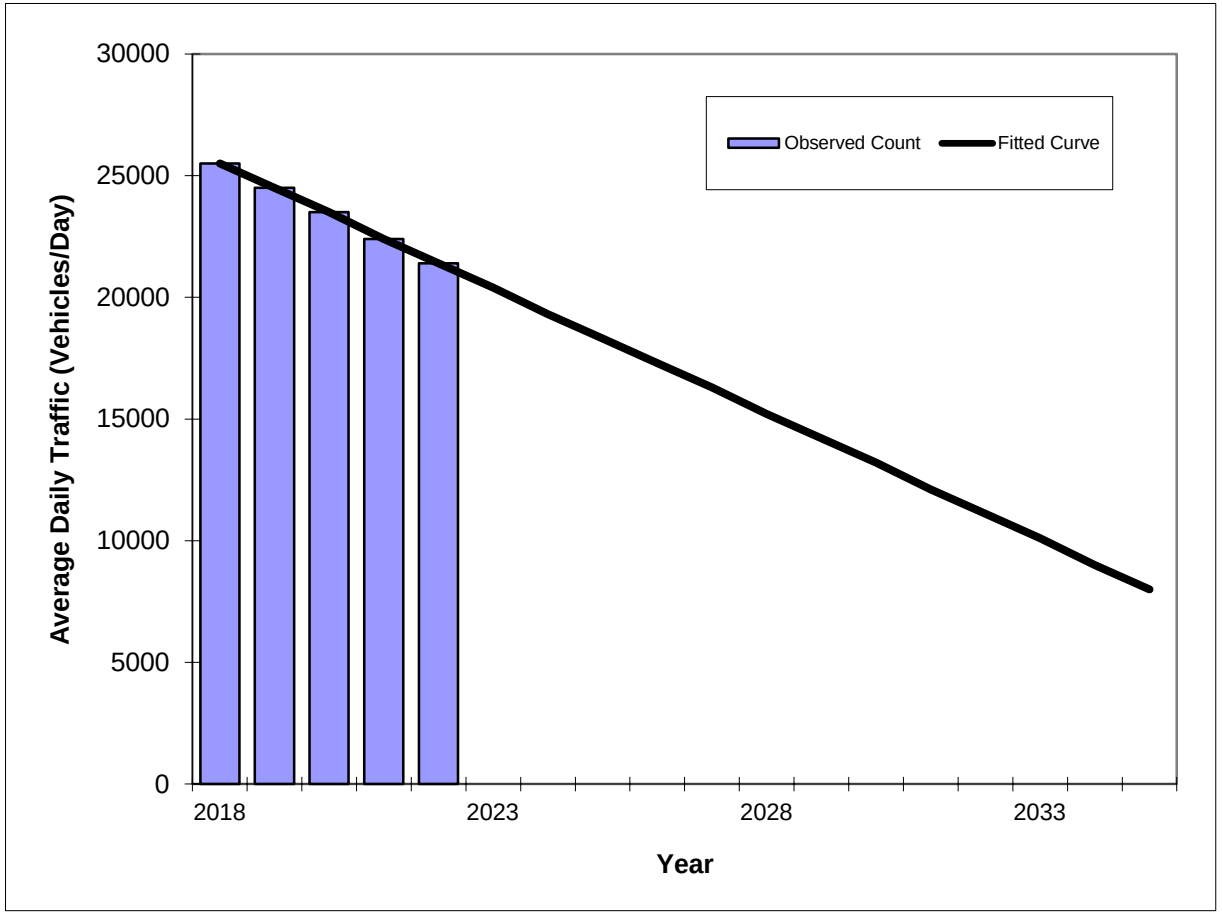
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	21400 C	N 9900	S 11500	9.00	57.00	1.60
2021	23500 S	N 11000	S 12500	9.00	53.80	3.30
2020	23500 F	N 11000	S 12500	9.00	53.90	3.30
2019	24500 C	N 11500	S 13000	9.00	54.60	3.30
2018	25500 S	N 13000	S 12500	9.00	54.50	2.30
2017	25500 F	N 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
2007	21500 C	N 11000	S 10500	8.63	55.75	4.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends

SE 3 Avenue -- S of Broward Blvd

County:	Broward (86)
Station #:	7744
Highway:	SE 3 Avenue



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2018	25500	25500
2019	24500	24500
2020	23500	23500
2021	22400	22400
2022	21400	21400

Trend R-squared:	99.97%
Trend Annual Historic Growth Rate:	-4.02%
Printed:	25-Mar-24

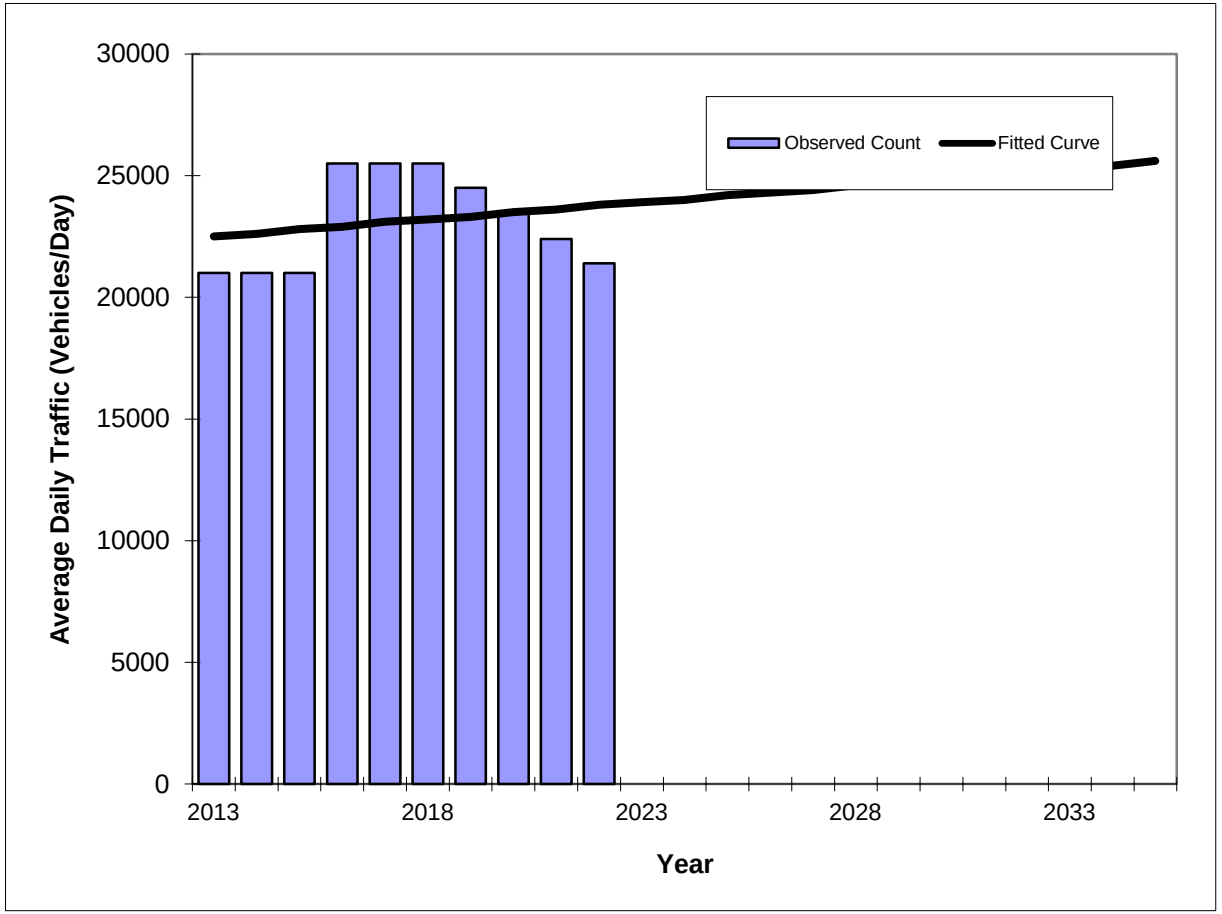
Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

SE 3 Avenue -- S of Broward Blvd

County:	Broward (86)
Station #:	7744
Highway:	SE 3 Avenue



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2013	21000	22500
2014	21000	22600
2015	21000	22800
2016	25500	22900
2017	25500	23100
2018	25500	23200
2019	24500	23300
2020	23500	23500
2021	22400	23600
2022	21400	23800

Trend R-squared:	4.41%
Trend Annual Historic Growth Rate:	0.64%
Printed:	25-Mar-24

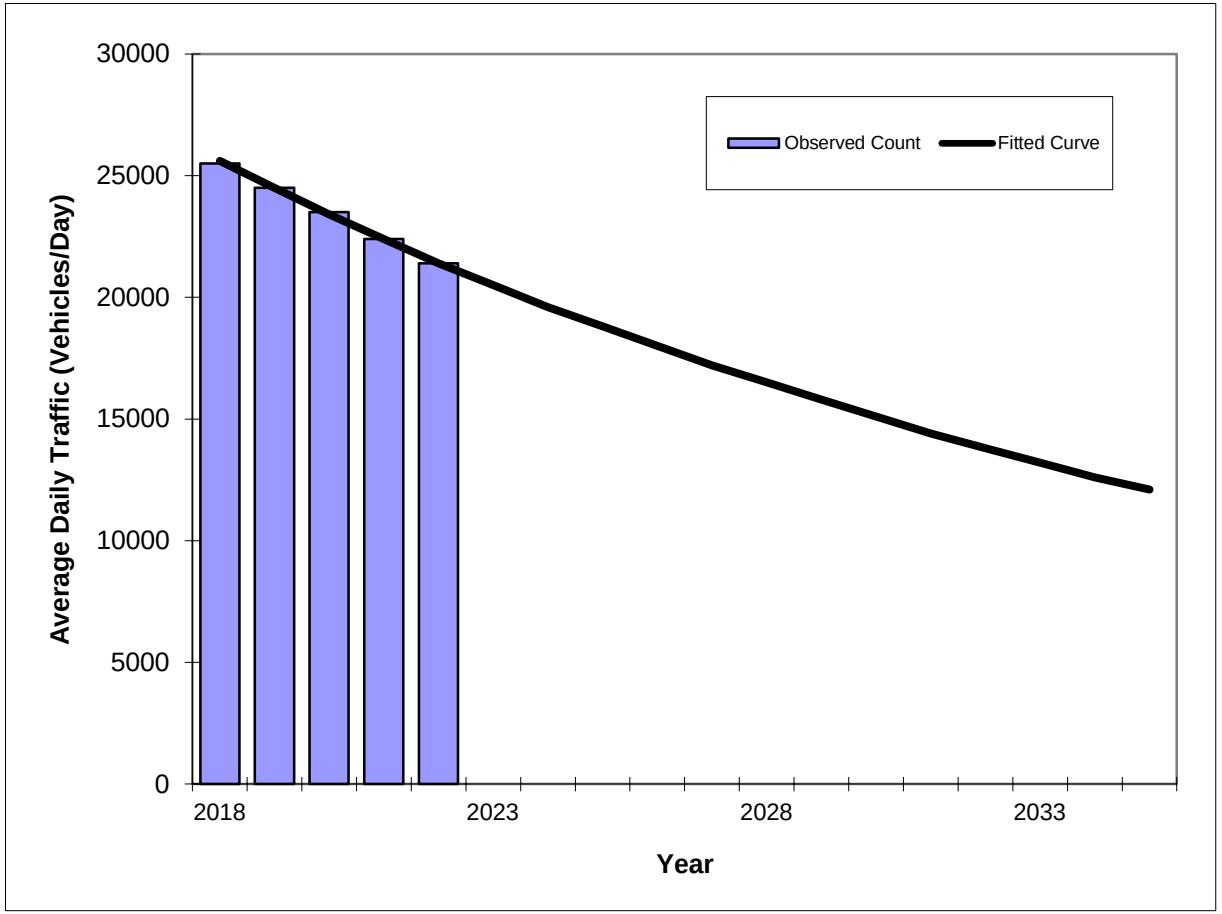
Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

SE 3 Avenue -- S of Broward Blvd

County:	Broward (86)
Station #:	7744
Highway:	SE 3 Avenue



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2018	25500	25600
2019	24500	24500
2020	23500	23400
2021	22400	22400
2022	21400	21400

Trend R-squared:	99.87%
Compounded Annual Historic Growth Rate:	-4.38%
Printed:	25-Mar-24

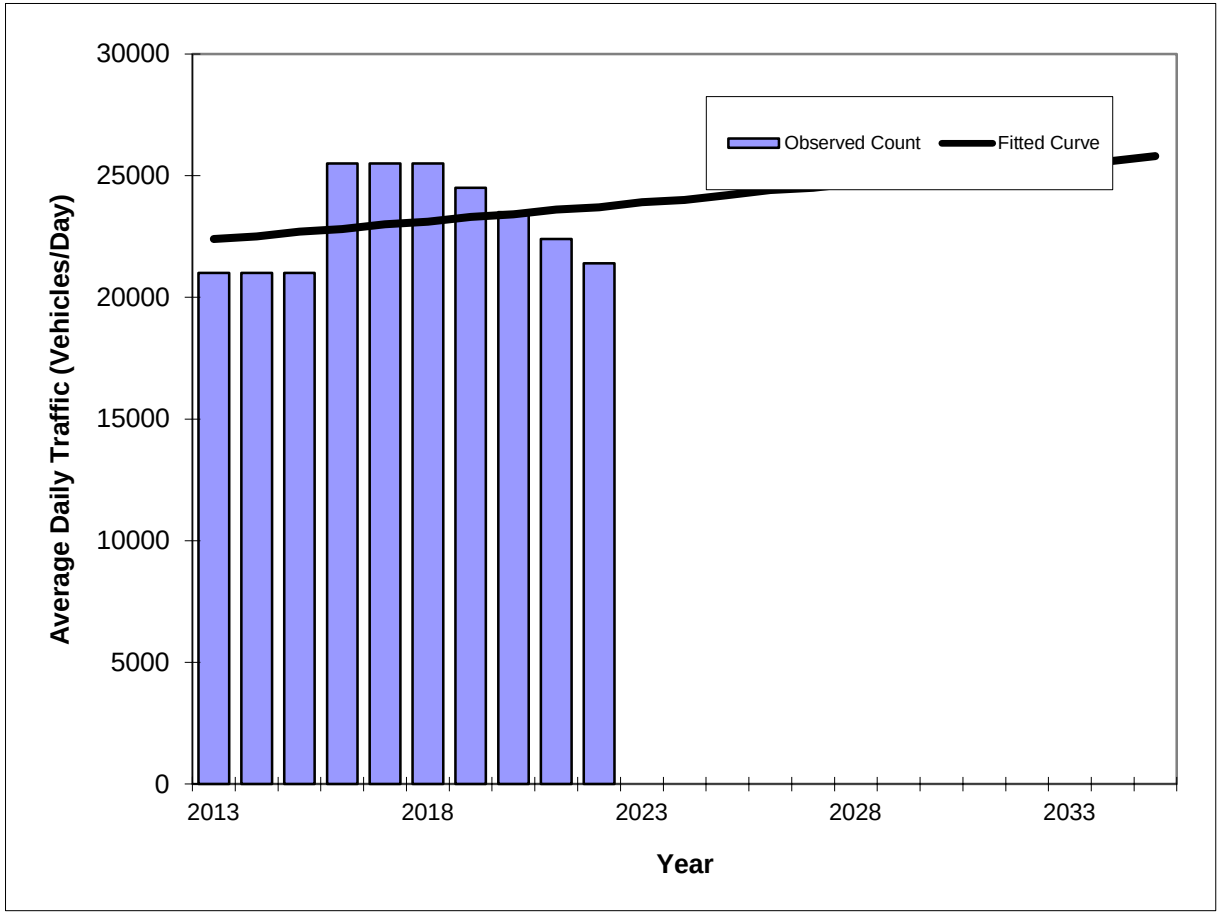
Exponential Growth Option

*Axle-Adjusted

Traffic Trends

SE 3 Avenue -- S of Broward Blvd

County:	Broward (86)
Station #:	7744
Highway:	SE 3 Avenue



Year	Traffic (ADT/AADT) Count*	Trend**
2013	21000	22400
2014	21000	22500
2015	21000	22700
2016	25500	22800
2017	25500	23000
2018	25500	23100
2019	24500	23300
2020	23500	23400
2021	22400	23600
2022	21400	23700

Trend R-squared:	5.11%
Compounded Annual Historic Growth Rate:	0.63%
Printed:	25-Mar-24

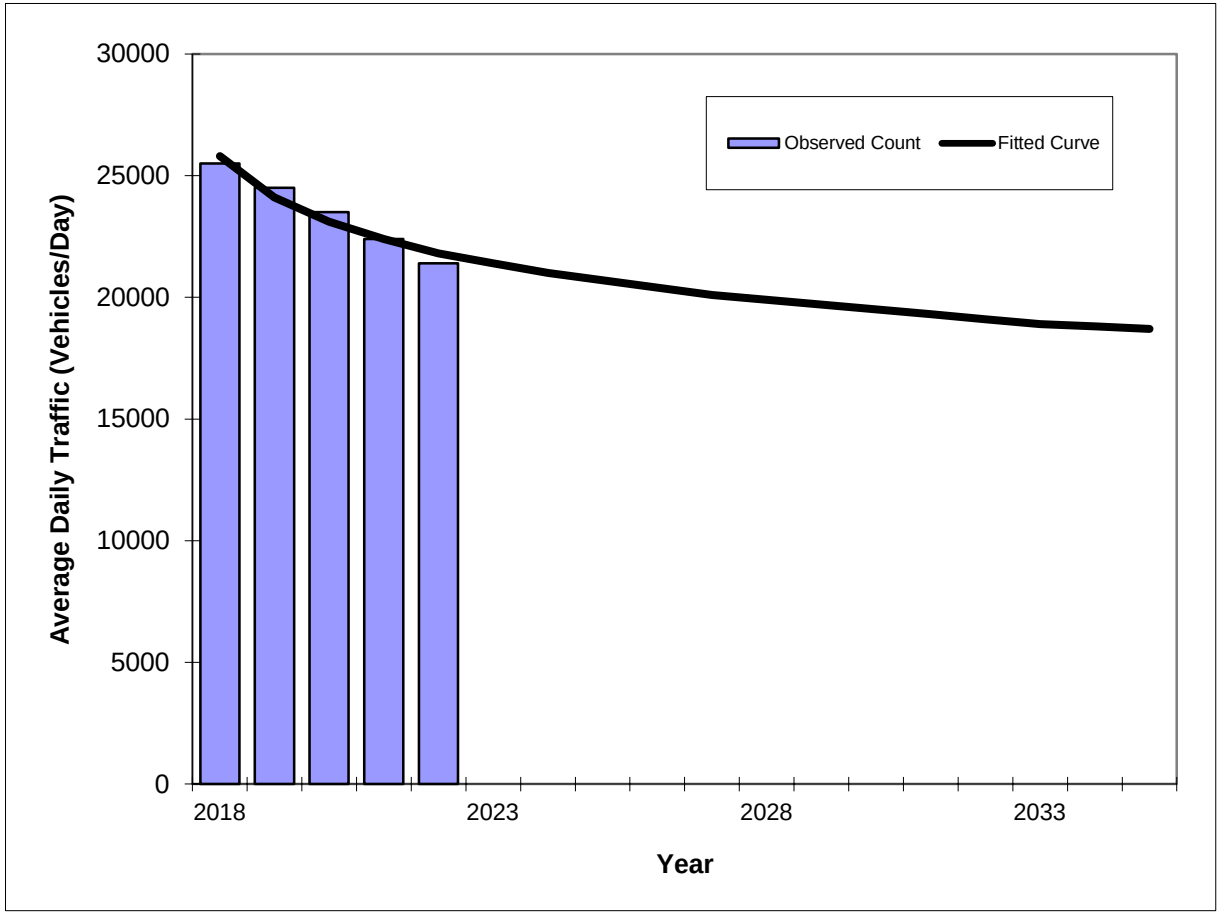
Exponential Growth Option

*Axle-Adjusted

Traffic Trends

SE 3 Avenue -- S of Broward Blvd

County:	Broward (86)
Station #:	7744
Highway:	SE 3 Avenue



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2018	25500	25800
2019	24500	24100
2020	23500	23100
2021	22400	22400
2022	21400	21800

Trend R-squared:	94.27%
Compounded Annual Historic Growth Rate:	-4.12%
Printed:	25-Mar-24

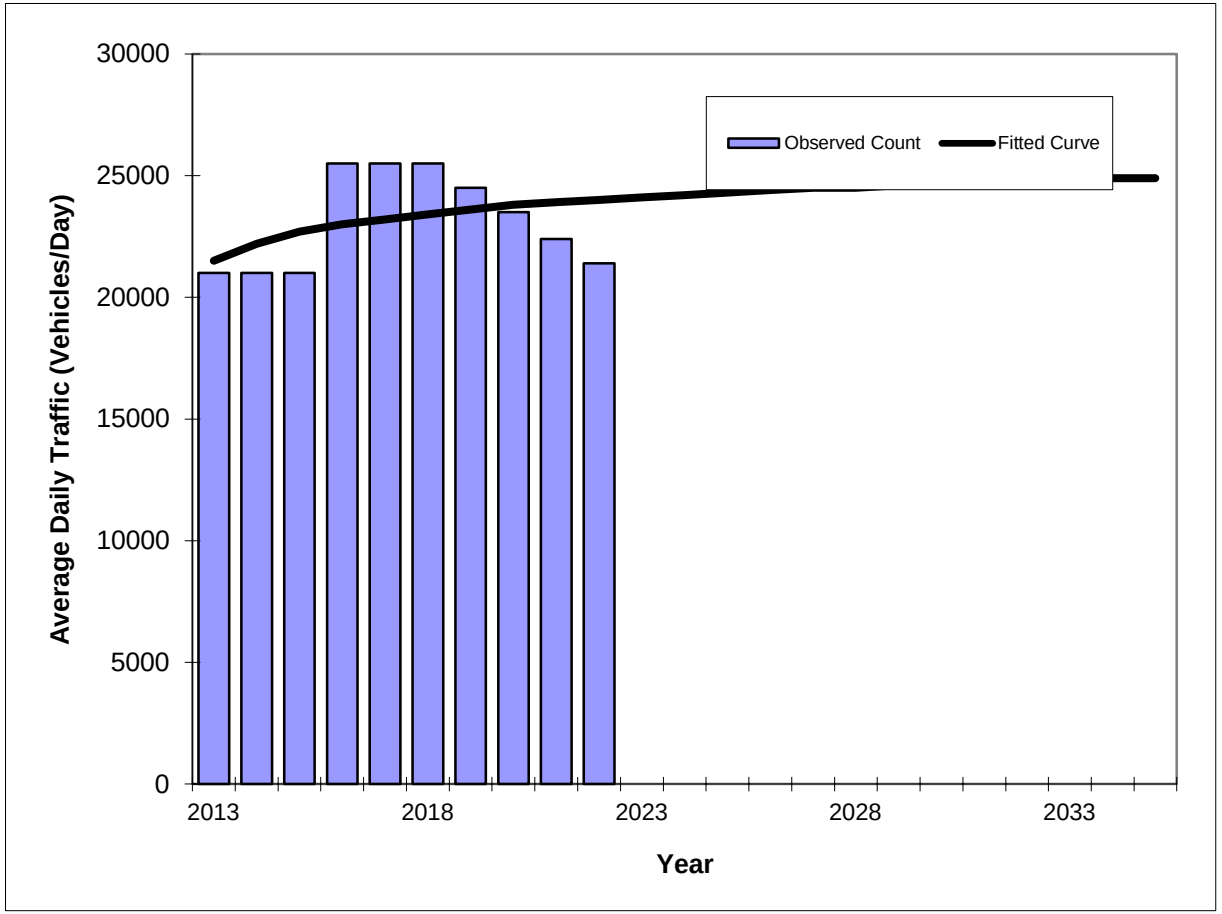
Decaying Exponential Growth Option

*Axle-Adjusted

Traffic Trends

SE 3 Avenue -- S of Broward Blvd

County:	Broward (86)
Station #:	7744
Highway:	SE 3 Avenue



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2013	21000	21500
2014	21000	22200
2015	21000	22700
2016	25500	23000
2017	25500	23200
2018	25500	23400
2019	24500	23600
2020	23500	23800
2021	22400	23900
2022	21400	24000

Trend R-squared:	16.61%
Compounded Annual Historic Growth Rate:	1.23%
Printed:	25-Mar-24

Decaying Exponential Growth Option

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7746 - ANDREWS AVE, S OF BROWARD BLVD

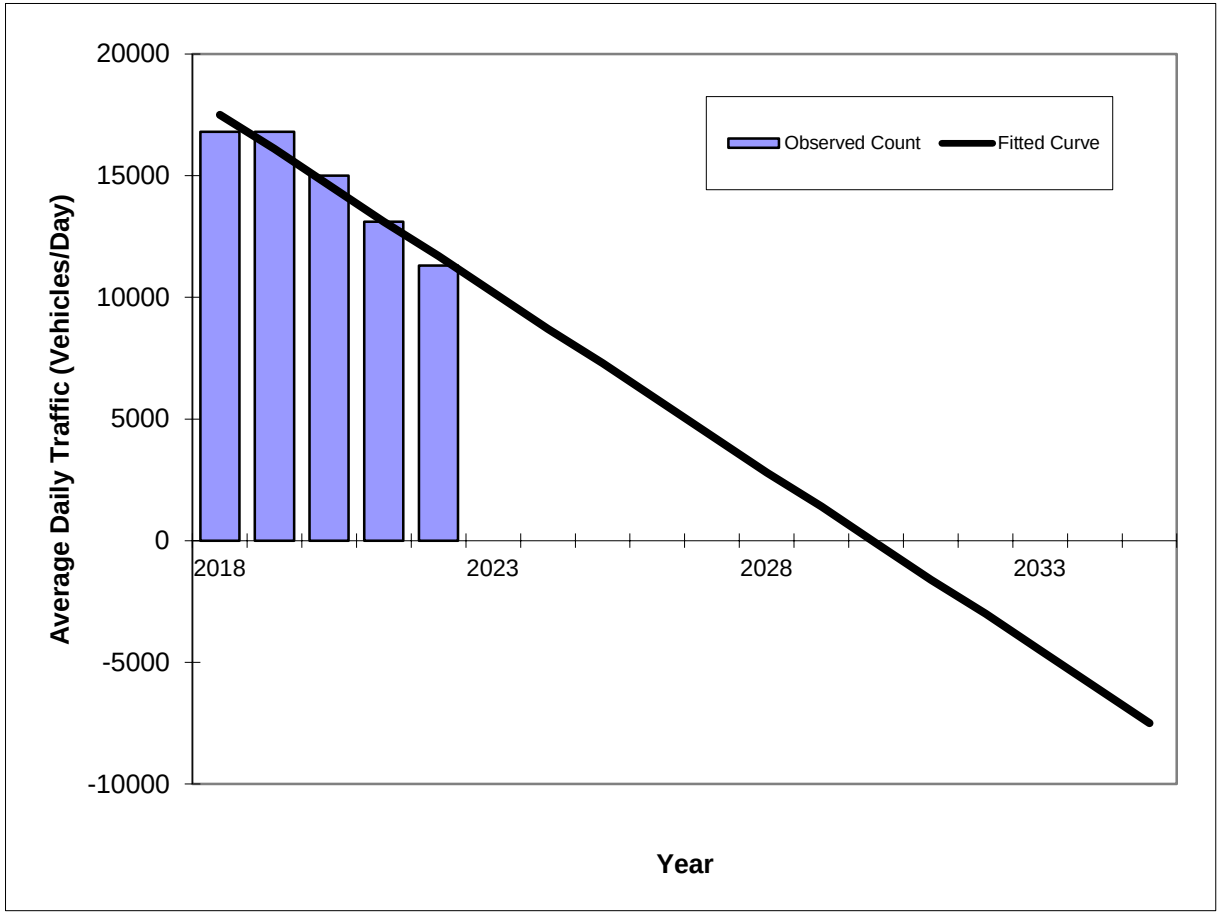
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	11300 S	N 7500	S 3800	9.00	57.00	5.40
2021	11400 F	N 7600	S 3800	9.00	53.80	14.30
2020	11400 C	N 7600	S 3800	9.00	53.90	8.80
2019	16800 T	N 8400	S 8400	9.00	54.60	5.50
2018	16800 S	N 8400	S 8400	9.00	54.50	6.00
2017	16800 F	N 8400	S 8400	9.00	51.90	6.20
2016	16800 C	N 8400	S 8400	9.00	54.10	2.90
2015	21000 V	0	0	9.00	54.00	3.40
2014	20500 R			9.00	54.20	7.40
2013	20500 T	0	0	9.00	53.60	7.60
2012	20500 S	0	0	9.00	52.20	5.90
2011	20400 F	0	0	9.00	52.50	6.30
2010	20400 C	N 12000	S 8400	8.35	52.69	9.30
2009	19100 F	N 11000	S 8100	8.53	53.89	5.30
2008	19800 C	N 11500	S 8300	8.81	54.16	6.50
2007	22000 C	N 13000	S 9000	8.63	55.75	4.80

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

ANDREWS AVENUE -- S of Broward Blvd

County:	Broward (86)
Station #:	7746
Highway:	ANDREWS AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2018	16800	17500
2019	16800	16100
2020	15000	14600
2021	13100	13100
2022	11300	11700

Trend R-squared:	94.03%
Trend Annual Historic Growth Rate:	-8.29%
Printed:	25-Mar-24

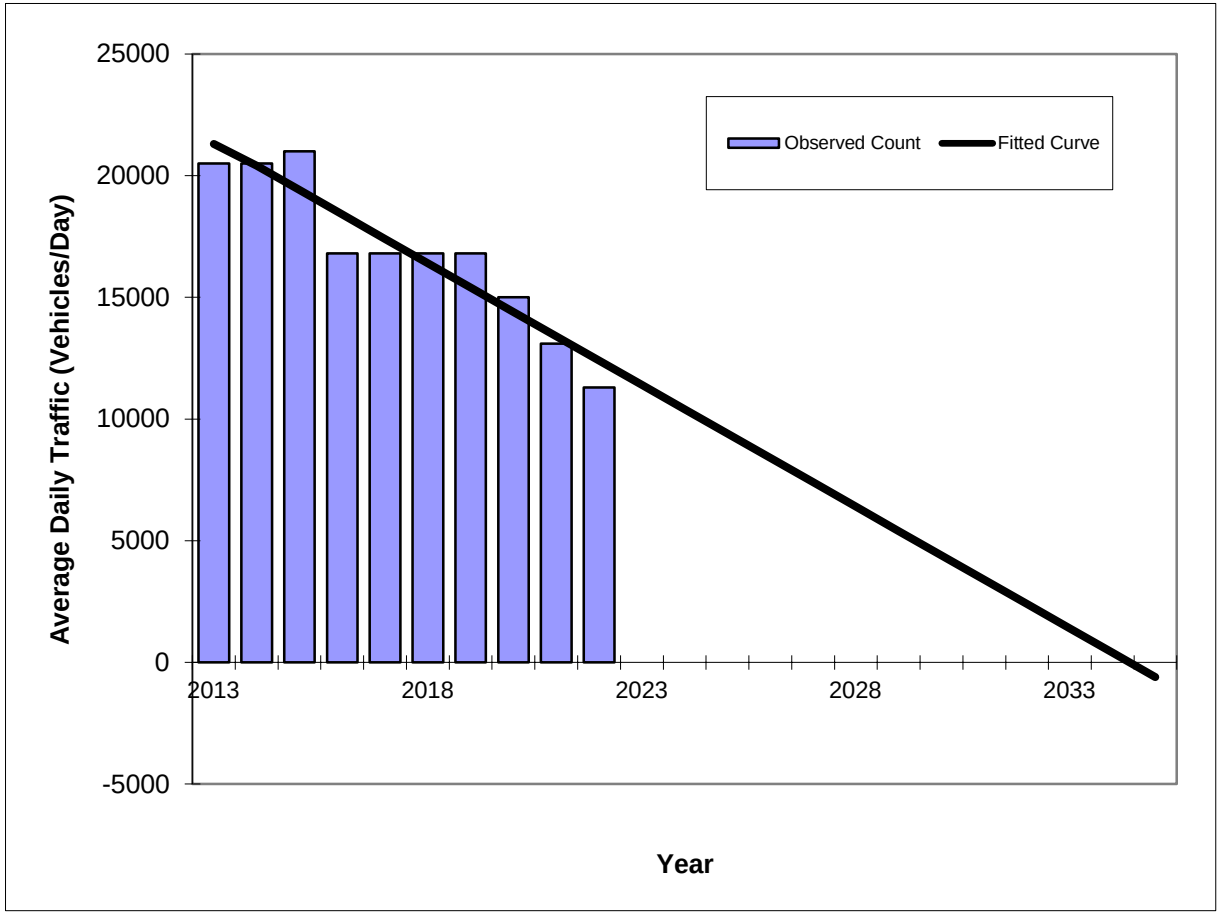
Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

ANDREWS AVENUE -- S of Broward Blvd

County:	Broward (86)
Station #:	7746
Highway:	ANDREWS AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2013	20500	21300
2014	20500	20400
2015	21000	19400
2016	16800	18400
2017	16800	17400
2018	16800	16400
2019	16800	15400
2020	15000	14400
2021	13100	13400
2022	11300	12400

*Axle-Adjusted

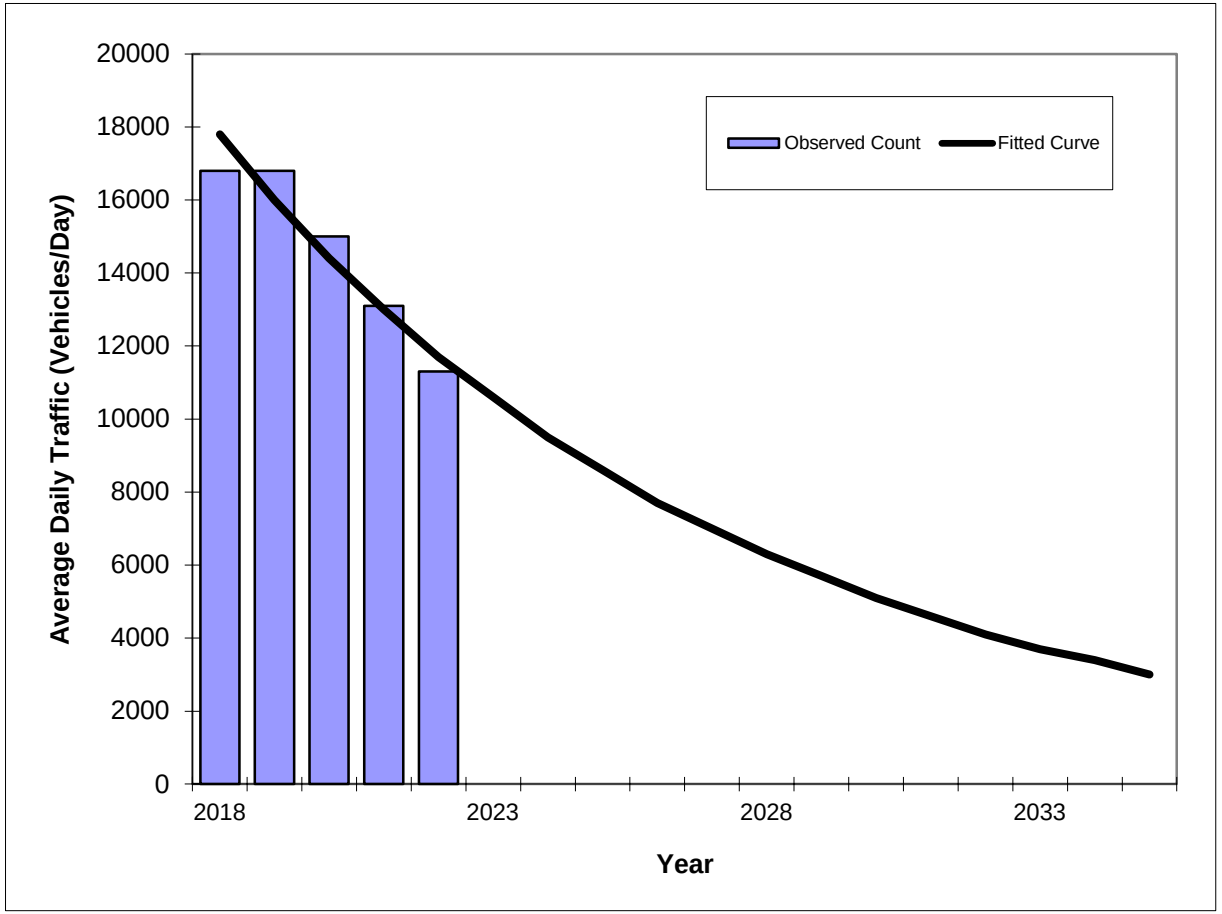
Trend R-squared:	89.08%
Trend Annual Historic Growth Rate:	-4.64%
Printed:	25-Mar-24

Straight Line Growth Option

Traffic Trends

ANDREWS AVENUE -- S of Broward Blvd

County:	Broward (86)
Station #:	7746
Highway:	ANDREWS AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2018	16800	17800
2019	16800	16000
2020	15000	14400
2021	13100	13000
2022	11300	11700

Trend R-squared:	92.88%
Compounded Annual Historic Growth Rate:	-9.96%
Printed:	25-Mar-24

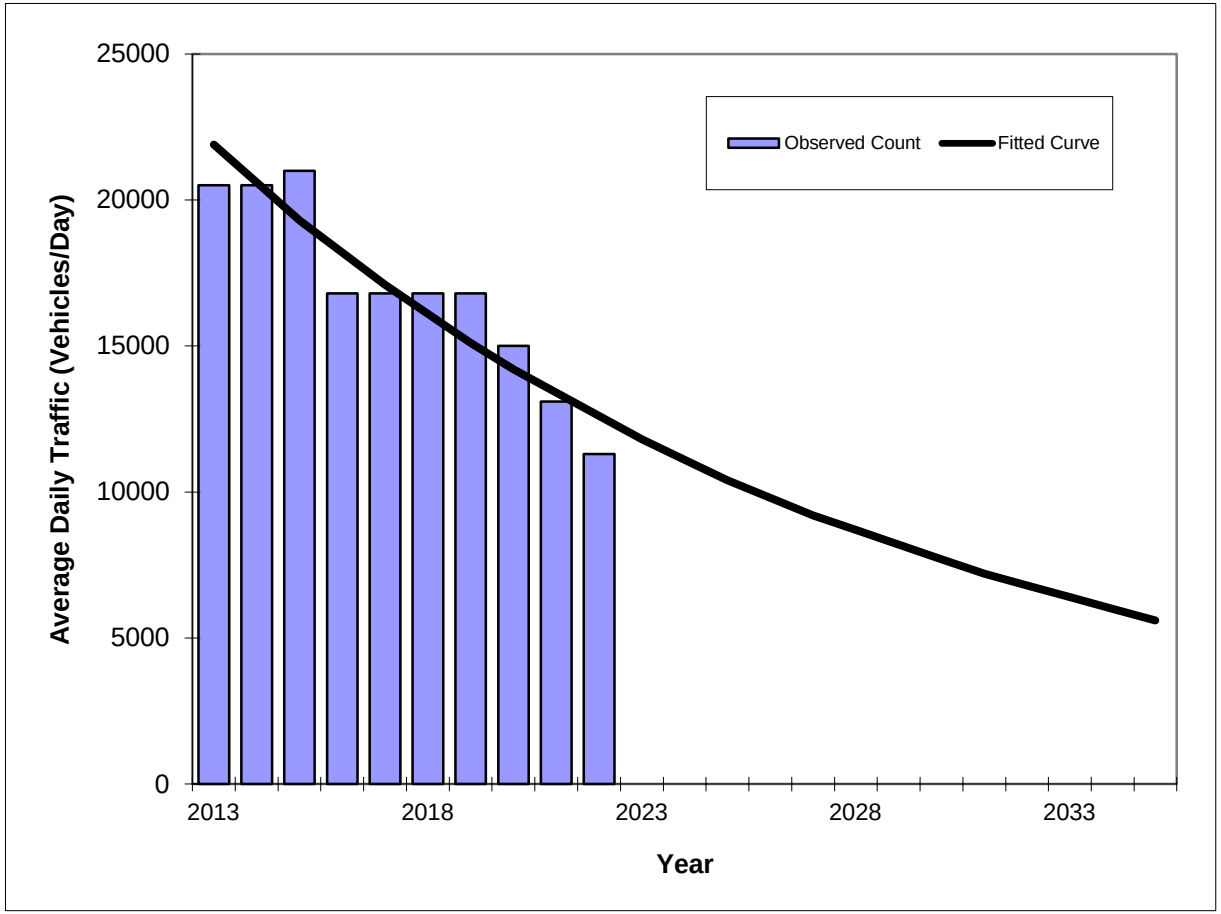
Exponential Growth Option

*Axle-Adjusted

Traffic Trends

ANDREWS AVENUE -- S of Broward Blvd

County:	Broward (86)
Station #:	7746
Highway:	ANDREWS AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2013	20500	21900
2014	20500	20600
2015	21000	19300
2016	16800	18200
2017	16800	17100
2018	16800	16100
2019	16800	15100
2020	15000	14200
2021	13100	13400
2022	11300	12600

*Axle-Adjusted

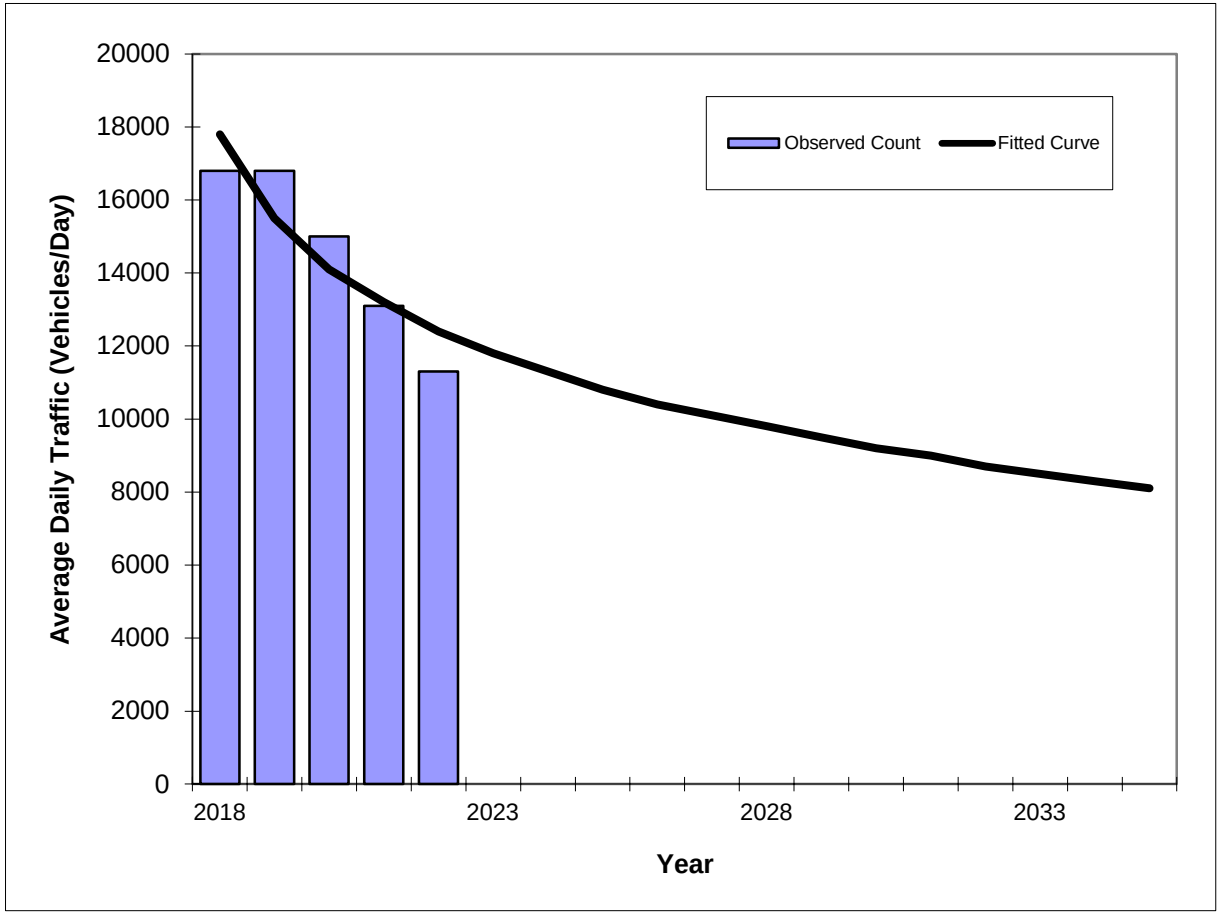
Trend R-squared:	87.40%
Compounded Annual Historic Growth Rate:	-5.96%
Printed:	25-Mar-24

Exponential Growth Option

Traffic Trends

ANDREWS AVENUE -- S of Broward Blvd

County:	Broward (86)
Station #:	7746
Highway:	ANDREWS AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2018	16800	17800
2019	16800	15500
2020	15000	14100
2021	13100	13200
2022	11300	12400

Trend R-squared:	79.31%
Compounded Annual Historic Growth Rate:	-8.64%
Printed:	25-Mar-24

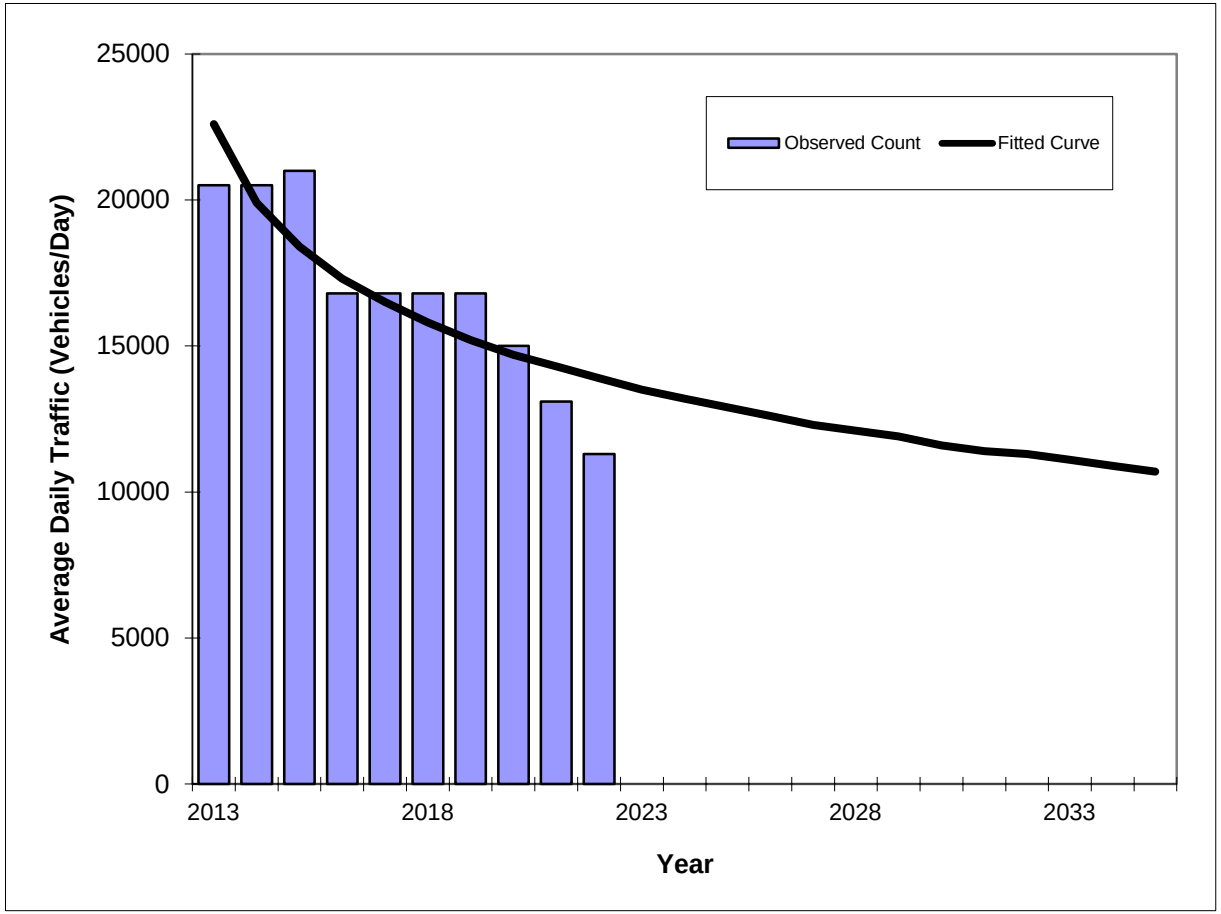
Decaying Exponential Growth Option

*Axle-Adjusted

Traffic Trends

ANDREWS AVENUE -- S of Broward Blvd

County:	Broward (86)
Station #:	7746
Highway:	ANDREWS AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2013	20500	22600
2014	20500	19900
2015	21000	18400
2016	16800	17300
2017	16800	16500
2018	16800	15800
2019	16800	15200
2020	15000	14700
2021	13100	14300
2022	11300	13900

Trend R-squared:	74.85%
Compounded Annual Historic Growth Rate:	-5.26%
Printed:	25-Mar-24

Decaying Exponential Growth Option

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9018 - ANDREWS AVENUE, N OF DAVIE BLVD.

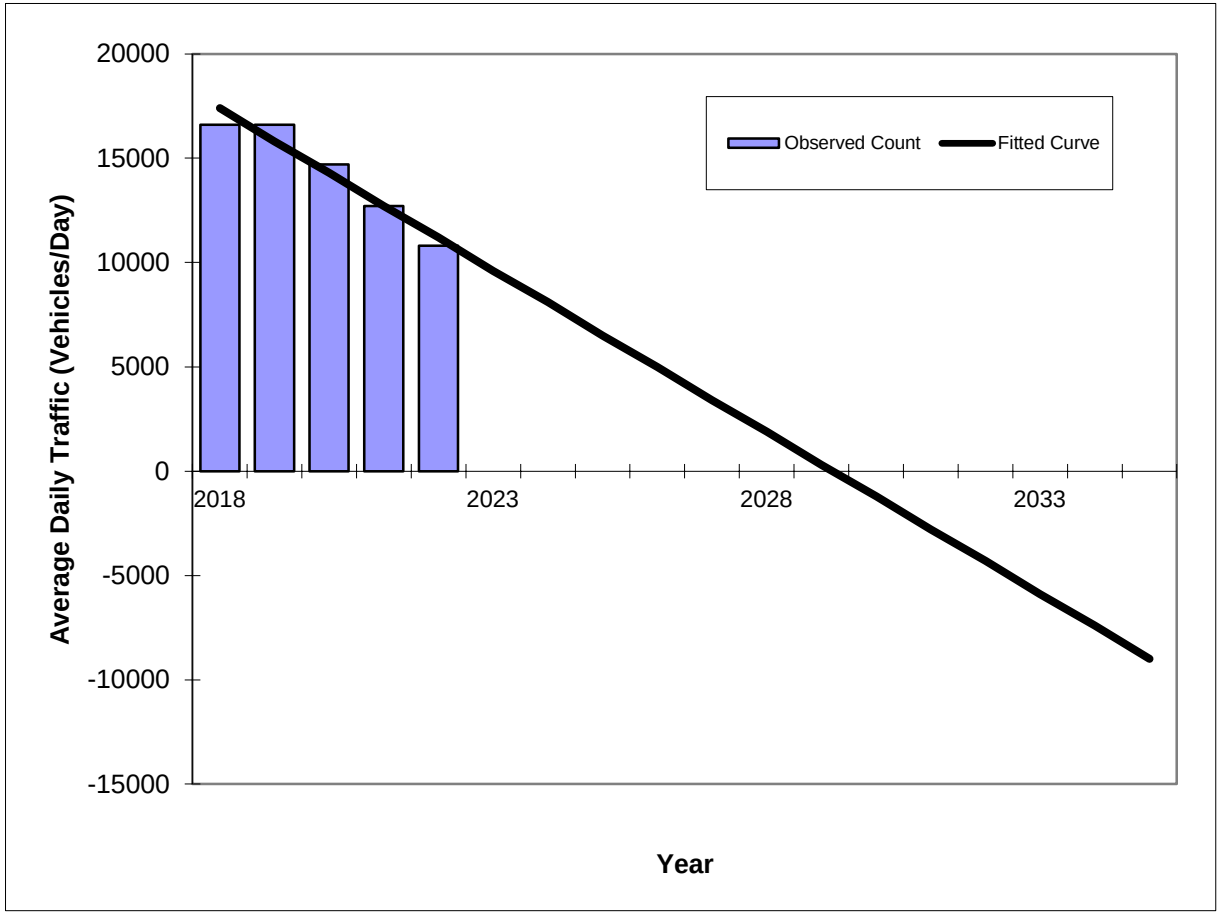
YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2022	10800 S	N	5200	S	5600	9.00	57.00	5.40
2021	11000 F	N	5300	S	5700	9.00	53.80	14.30
2020	11000 C	N	5300	S	5700	9.00	53.90	8.80
2019	16600 R	N	8600	S	8000	9.00	54.60	5.50
2018	16600 T	N	8600	S	8000	9.00	54.50	6.00
2017	16600 S	N	8600	S	8000	9.00	51.90	6.20
2016	16600 F	N	8600	S	8000	9.00	54.10	2.90
2015	16400 C	N	8500	S	7900	9.00	54.00	3.40
2014	17500 X					9.00	54.20	7.40
2013	17500 X		0		0	9.00	53.60	7.60
2012	17500 T		0		0	9.00	52.20	5.90
2011	17400 S		0		0	9.00	52.50	6.30
2010	17400 F	N	8300	S	9100	8.35	52.69	9.30
2009	17400 C	N	8300	S	9100	8.53	53.89	5.30
2008	17200 C	N	7800	S	9400	8.81	54.16	6.50
2007	18300 C	N	9000	S	9300	8.63	55.75	4.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends

ANDREWS AVENUE -- N of Davie Blvd

County:	Broward (86)
Station #:	9018
Highway:	ANDREWS AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2018	16600	17400
2019	16600	15800
2020	14700	14300
2021	12700	12700
2022	10800	11200

Trend R-squared:	94.04%
Trend Annual Historic Growth Rate:	-8.91%
Printed:	25-Mar-24

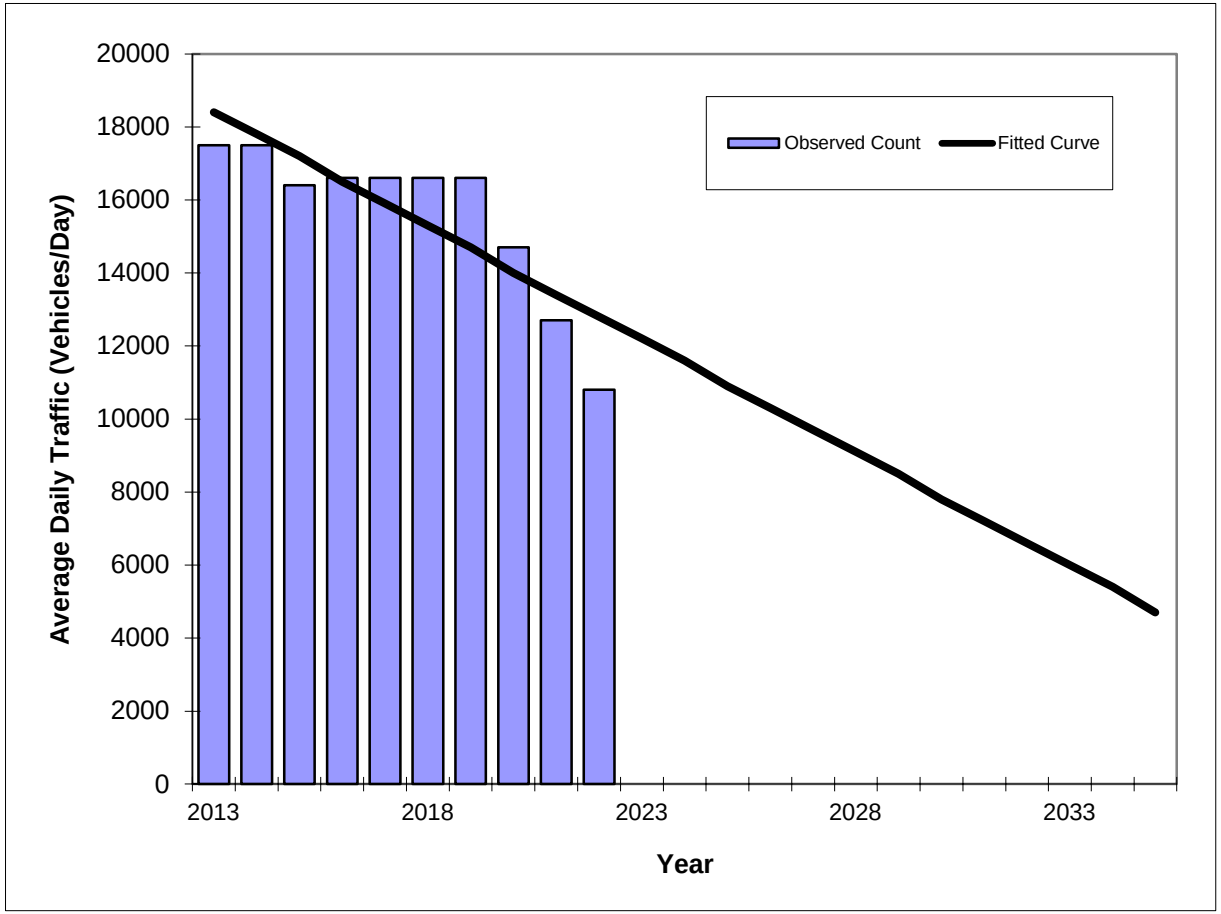
Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

ANDREWS AVENUE -- N of Davie Blvd

County:	Broward (86)
Station #:	9018
Highway:	ANDREWS AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2013	17500	18400
2014	17500	17800
2015	16400	17200
2016	16600	16500
2017	16600	15900
2018	16600	15300
2019	16600	14700
2020	14700	14000
2021	12700	13400
2022	10800	12800

*Axle-Adjusted

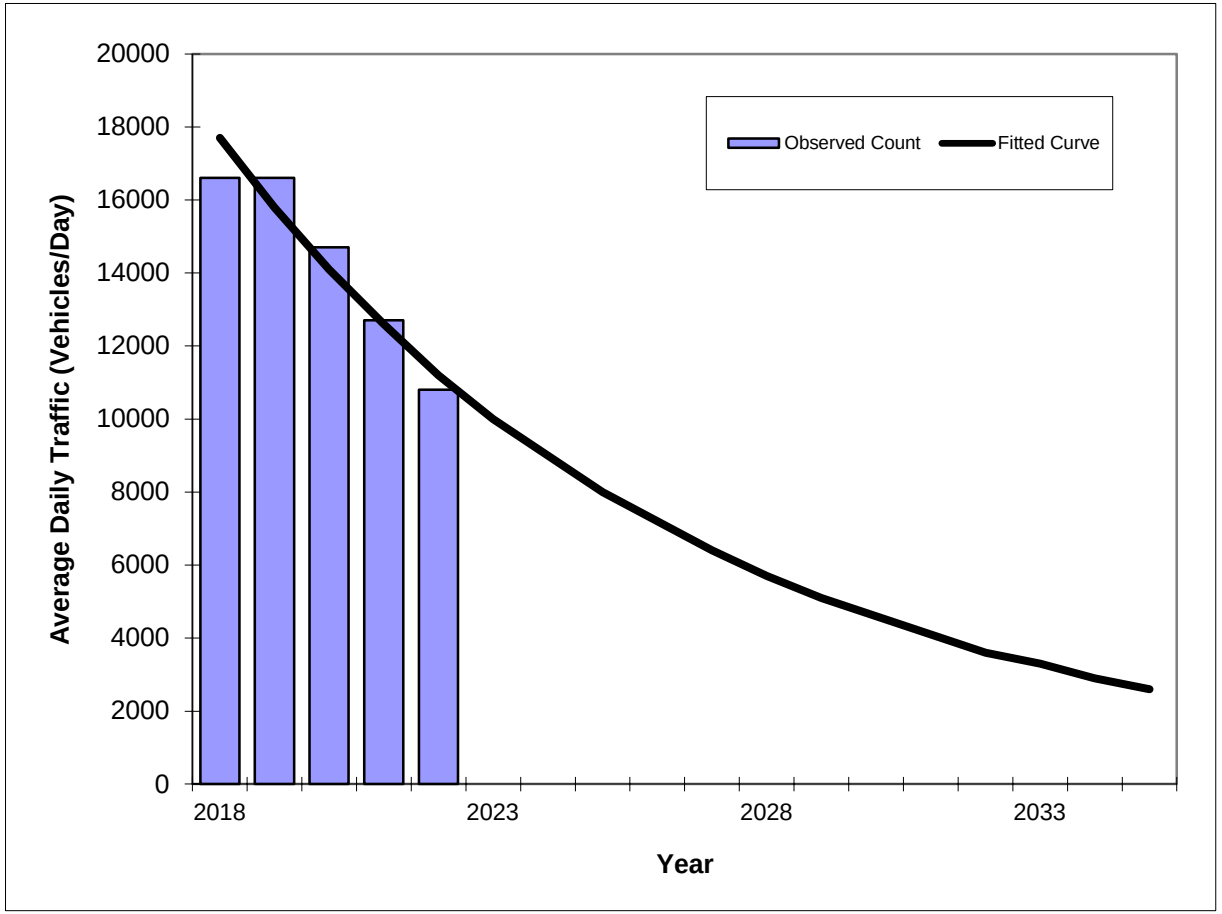
Trend R-squared:	72.02%
Trend Annual Historic Growth Rate:	-3.38%
Printed:	25-Mar-24

Straight Line Growth Option

Traffic Trends

ANDREWS AVENUE -- N of Davie Blvd

County:	Broward (86)
Station #:	9018
Highway:	ANDREWS AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2018	16600	17700
2019	16600	15800
2020	14700	14100
2021	12700	12600
2022	10800	11200

Trend R-squared:	92.76%
Compounded Annual Historic Growth Rate:	-10.81%
Printed:	25-Mar-24

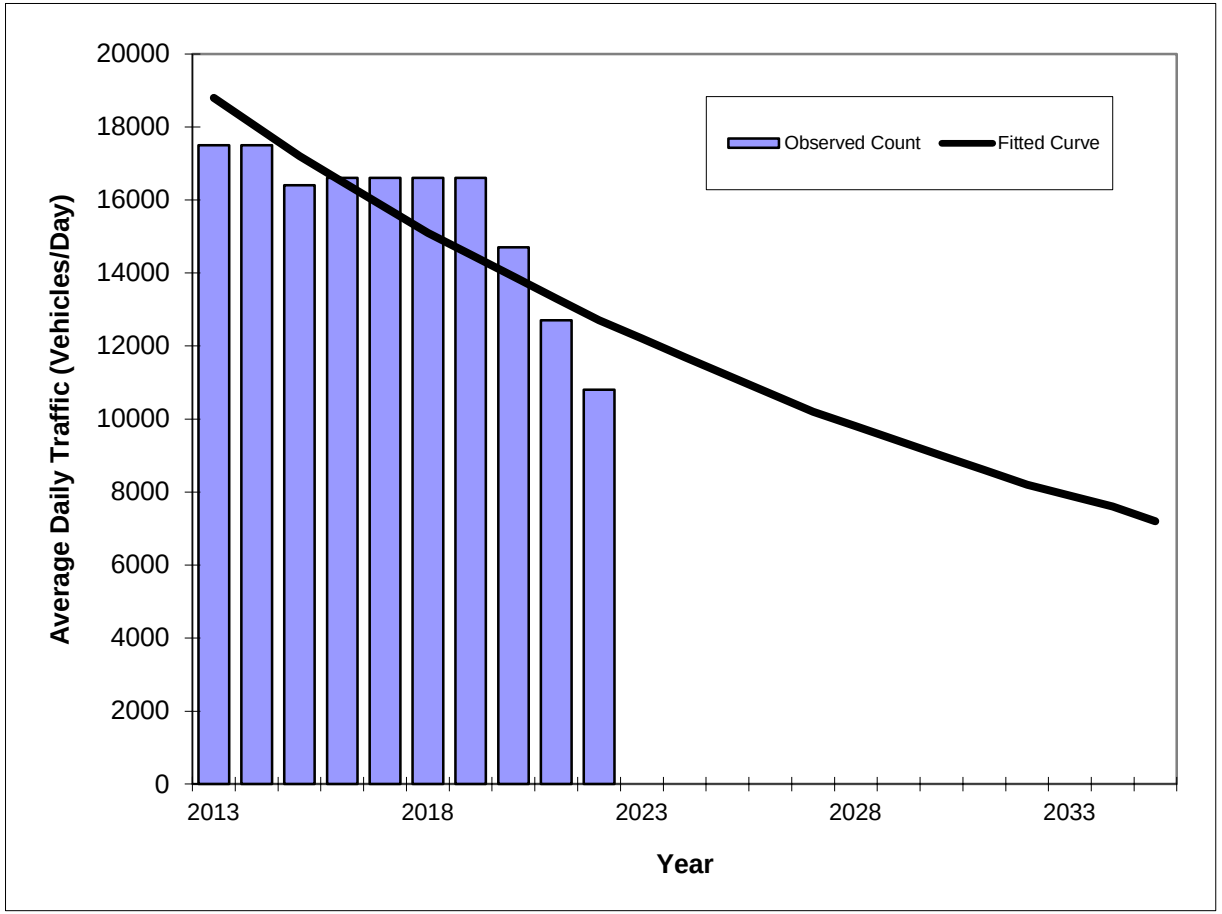
Exponential Growth Option

*Axle-Adjusted

Traffic Trends

ANDREWS AVENUE -- N of Davie Blvd

County:	Broward (86)
Station #:	9018
Highway:	ANDREWS AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2013	17500	18800
2014	17500	18000
2015	16400	17200
2016	16600	16500
2017	16600	15800
2018	16600	15100
2019	16600	14500
2020	14700	13900
2021	12700	13300
2022	10800	12700

Trend R-squared:	68.78%
Compounded Annual Historic Growth Rate:	-4.26%
Printed:	25-Mar-24

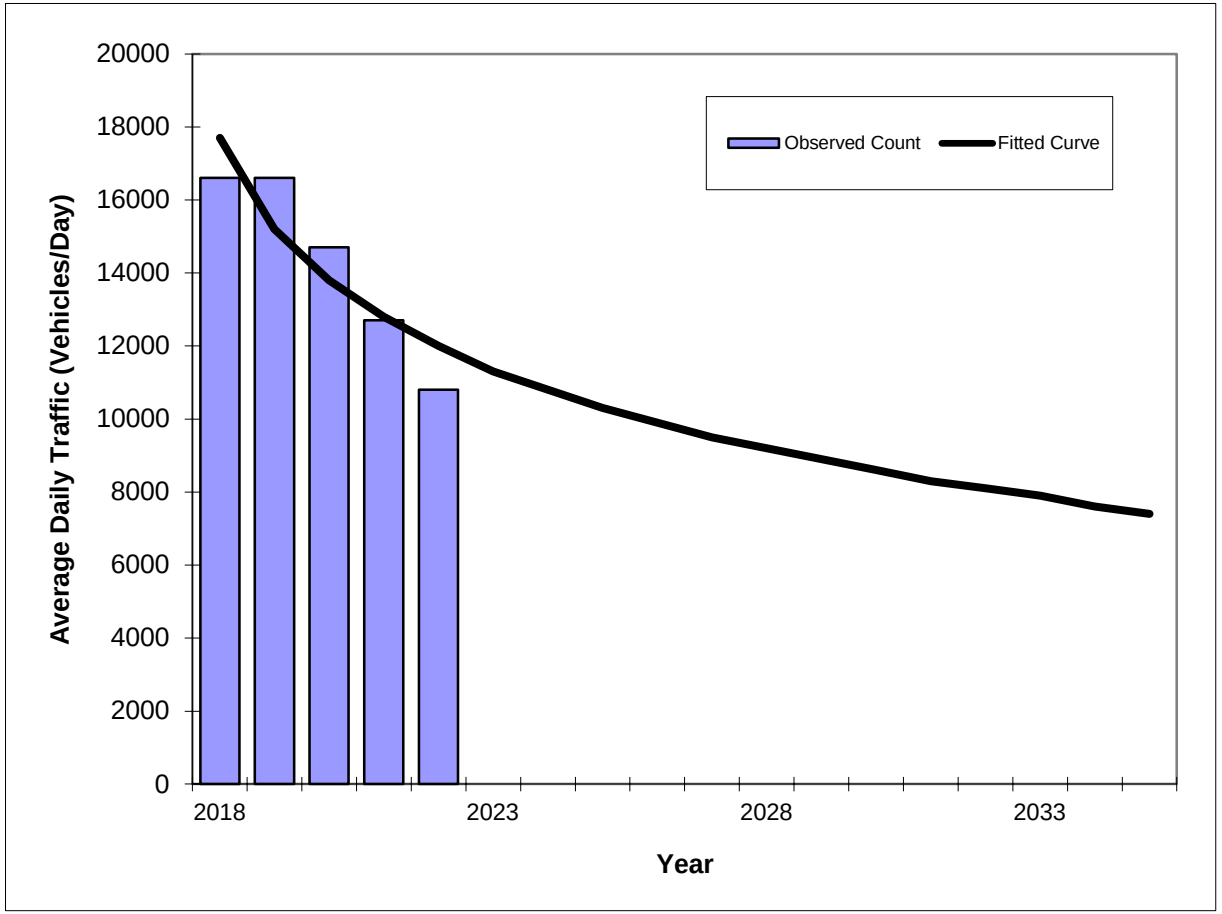
Exponential Growth Option

*Axle-Adjusted

Traffic Trends

ANDREWS AVENUE -- N of Davie Blvd

County:	Broward (86)
Station #:	9018
Highway:	ANDREWS AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2018	16600	17700
2019	16600	15200
2020	14700	13800
2021	12700	12800
2022	10800	12000

Trend R-squared:	79.32%
Compounded Annual Historic Growth Rate:	-9.26%
Printed:	25-Mar-24

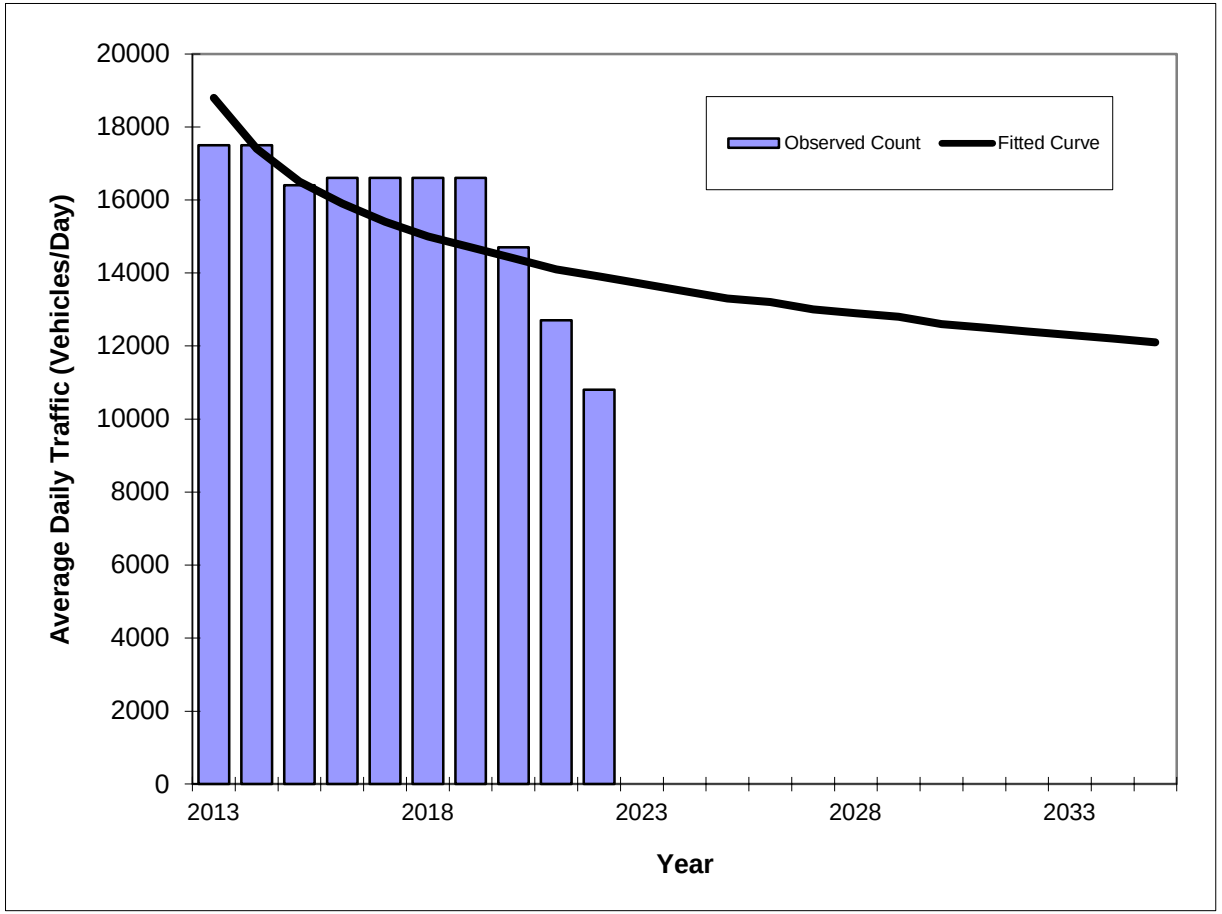
Decaying Exponential Growth Option

*Axle-Adjusted

Traffic Trends

ANDREWS AVENUE -- N of Davie Blvd

County:	Broward (86)
Station #:	9018
Highway:	ANDREWS AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2013	17500	18800
2014	17500	17400
2015	16400	16500
2016	16600	15900
2017	16600	15400
2018	16600	15000
2019	16600	14700
2020	14700	14400
2021	12700	14100
2022	10800	13900

Trend R-squared:	50.37%
Compounded Annual Historic Growth Rate:	-3.30%
Printed:	25-Mar-24

Decaying Exponential Growth Option

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9019 - SE 3 AVENUE, N OF DAVIE BLVD.

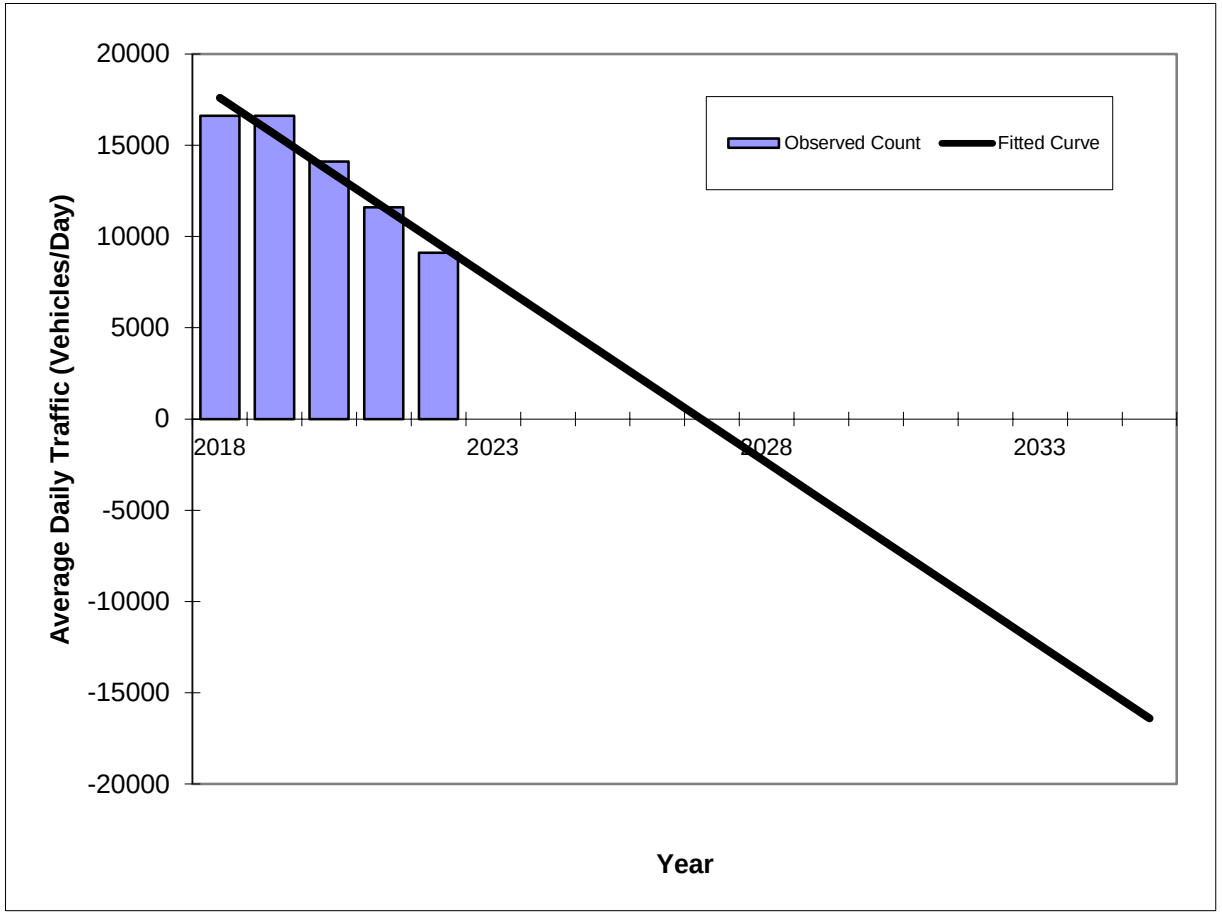
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	9100 S	N 4300	S 4800	9.00	57.00	5.40
2021	9200 F	N 4300	S 4900	9.00	53.80	14.30
2020	9200 C	N 4300	S 4900	9.00	53.90	8.80
2019	16600 T	N 7700	S 8900	9.00	54.60	5.50
2018	16600 S	N 7700	S 8900	9.00	54.50	6.00
2017	16600 F	N 7700	S 8900	9.00	51.90	6.20
2016	16600 C	N 7700	S 8900	9.00	54.10	2.90
2015	12000 V	0	0	9.00	54.00	3.40
2014	12000 R			9.00	54.20	7.40
2013	12000 T	0	0	9.00	53.60	7.60
2012	12000 S	0	0	9.00	52.20	5.90
2011	12100 F	0	0	9.00	52.50	6.30
2010	12100 C	N 5400	S 6700	8.35	52.69	9.30
2009	12400 F	N 5500	S 6900	8.53	53.89	5.30
2008	12800 C	N 5700	S 7100	8.81	54.16	6.50
2007	12400 C	N 5500	S 6900	8.63	55.75	4.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends

SE 3 AVENUE -- N of Davie Blvd

County:	Broward (86)
Station #:	9019
Highway:	SE 3 AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2018	16600	17600
2019	16600	15600
2020	14100	13600
2021	11600	11600
2022	9100	9600

Trend R-squared:	94.12%
Trend Annual Historic Growth Rate:	-11.36%
Printed:	25-Mar-24

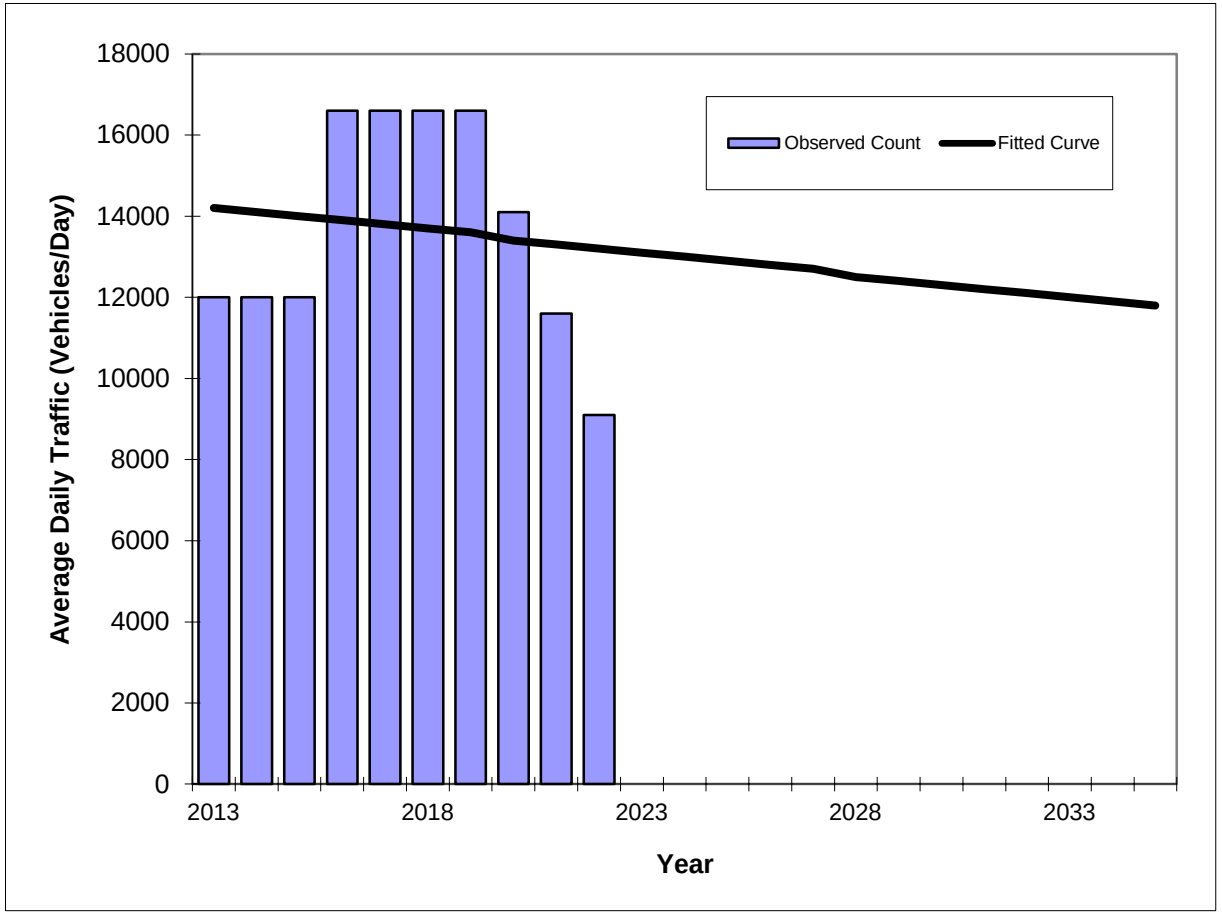
Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

SE 3 AVENUE -- N of Davie Blvd

County:	Broward (86)
Station #:	9019
Highway:	SE 3 AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2013	12000	14200
2014	12000	14100
2015	12000	14000
2016	16600	13900
2017	16600	13800
2018	16600	13700
2019	16600	13600
2020	14100	13400
2021	11600	13300
2022	9100	13200

Trend R-squared:	1.51%
Trend Annual Historic Growth Rate:	-0.78%
Printed:	25-Mar-24

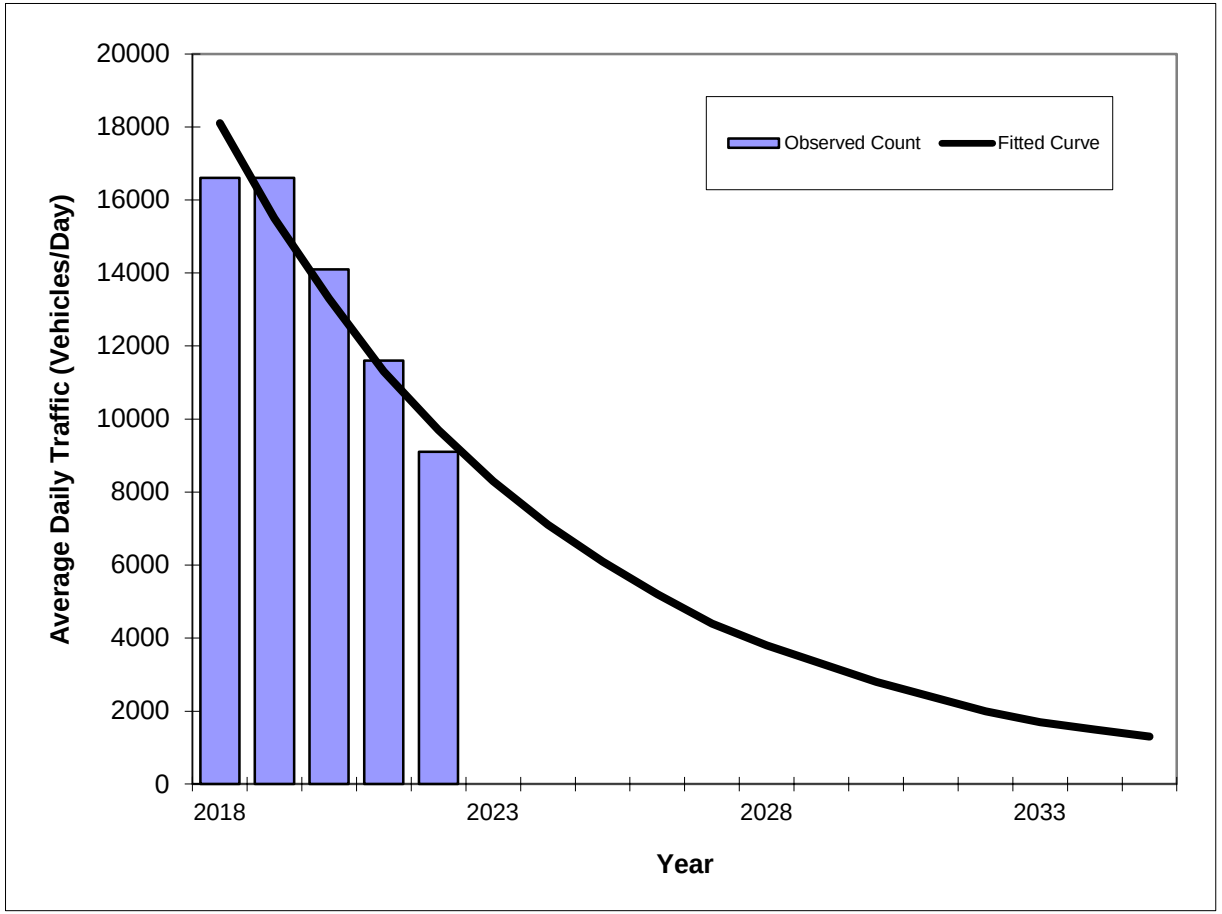
Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

SE 3 AVENUE -- N of Davie Blvd

County:	Broward (86)
Station #:	9019
Highway:	SE 3 AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2018	16600	18100
2019	16600	15500
2020	14100	13300
2021	11600	11300
2022	9100	9700

Trend R-squared:	92.14%
Compounded Annual Historic Growth Rate:	-14.44%
Printed:	25-Mar-24

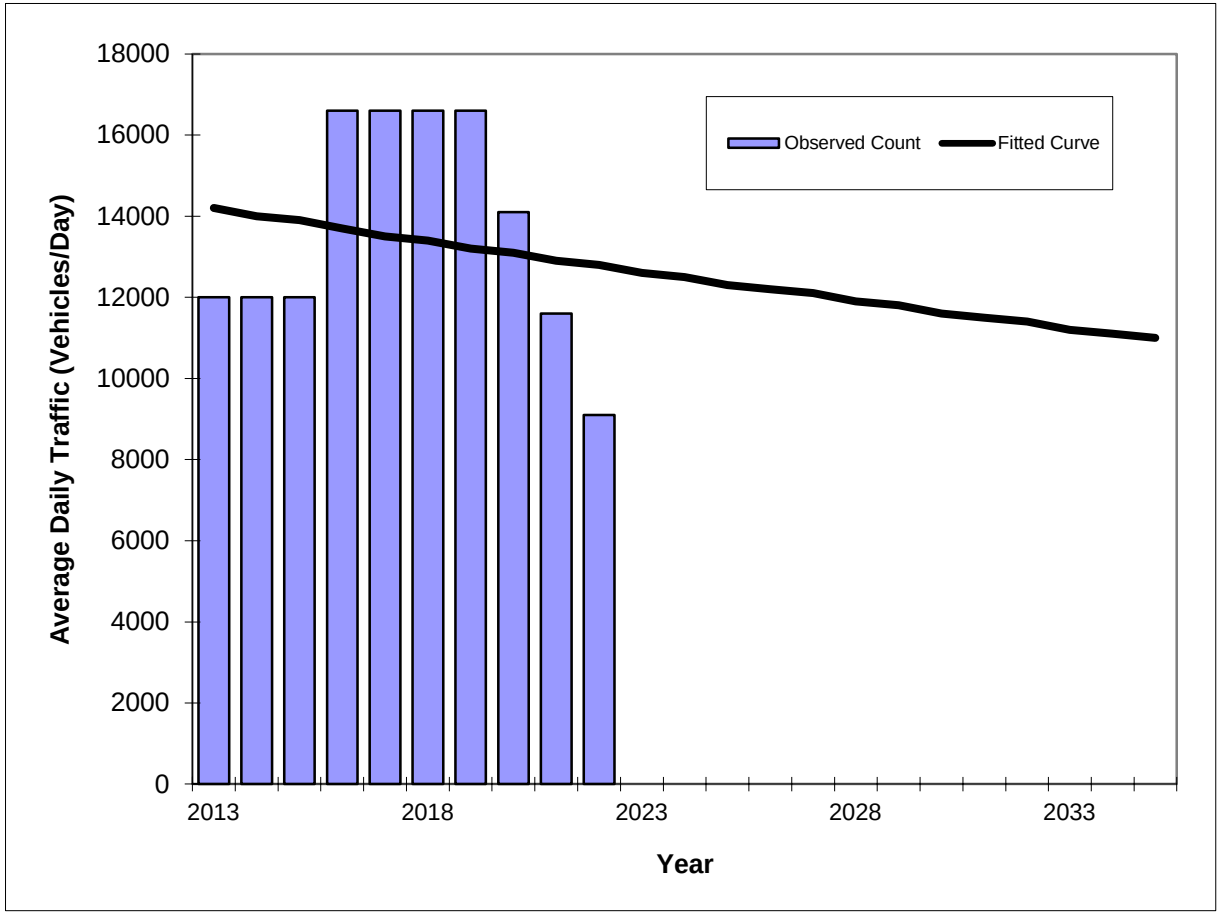
Exponential Growth Option

*Axle-Adjusted

Traffic Trends

SE 3 AVENUE -- N of Davie Blvd

County:	Broward (86)
Station #:	9019
Highway:	SE 3 AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2013	12000	14200
2014	12000	14000
2015	12000	13900
2016	16600	13700
2017	16600	13500
2018	16600	13400
2019	16600	13200
2020	14100	13100
2021	11600	12900
2022	9100	12800

Trend R-squared:	2.85%
Compounded Annual Historic Growth Rate:	-1.15%
Printed:	25-Mar-24

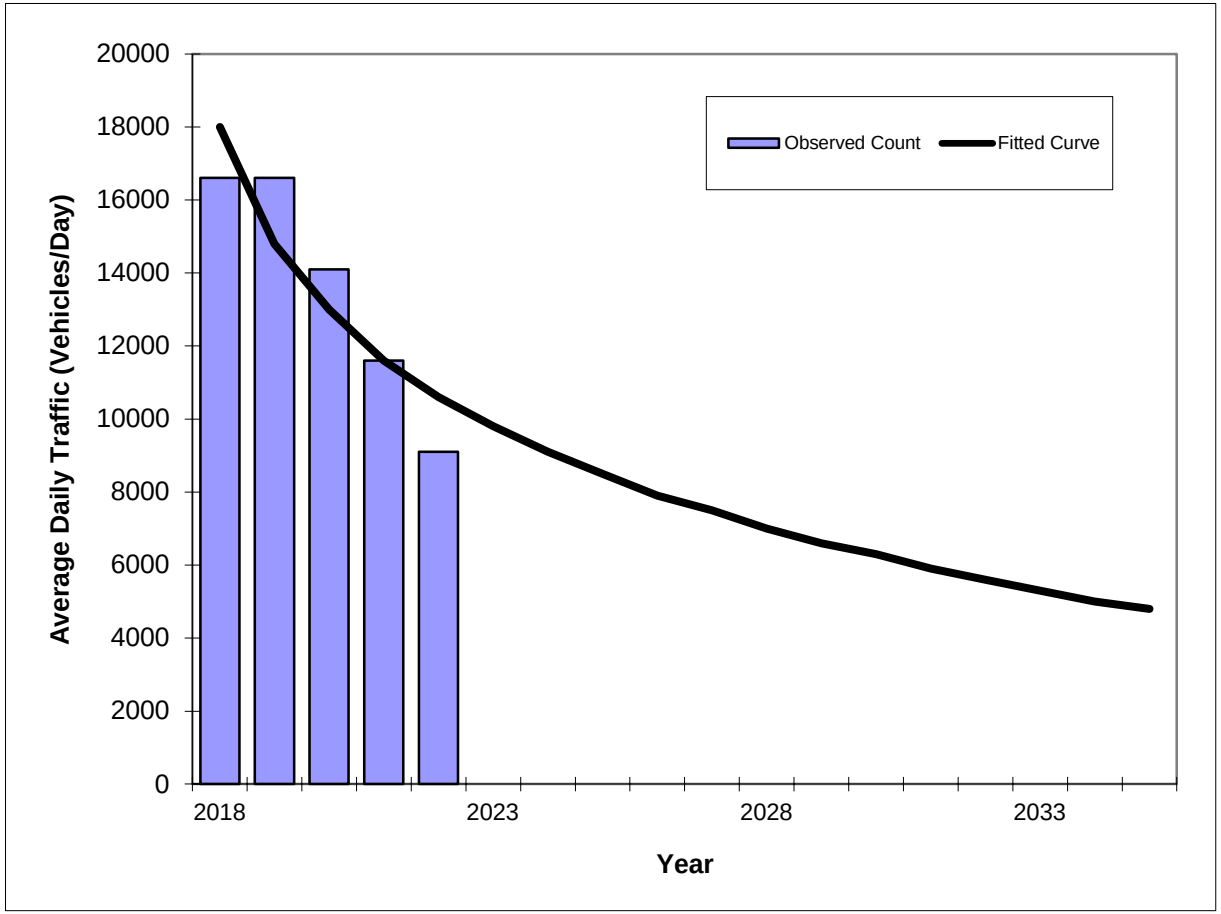
Exponential Growth Option

*Axle-Adjusted

Traffic Trends

SE 3 AVENUE -- N of Davie Blvd

County:	Broward (86)
Station #:	9019
Highway:	SE 3 AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2018	16600	18000
2019	16600	14800
2020	14100	13000
2021	11600	11600
2022	9100	10600

Trend R-squared:	79.46%
Compounded Annual Historic Growth Rate:	-12.40%
Printed:	25-Mar-24

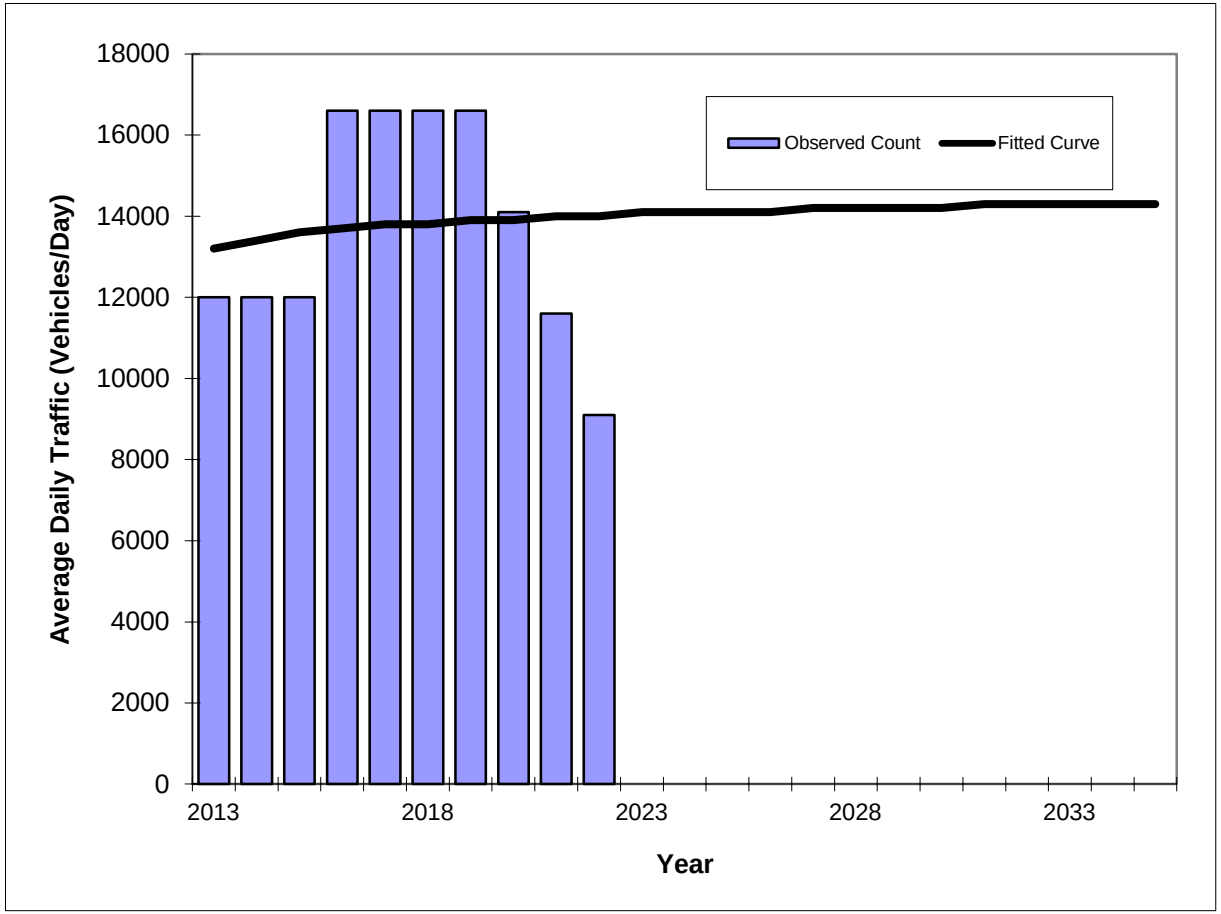
Decaying Exponential Growth Option

*Axle-Adjusted

Traffic Trends

SE 3 AVENUE -- N of Davie Blvd

County:	Broward (86)
Station #:	9019
Highway:	SE 3 AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2013	12000	13200
2014	12000	13400
2015	12000	13600
2016	16600	13700
2017	16600	13800
2018	16600	13800
2019	16600	13900
2020	14100	13900
2021	11600	14000
2022	9100	14000

Trend R-squared:	0.99%
Compounded Annual Historic Growth Rate:	0.66%
Printed:	25-Mar-24

Decaying Exponential Growth Option

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9039 - NE 3 AVENUE, N OF NE 6 STREET

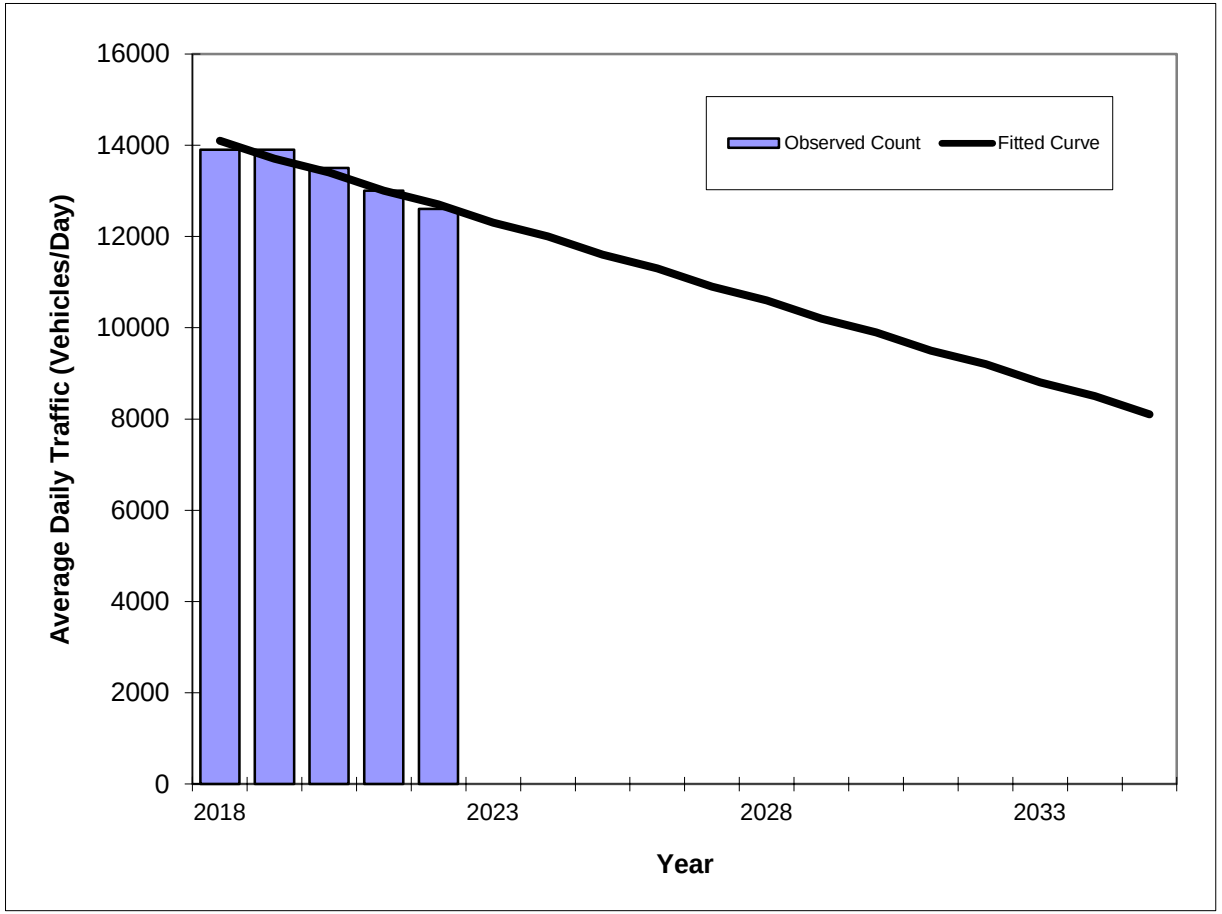
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	12600 F	N 6800	S 5800	9.00	57.00	2.60
2021	12800 C	N 6900	S 5900	9.00	53.80	2.60
2020	13200 S	N 7100	S 6100	9.00	53.90	4.60
2019	13900 F	N 7500	S 6400	9.00	54.60	4.60
2018	13900 C	N 7500	S 6400	9.00	54.50	4.60
2017	11400 S	N 5200	S 6200	9.00	51.90	12.60
2016	11400 F	N 5200	S 6200	9.00	54.10	12.60
2015	11200 C	N 5100	S 6100	9.00	54.00	12.60
2014	12000 S	N 7000	S 5000	9.00	54.20	1.70
2013	11900 F	N 6900	S 5000	9.00	53.60	1.70
2012	11900 C	N 6900	S 5000	9.00	52.20	1.70
2011	12300 S	0	0	9.00	52.50	6.30
2010	12300 F	N 6100	S 6200	8.35	52.69	3.60
2009	12300 C	N 6100	S 6200	8.53	53.89	3.60
2008	11400 C	N 6100	S 5300	8.81	54.16	3.60
2007	13000 C	N 6600	S 6400	8.63	55.75	4.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends

NE 3 AVENUE -- N of NE 6 St

County:	Broward (86)
Station #:	9039
Highway:	NE 3 AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2018	13900	14100
2019	13900	13700
2020	13500	13400
2021	13000	13000
2022	12600	12700

Trend R-squared:	93.65%
Trend Annual Historic Growth Rate:	-2.48%
Printed:	25-Mar-24

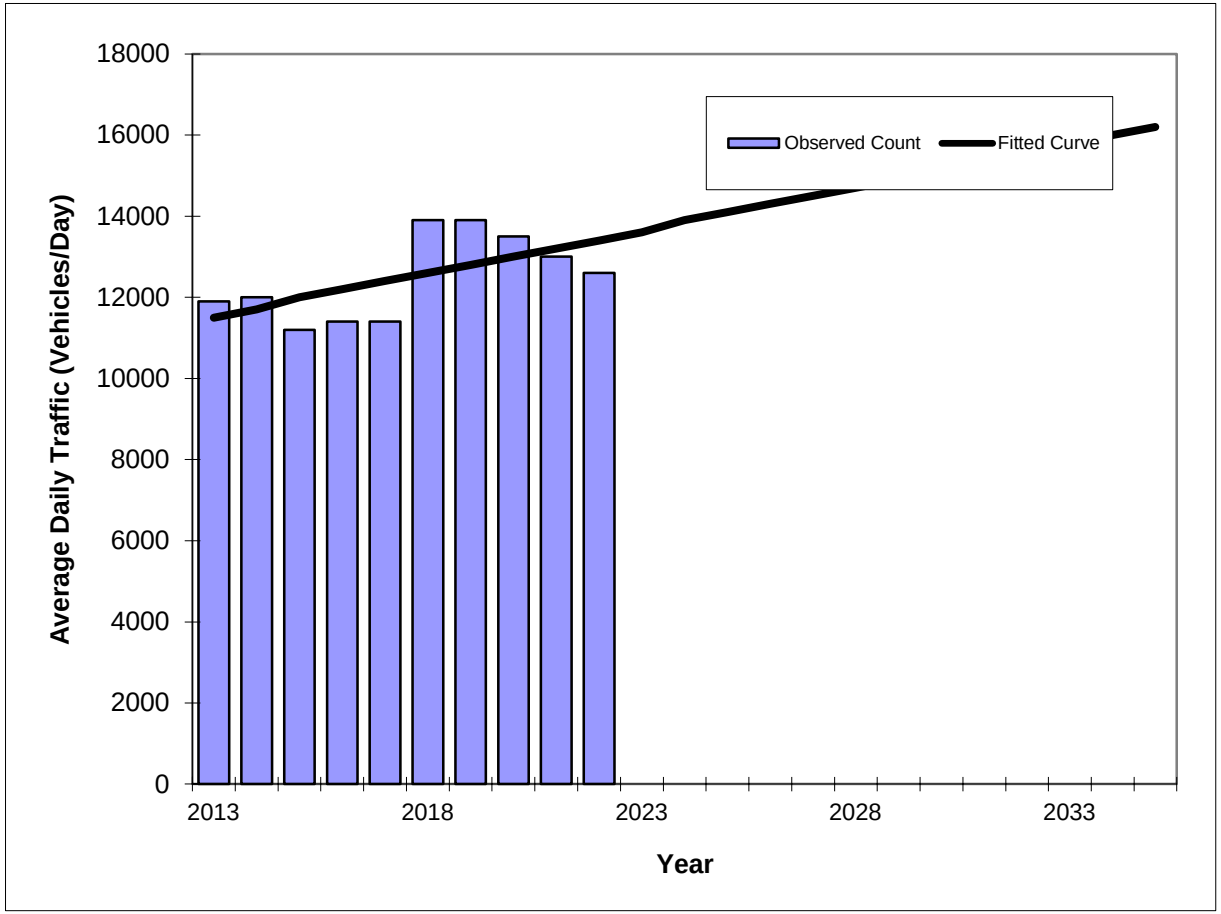
Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

NE 3 AVENUE -- N of NE 6 St

County:	Broward (86)
Station #:	9039
Highway:	NE 3 AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2013	11900	11500
2014	12000	11700
2015	11200	12000
2016	11400	12200
2017	11400	12400
2018	13900	12600
2019	13900	12800
2020	13500	13000
2021	13000	13200
2022	12600	13400

Trend R-squared:	37.08%
Trend Annual Historic Growth Rate:	1.84%
Printed:	25-Mar-24

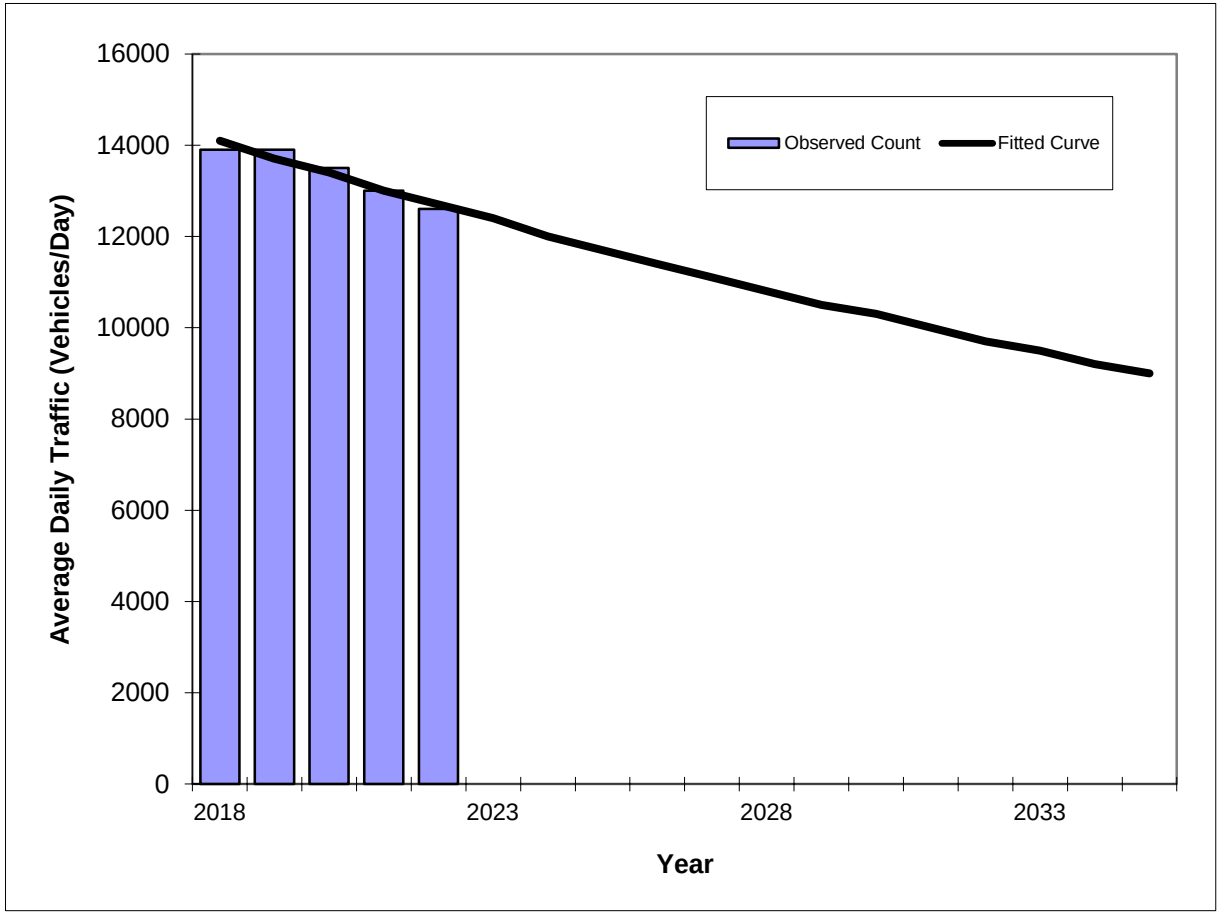
Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

NE 3 AVENUE -- N of NE 6 St

County:	Broward (86)
Station #:	9039
Highway:	NE 3 AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2018	13900	14100
2019	13900	13700
2020	13500	13400
2021	13000	13000
2022	12600	12700

Trend R-squared:	93.42%
Compounded Annual Historic Growth Rate:	-2.58%
Printed:	25-Mar-24

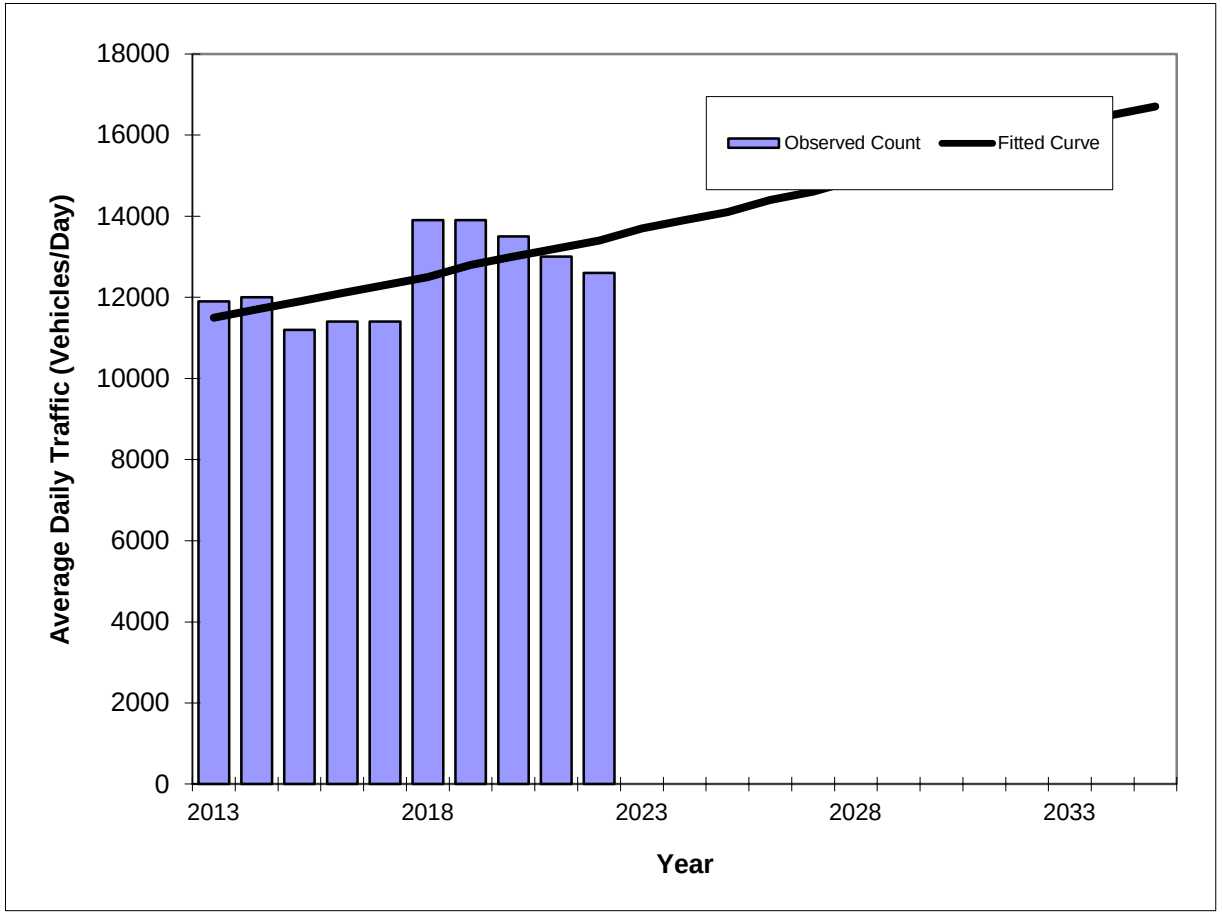
Exponential Growth Option

*Axle-Adjusted

Traffic Trends

NE 3 AVENUE -- N of NE 6 St

County:	Broward (86)
Station #:	9039
Highway:	NE 3 AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2013	11900	11500
2014	12000	11700
2015	11200	11900
2016	11400	12100
2017	11400	12300
2018	13900	12500
2019	13900	12800
2020	13500	13000
2021	13000	13200
2022	12600	13400

Trend R-squared:	37.78%
Compounded Annual Historic Growth Rate:	1.71%
Printed:	25-Mar-24

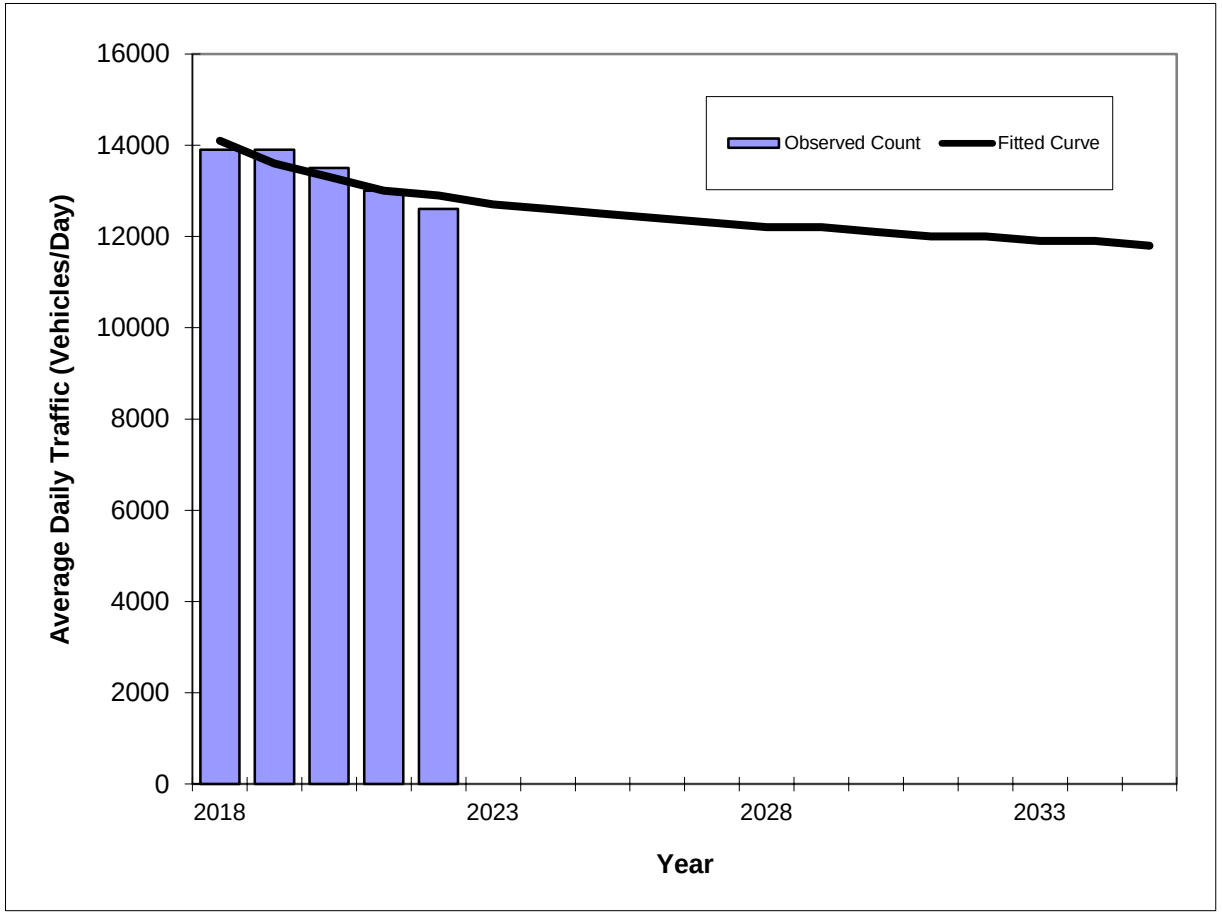
Exponential Growth Option

*Axle-Adjusted

Traffic Trends

NE 3 AVENUE -- N of NE 6 St

County:	Broward (86)
Station #:	9039
Highway:	NE 3 AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2018	13900	14100
2019	13900	13600
2020	13500	13300
2021	13000	13000
2022	12600	12900

Trend R-squared:	78.74%
Compounded Annual Historic Growth Rate:	-2.20%
Printed:	25-Mar-24

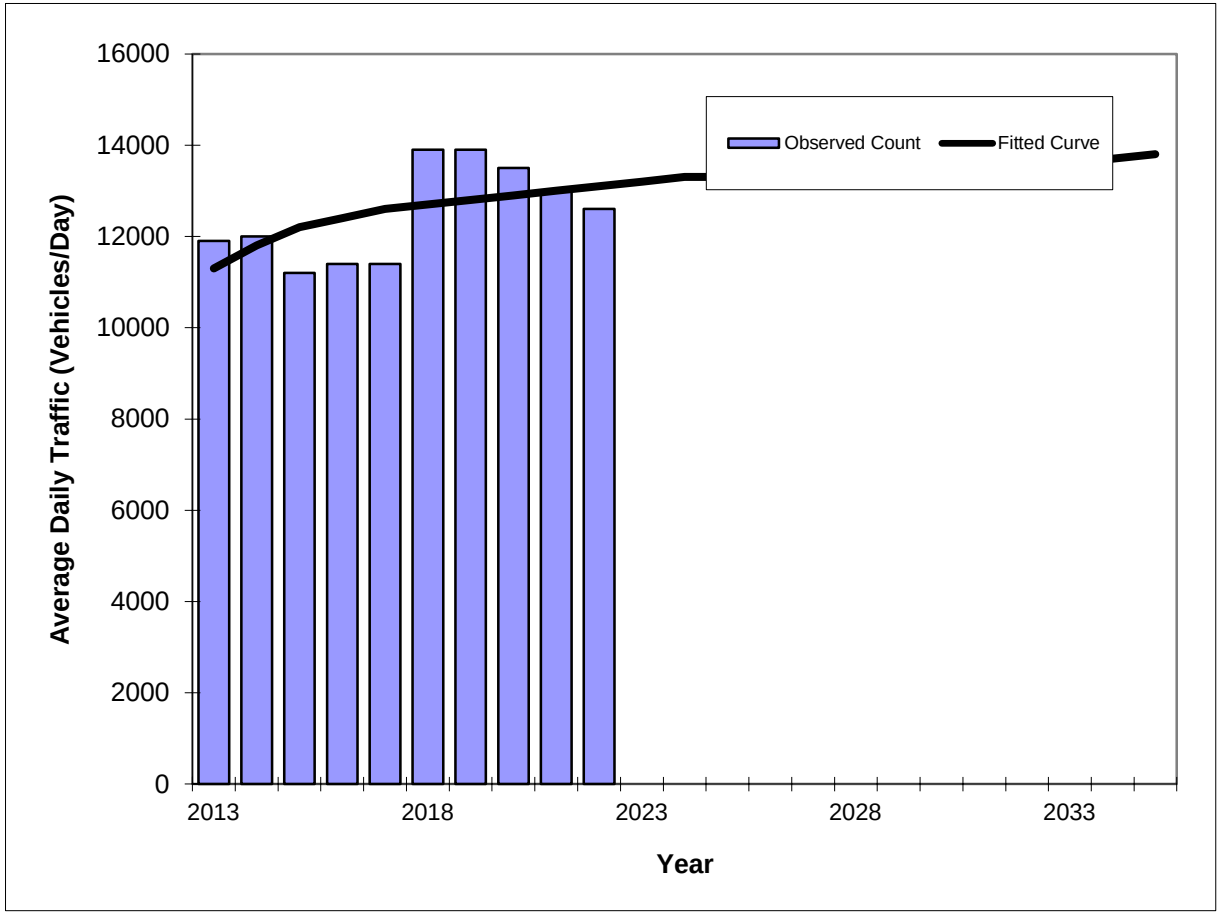
Decaying Exponential Growth Option

*Axle-Adjusted

Traffic Trends

NE 3 AVENUE -- N of NE 6 St

County:	Broward (86)
Station #:	9039
Highway:	NE 3 AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2013	11900	11300
2014	12000	11800
2015	11200	12200
2016	11400	12400
2017	11400	12600
2018	13900	12700
2019	13900	12800
2020	13500	12900
2021	13000	13000
2022	12600	13100

Trend R-squared:	31.35%
Compounded Annual Historic Growth Rate:	1.66%
Printed:	25-Mar-24

Decaying Exponential Growth Option

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9085 - SE 3 AVE, S OF DAVIE BLVD.

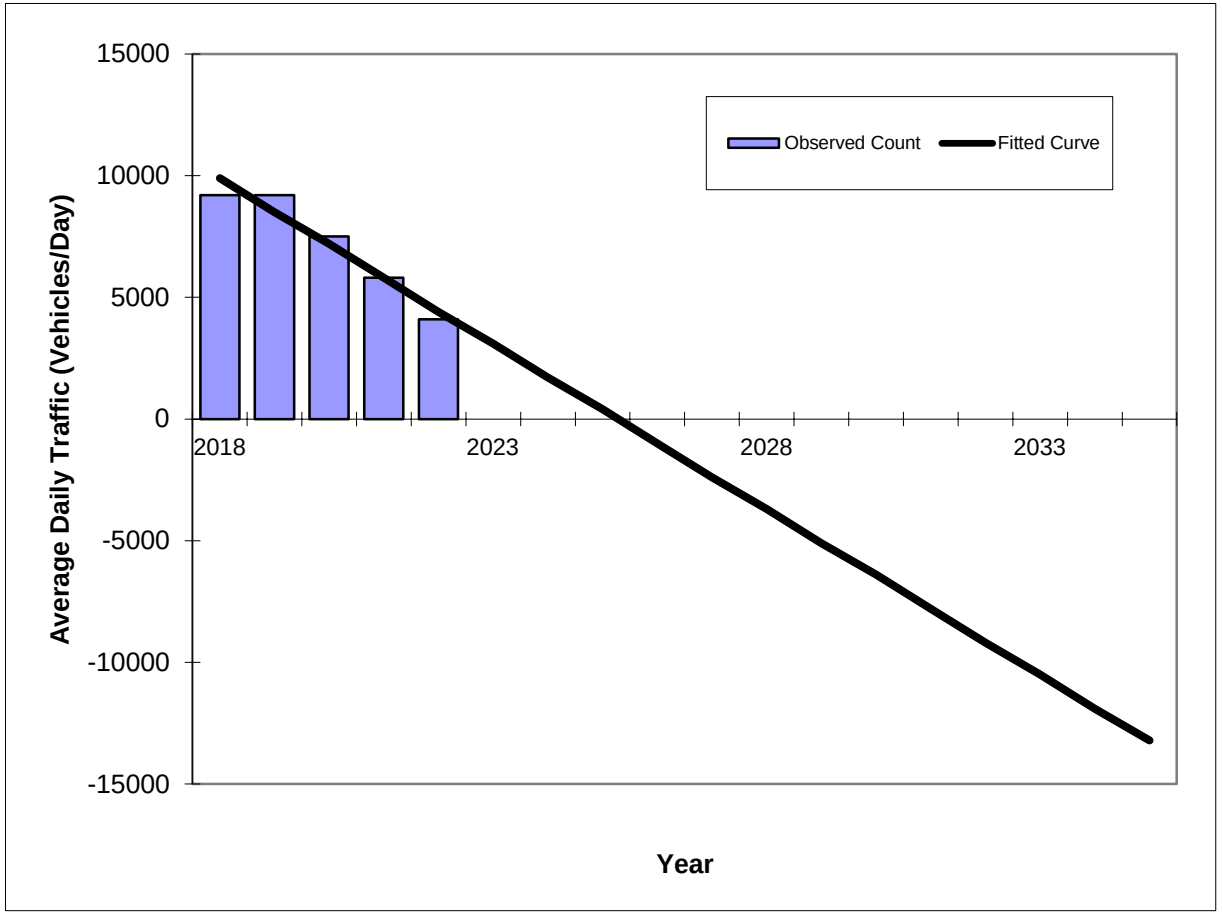
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	4100 S	N 1900	S 2200	9.00	57.00	5.40
2021	4100 F	N 1900	S 2200	9.00	53.80	14.30
2020	4100 C	N 1900	S 2200	9.00	53.90	8.80
2019	9200 R	N 4600	S 4600	9.00	54.60	5.50
2018	9200 T	N 4600	S 4600	9.00	54.50	6.00
2017	9200 S	N 4600	S 4600	9.00	51.90	6.20
2016	9200 F	N 4600	S 4600	9.00	54.10	2.90
2015	9000 C	N 4500	S 4500	9.00	54.00	3.40
2014	7200 X			9.00	54.20	7.40
2013	7100 X	0	0	9.00	53.60	7.60
2012	7100 T	0	0	9.00	52.20	5.90
2011	7100 S	0	0	9.00	52.50	6.30
2010	7100 F	N 3400	S 3700	8.35	52.69	9.30
2009	7100 C	N 3400	S 3700	8.53	53.89	5.30
2008	7300 C	N 3300	S 4000	8.81	54.16	6.50
2007	7800 C	N 3500	S 4300	8.63	55.75	4.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends

SE 3 AVENUE -- S of Davie Blvd

County:	Broward (86)
Station #:	9085
Highway:	SE 3 AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2018	9200	9900
2019	9200	8500
2020	7500	7200
2021	5800	5800
2022	4100	4400

Trend R-squared:	94.12%
Trend Annual Historic Growth Rate:	-13.89%
Printed:	25-Mar-24

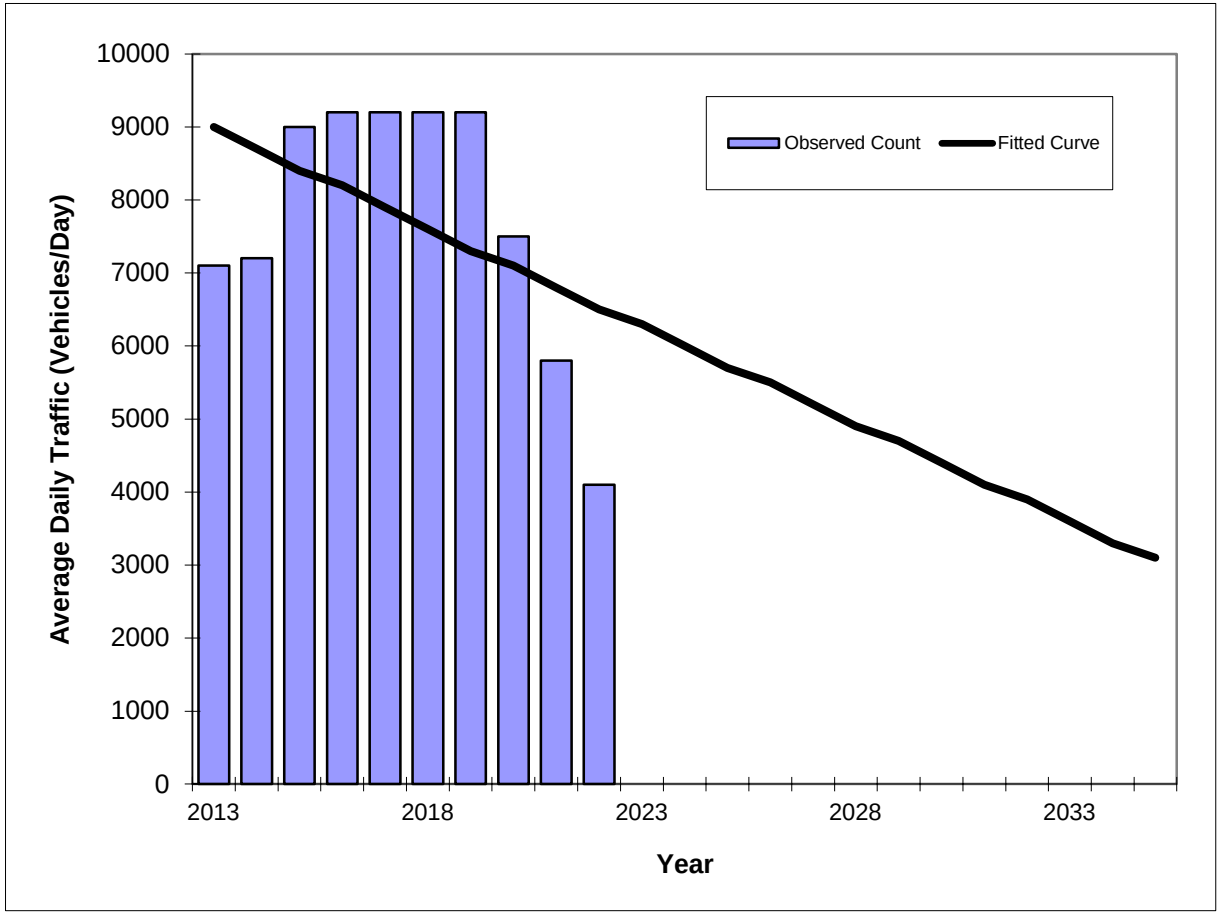
Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

SE 3 AVENUE -- S of Davie Blvd

County:	Broward (86)
Station #:	9085
Highway:	SE 3 AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2013	7100	9000
2014	7200	8700
2015	9000	8400
2016	9200	8200
2017	9200	7900
2018	9200	7600
2019	9200	7300
2020	7500	7100
2021	5800	6800
2022	4100	6500

Trend R-squared:	21.33%
Trend Annual Historic Growth Rate:	-3.09%
Printed:	25-Mar-24

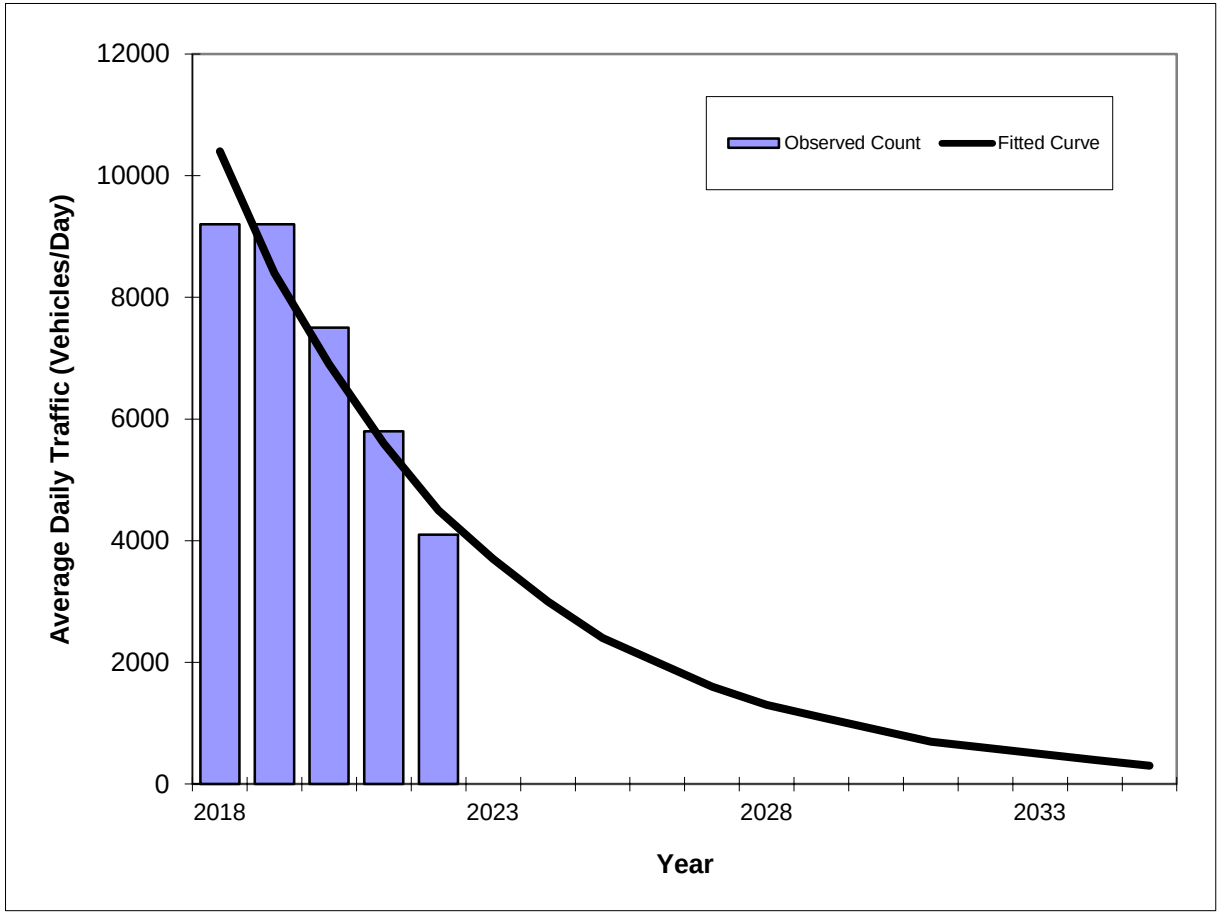
Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

SE 3 AVENUE -- S of Davie Blvd

County:	Broward (86)
Station #:	9085
Highway:	SE 3 AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2018	9200	10400
2019	9200	8400
2020	7500	6900
2021	5800	5600
2022	4100	4500

Trend R-squared:	91.21%
Compounded Annual Historic Growth Rate:	-18.90%
Printed:	25-Mar-24

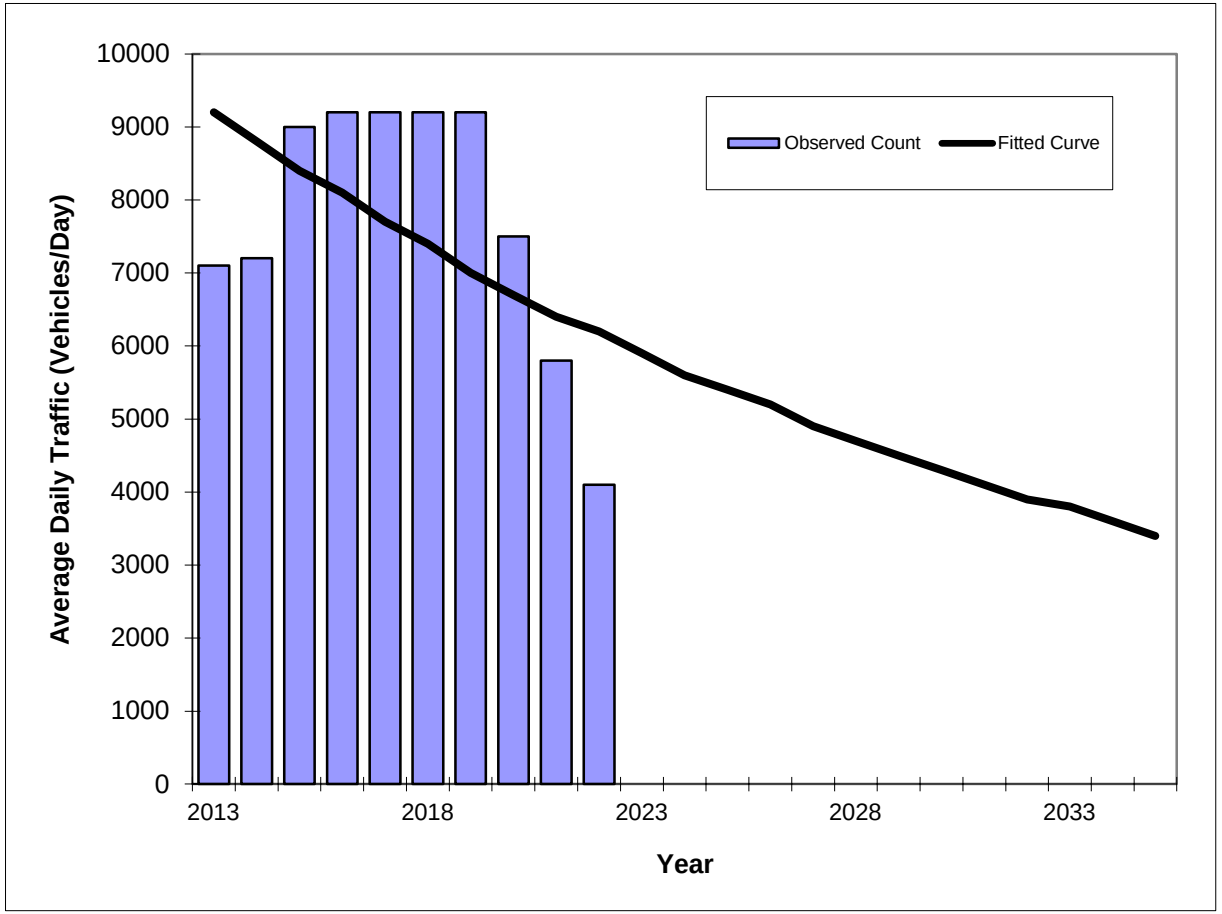
Exponential Growth Option

*Axle-Adjusted

Traffic Trends

SE 3 AVENUE -- S of Davie Blvd

County:	Broward (86)
Station #:	9085
Highway:	SE 3 AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2013	7100	9200
2014	7200	8800
2015	9000	8400
2016	9200	8100
2017	9200	7700
2018	9200	7400
2019	9200	7000
2020	7500	6700
2021	5800	6400
2022	4100	6200

Trend R-squared:	25.88%
Compounded Annual Historic Growth Rate:	-4.29%
Printed:	25-Mar-24

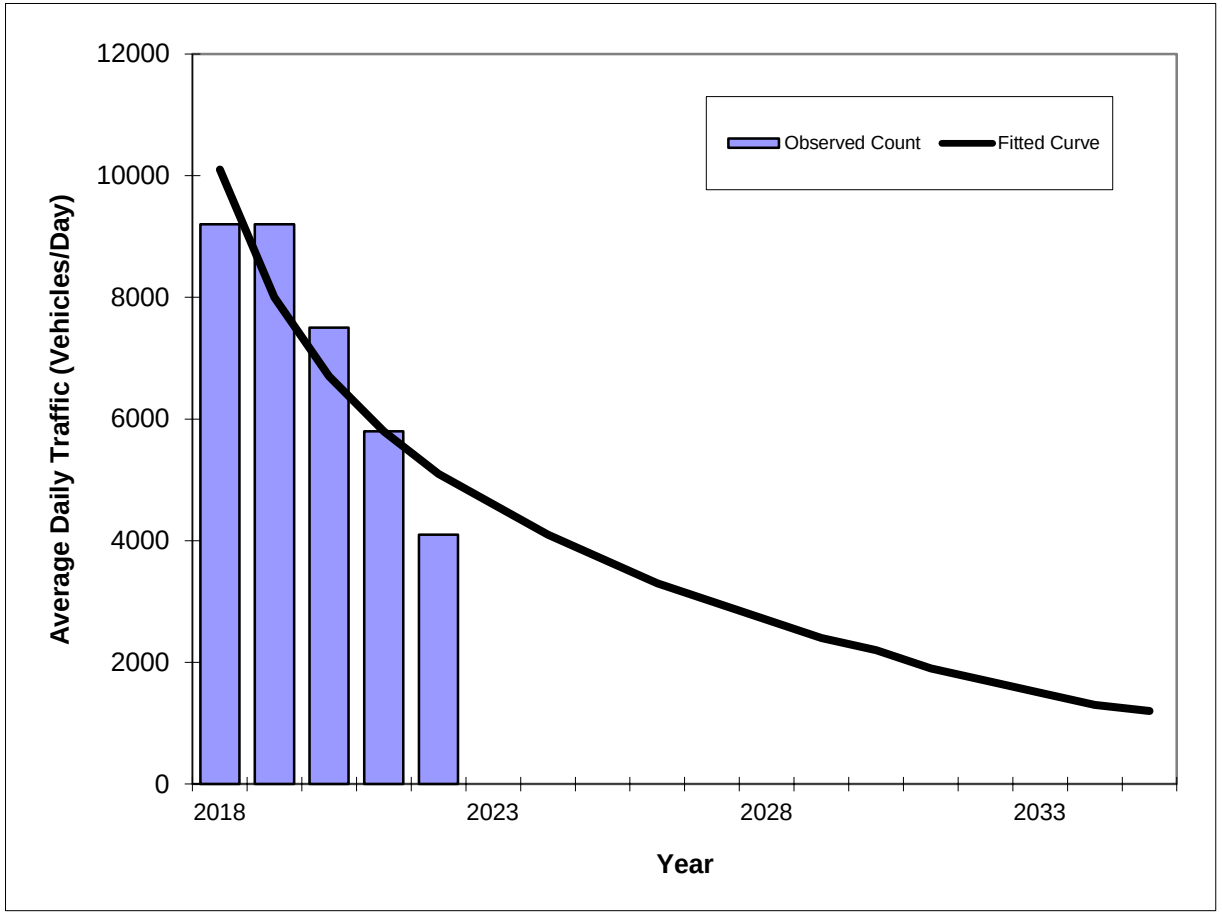
Exponential Growth Option

*Axle-Adjusted

Traffic Trends

SE 3 AVENUE -- S of Davie Blvd

County:	Broward (86)
Station #:	9085
Highway:	SE 3 AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2018	9200	10100
2019	9200	8000
2020	7500	6700
2021	5800	5800
2022	4100	5100

Trend R-squared:	79.46%
Compounded Annual Historic Growth Rate:	-15.70%
Printed:	25-Mar-24

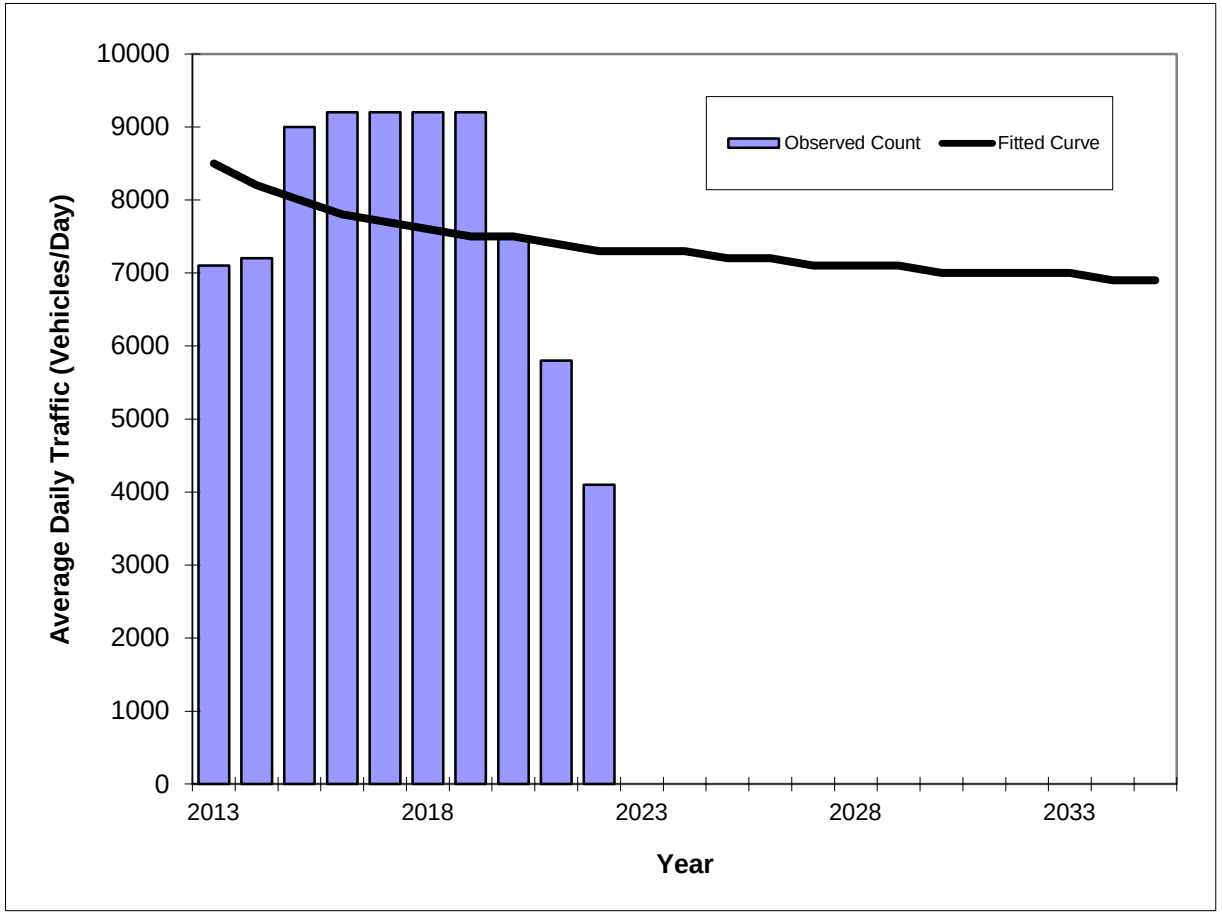
Decaying Exponential Growth Option

*Axle-Adjusted

Traffic Trends

SE 3 AVENUE -- S of Davie Blvd

County:	Broward (86)
Station #:	9085
Highway:	SE 3 AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2013	7100	8500
2014	7200	8200
2015	9000	8000
2016	9200	7800
2017	9200	7700
2018	9200	7600
2019	9200	7500
2020	7500	7500
2021	5800	7400
2022	4100	7300

Trend R-squared:	4.46%
Compounded Annual Historic Growth Rate:	-1.68%
Printed:	25-Mar-24

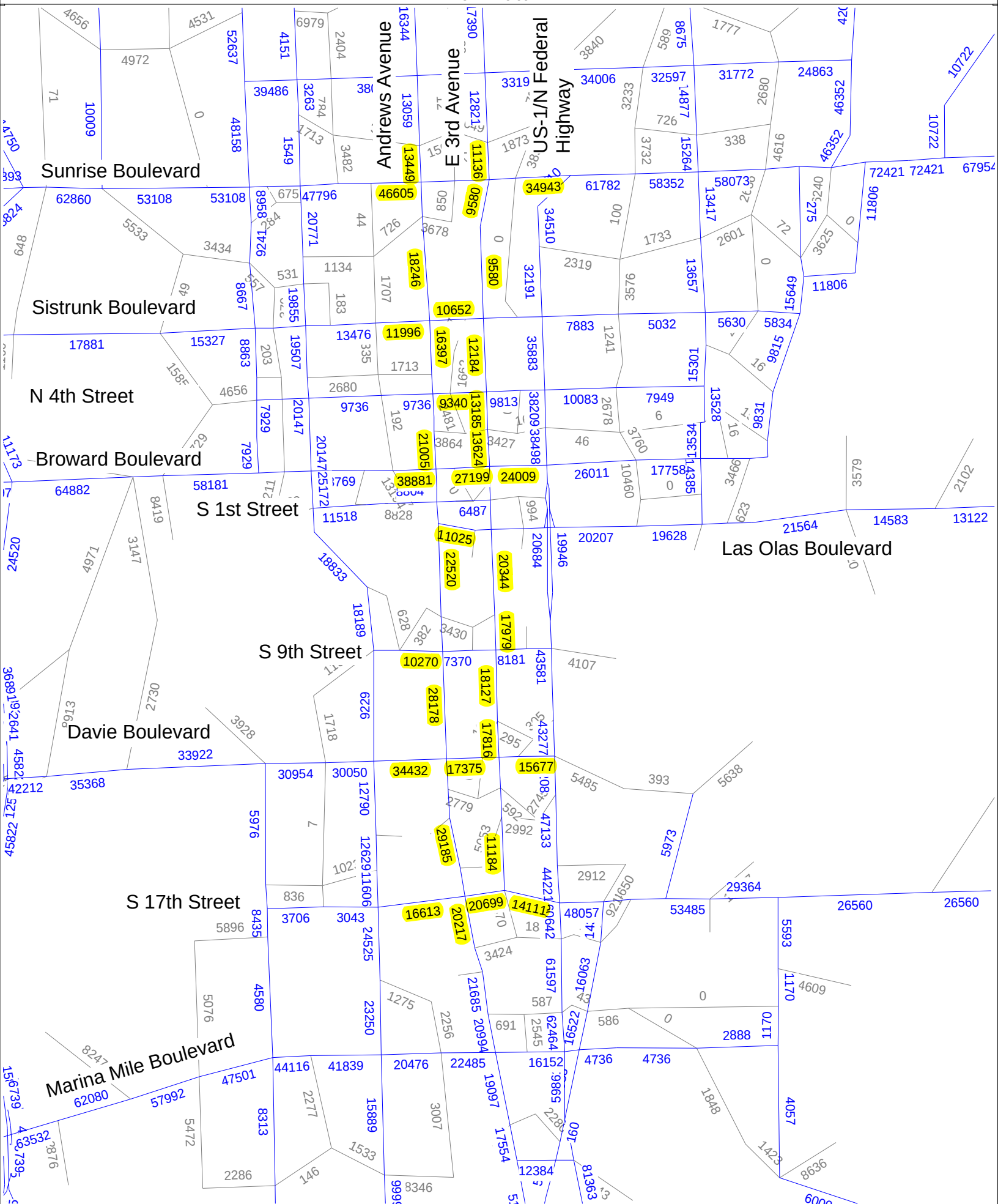
Decaying Exponential Growth Option

*Axle-Adjusted

SERPM Growth Rate

SERPM Growth Rate Summary					
Street Name	**2015**	**2045**	**Difference**	**Growth Rate**	**Annual Growth Rate**
Andrews Avenue	13,449	29,036	15,587	115.90%	3.86%
	18,246	27,636	9,390	51.46%	1.72%
	16,397	29,150	12,753	77.78%	2.59%
	21,005	33,603	12,598	59.98%	2.00%
	22,520	32,776	10,256	45.54%	1.52%
	28,178	29,559	1,381	4.90%	0.16%
	29,185	30,571	1,386	4.75%	0.16%
	20,217	39,308	19,091	94.43%	3.15%
E 3rd Avenue	11,136	21,030	9,894	88.85%	2.96%
	9,580	21,645	12,065	125.94%	4.20%
	9,580	21,645	12,065	125.94%	4.20%
	12,184	22,479	10,295	84.50%	2.82%
	13,185	22,558	9,373	71.09%	2.37%
	13,624	24,500	10,876	79.83%	2.66%
	20,344	30,341	9,997	49.14%	1.64%
	17,979	26,845	8,866	49.31%	1.64%
	18,127	26,775	8,648	47.71%	1.59%
	17,816	25,750	7,934	44.53%	1.48%
	11,184	18,794	7,610	68.04%	2.27%
Sunrise Boulevard	46,605	58,150	11,545	24.77%	0.83%
	34,943	44,136	9,193	26.31%	0.88%
Sistrunk Boulevard	11,996	21,856	9,860	82.19%	2.74%
	10,652	13,894	3,242	30.44%	1.01%
NE 4th Street	9,340	11,748	2,408	25.78%	0.86%
Broward Boulevard	38,881	53,417	14,536	37.39%	1.25%
	27,199	44,796	17,597	64.70%	2.16%
	24,009	43,792	19,783	82.40%	2.75%
Las Olas Boulevard	11,025	13,770	2,745	24.90%	0.83%
SE 9th Street	10,270	11,031	761	7.41%	0.25%
Davie Boulevard	34,432	48,443	14,011	40.69%	1.36%
	17,375	31,890	14,515	83.54%	2.78%
	15,677	24,902	9,225	58.84%	1.96%
SE 17th Street	16,613	23,810	7,197	43.32%	1.44%
	20,699	26,416	5,717	27.62%	0.92%
	14,111	15,881	1,770	12.54%	0.42%
Total	**667,763**	**1,001,933**	**334,170**	**50.04%**	**1.67%**

FTL One-Way Pairs
2015 Volumes
SERPM 8.531



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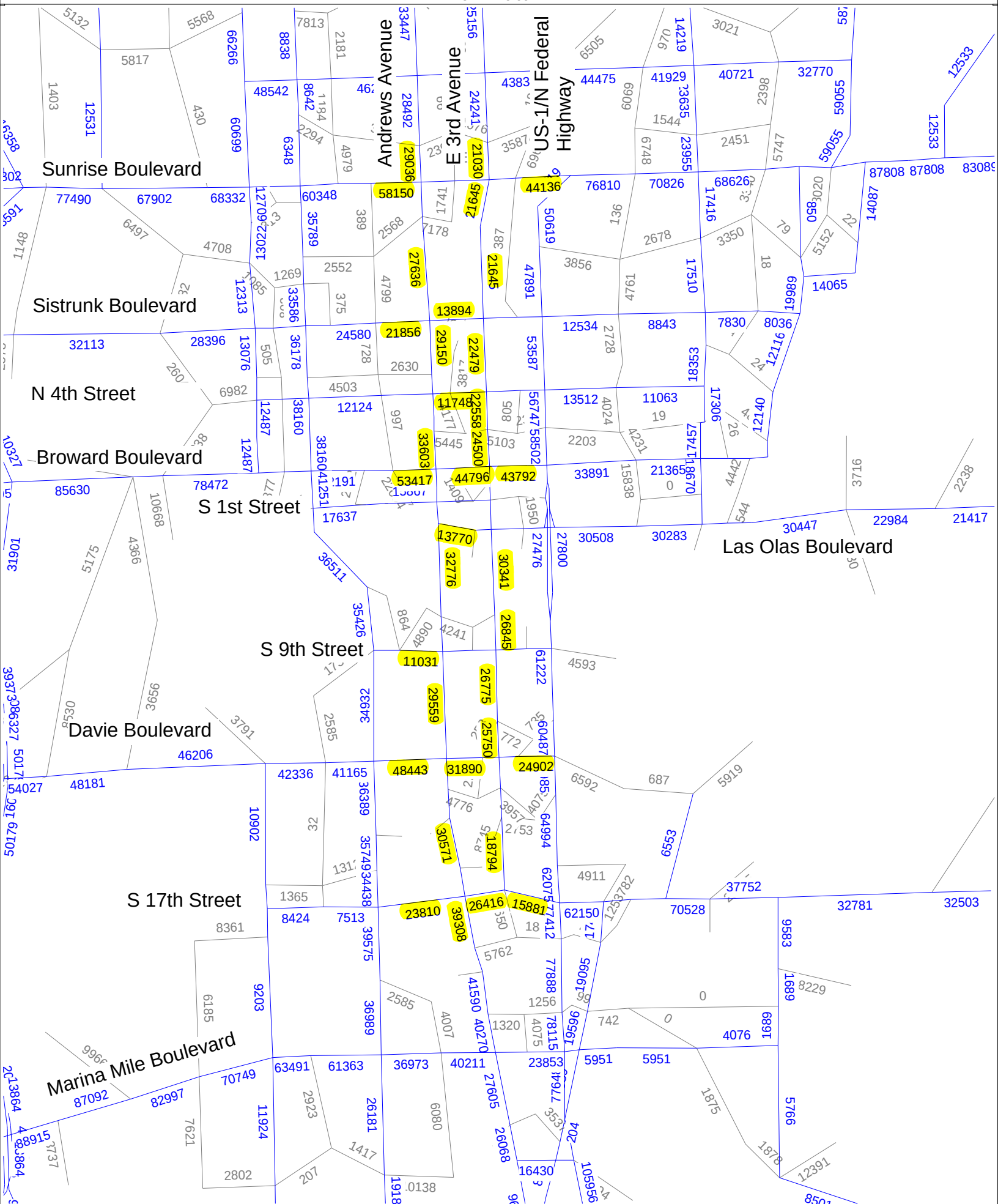
FTL One-Way Pairs
2045 Volumes
SERPM 8.531



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APPENDIX E

Intersection Capacity Analysis Worksheets

2024 A.M. Peak Hour

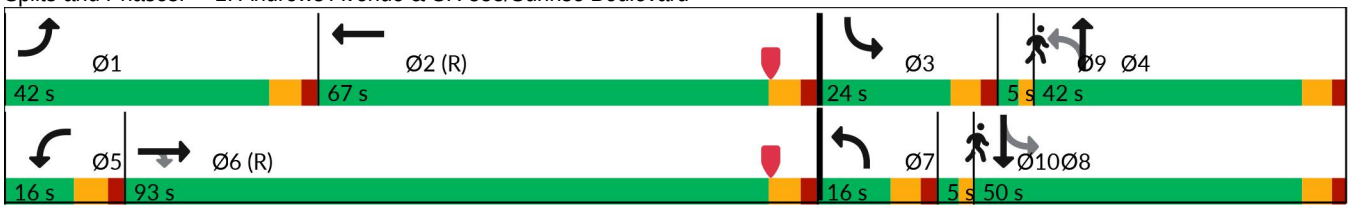
No-Build

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	Ø9	Ø10
Lane Configurations											
Traffic Volume (vph)	190	1433	324	67	1006	167	388	158	505		
Future Volume (vph)	190	1433	324	67	1006	167	388	158	505		
Turn Type	Prot	NA	Perm	Prot	NA	pm+pt	NA	pm+pt	NA		
Protected Phases	1	6		5	2	7	4	3	8	9	10
Permitted Phases			6			4		8			
Detector Phase	1	6	6	5	2	7	4	3	8		
Switch Phase											
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	4.0	6.0	4.0	6.0	1.0	1.0
Minimum Split (s)	11.5	36.5	36.5	11.5	37.5	10.0	43.0	10.0	46.0	5.0	5.0
Total Split (s)	42.0	93.0	93.0	16.0	67.0	16.0	42.0	24.0	50.0	5.0	5.0
Total Split (%)	23.3%	51.7%	51.7%	8.9%	37.2%	8.9%	23.3%	13.3%	27.8%	3%	3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.0	6.0	6.0	6.0		
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead		Lead		Lag	Lag
Lead-Lag Optimize?						Yes		Yes			
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 56 (31%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 1: Andrews Avenue & SR 838/Sunrise Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	198	1493	338	70	1109	174	436	165	652
v/c Ratio	0.84	0.61	0.41	0.69	0.54	0.77	0.52	0.54	0.89
Control Delay (s/veh)	103.9	36.2	18.3	115.9	25.5	67.1	61.7	48.0	81.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	103.9	36.2	18.3	115.9	25.5	67.1	61.7	48.0	81.5
Queue Length 50th (ft)	232	497	148	83	184	143	230	134	388
Queue Length 95th (ft)	317	520	224	m#169	190	#376	302	203	452
Internal Link Dist (ft)		645			1177		1806		524
Turn Bay Length (ft)	475		130	205		95		95	
Base Capacity (vph)	349	2497	837	106	2036	227	838	335	843
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.60	0.40	0.66	0.54	0.77	0.52	0.49	0.77

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	1433	324	67	1006	59	167	388	31	158	505	121
Future Volume (vph)	190	1433	324	67	1006	59	167	388	31	158	505	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.99		1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5072	1547	1770	5026		1769	3495		1768	3406	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.10	1.00		0.40	1.00	
Satd. Flow (perm)	1770	5072	1547	1770	5026		184	3495		747	3406	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	198	1493	338	70	1048	61	174	404	32	165	526	126
RTOR Reduction (vph)	0	0	78	0	3	0	0	3	0	0	12	0
Lane Group Flow (vph)	198	1493	260	70	1106	0	174	433	0	165	640	0
Confl. Peds. (#/hr)	1		5	5		1	10		4	4		10
Confl. Bikes (#/hr)			4			3			1			1
Bus Blockages (#/hr)	0	2	0	0	2	2	0	0	0	0	2	2
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4			8		
Actuated Green, G (s)	24.0	84.9	84.9	10.3	71.2		63.5	44.6		53.5	38.3	
Effective Green, g (s)	24.0	84.9	84.9	10.3	71.2		63.5	44.6		53.5	38.3	
Actuated g/C Ratio	0.13	0.47	0.47	0.06	0.40		0.35	0.25		0.30	0.21	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0		1.5	2.0		1.5	2.0	
Lane Grp Cap (vph)	236	2392	729	101	1988		231	865		308	724	
v/s Ratio Prot	c0.11	c0.29		0.04	0.22		c0.08	c0.12		0.05	c0.19	
v/s Ratio Perm			0.17				c0.19			0.11		
v/c Ratio	0.84	0.62	0.36	0.69	0.56		0.75	0.50		0.54	0.88	
Uniform Delay, d1	76.1	35.6	30.2	83.3	42.2		45.9	58.1		49.2	68.7	
Progression Factor	1.00	1.00	1.00	1.06	0.58		1.00	1.00		1.00	1.00	
Incremental Delay, d2	21.3	1.2	1.4	13.8	1.0		11.6	0.2		0.9	12.1	
Delay (s)	97.4	36.8	31.6	102.5	25.6		57.5	58.3		50.1	80.8	
Level of Service	F	D	C	F	C		E	E		D	F	
Approach Delay (s/veh)		41.9			30.2			58.1			74.6	
Approach LOS		D			C			E			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	46.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	88.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	16	12	3	1	2	519	31	5	787	33
Future Vol, veh/h	0	0	16	12	3	1	2	519	31	5	787	33
Conflicting Peds, #/hr	2	0	0	0	0	2	3	0	2	2	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	25	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	18	13	3	1	2	570	34	5	865	36

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	1508	454	1037	1509	306	904	0	0	606	0	0
Stage 1	-	897	-	594	594	-	-	-	-	-	-	-
Stage 2	-	611	-	443	915	-	-	-	-	-	-	-
Critical Hdwy	-	3.1	3.7	3.7	3.1	3.7	3.7	-	-	3.7	-	-
Critical Hdwy Stg 1	-	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Follow-up Hdwy	-	3	2	2.9	3	2	2.9	-	-	2.9	-	-
Pot Cap-1 Maneuver	0	575	1278	631	575	1429	690	-	-	841	-	-
Stage 1	0	787	-	848	912	-	-	-	-	-	-	-
Stage 2	0	905	-	936	780	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	565	1274	613	565	1424	688	-	-	840	-	-
Mov Cap-2 Maneuver	-	565	-	613	565	-	-	-	-	-	-	-
Stage 1	-	778	-	844	907	-	-	-	-	-	-	-
Stage 2	-	900	-	915	771	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	7.87	10.91	0.04	0.06
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	688	-	-	1274	603	1424	840	-	-
HCM Lane V/C Ratio	0.003	-	-	0.014	0.027	0.001	0.007	-	-
HCM Control Delay (s/veh)	10.2	-	-	7.9	11.1	7.5	9.3	-	-
HCM Lane LOS	B	-	-	A	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	52	500	99	30	786
Future Vol, veh/h	26	52	500	99	30	786
Conflicting Peds, #/hr	2	3	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	28	55	532	105	32	836

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1071	325	0	0	640	0
Stage 1	588	-	-	-	-	-
Stage 2	484	-	-	-	-	-
Critical Hdwy	3.7	3.7	-	-	3.7	-
Critical Hdwy Stg 1	3.7	-	-	-	-	-
Critical Hdwy Stg 2	3.7	-	-	-	-	-
Follow-up Hdwy	2.9	2	-	-	2.9	-
Pot Cap-1 Maneuver	616	1409	-	-	823	-
Stage 1	852	-	-	-	-	-
Stage 2	912	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	582	1401	-	-	820	-
Mov Cap-2 Maneuver	657	-	-	-	-	-
Stage 1	849	-	-	-	-	-
Stage 2	864	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.69	0	0.79
HCM LOS	A		

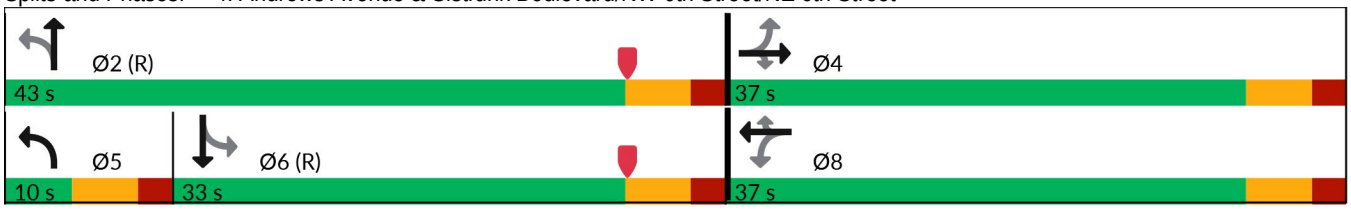
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	657	1401	132	-
HCM Lane V/C Ratio	-	-	0.042	0.039	0.039	-
HCM Control Delay (s/veh)	-	-	10.7	7.7	9.6	0.5
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.1	-

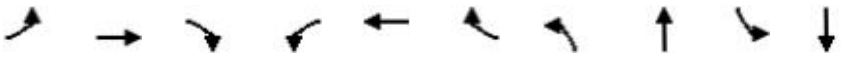
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	84	411	317	52	214	117	63	402	91	667
Future Volume (vph)	84	411	317	52	214	117	63	402	91	667
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	NA
Protected Phases		4			8		5	2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	5	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.0	10.0	10.0	10.0
Minimum Split (s)	28.0	28.0	28.0	28.0	28.0	28.0	10.0	29.0	29.0	29.0
Total Split (s)	37.0	37.0	37.0	37.0	37.0	37.0	10.0	43.0	33.0	33.0
Total Split (%)	46.3%	46.3%	46.3%	46.3%	46.3%	46.3%	12.5%	53.8%	41.3%	41.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead		Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 16 (20%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 4: Andrews Avenue & Sistrunk Boulevard/NW 6th Street/NE 6th Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	88	428	330	54	223	122	66	452	95	741
v/c Ratio	0.28	0.77	0.55	0.36	0.40	0.22	0.20	0.24	0.24	0.49
Control Delay (s/veh)	21.7	34.7	12.0	19.6	15.3	2.7	16.7	16.3	20.2	19.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.7	34.7	12.0	19.6	15.3	2.7	16.7	16.3	20.2	19.4
Queue Length 50th (ft)	33	191	50	11	47	0	27	108	31	143
Queue Length 95th (ft)	62	259	109	26	74	12	70	201	75	218
Internal Link Dist (ft)		281			911			1290		516
Turn Bay Length (ft)	155			130		130	225		155	
Base Capacity (vph)	404	714	710	192	714	670	332	1897	394	1525
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.60	0.46	0.28	0.31	0.18	0.20	0.24	0.24	0.49

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	84	411	317	52	214	117	63	402	32	91	667	44
Future Volume (vph)	84	411	317	52	214	117	63	402	32	91	667	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.99	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1742	1845	1521	1751	1845	1536	1752	3444		1741	3468	
Flt Permitted	0.57	1.00	1.00	0.27	1.00	1.00	0.25	1.00		0.49	1.00	
Satd. Flow (perm)	1045	1845	1521	497	1845	1536	463	3444		900	3468	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	88	428	330	54	223	122	66	419	33	95	695	46
RTOR Reduction (vph)	0	0	138	0	0	85	0	6	0	0	5	0
Lane Group Flow (vph)	88	428	192	54	223	37	66	446	0	95	736	0
Confl. Peds. (#/hr)	8		2	2		8	8		7	7		8
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	4	0	0	0	0	2	2	0	0	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)	24.1	24.1	24.1	24.1	24.1	24.1	43.9	43.9		33.8	33.8	
Effective Green, g (s)	24.1	24.1	24.1	24.1	24.1	24.1	43.9	43.9		33.8	33.8	
Actuated g/C Ratio	0.30	0.30	0.30	0.30	0.30	0.30	0.55	0.55		0.42	0.42	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.5	3.0		3.0	3.0	
Lane Grp Cap (vph)	314	555	458	149	555	462	320	1889		380	1465	
v/s Ratio Prot		c0.23			0.12		0.01	c0.13			c0.21	
v/s Ratio Perm	0.08		0.13	0.11		0.02	0.10			0.11		
v/c Ratio	0.28	0.77	0.42	0.36	0.40	0.08	0.21	0.24		0.25	0.50	
Uniform Delay, d1	21.3	25.4	22.3	21.9	22.2	20.0	9.6	9.4		14.9	16.9	
Progression Factor	1.00	1.00	1.00	0.64	0.63	0.51	1.53	1.61		1.00	1.00	
Incremental Delay, d2	0.2	6.0	0.2	0.5	0.2	0.0	0.1	0.3		1.6	1.2	
Delay (s)	21.5	31.4	22.6	14.7	14.1	10.2	14.8	15.4		16.5	18.2	
Level of Service	C	C	C	B	B	B	B	B		B	B	
Approach Delay (s/veh)		26.9			13.0			15.3			18.0	
Approach LOS		C			B			B			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	74.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	37	166	105	59	201	30	382	81	875
Future Volume (vph)	37	166	105	59	201	30	382	81	875
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4			8		2		6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	50.0	50.0	50.0	50.0
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%	62.5%	62.5%	62.5%	62.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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	None	C-Min	C-Min	C-Min	C-Min

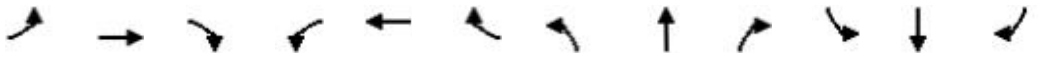
Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 46 (58%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 5: Andrews Avenue & NW 4th Street/NE 4th Street

Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	212	109	61	253	31	436	84	984
v/c Ratio	0.75	0.28	0.31	0.77	0.12	0.22	0.16	0.51
Control Delay (s/veh)	44.6	6.7	35.5	49.4	7.5	5.1	7.0	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.6	6.7	35.5	49.4	7.5	5.1	7.0	7.4
Queue Length 50th (ft)	99	0	31	129	2	17	13	95
Queue Length 95th (ft)	155	34	54	175	28	117	28	109
Internal Link Dist (ft)	119			908		605		1290
Turn Bay Length (ft)		100	50		110		150	
Base Capacity (vph)	390	494	271	447	269	1970	521	1949
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.22	0.23	0.57	0.12	0.22	0.16	0.50

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	166	105	59	201	42	30	382	36	81	875	70
Future Volume (vph)	37	166	105	59	201	42	30	382	36	81	875	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	0.98	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00		0.99	1.00	
Frt		1.00	0.85	1.00	0.97		1.00	0.99		1.00	0.99	
Flt Protected		0.99	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1644	1385	1570	1450		1574	3105		1568	3075	
Flt Permitted		0.78	1.00	0.54	1.00		0.26	1.00		0.50	1.00	
Satd. Flow (perm)		1292	1385	897	1450		425	3105		823	3075	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	39	173	109	61	209	44	31	398	38	84	911	73
RTOR Reduction (vph)	0	0	85	0	11	0	0	7	0	0	6	0
Lane Group Flow (vph)	0	212	24	61	242	0	31	429	0	84	978	0
Confl. Peds. (#/hr)	6		5	5		6	5		5	5		5
Confl. Bikes (#/hr)						2						2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	6	0
Parking (#/hr)					0	0						
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		17.6	17.6	17.6	17.6		50.4	50.4		50.4	50.4	
Effective Green, g (s)		17.6	17.6	17.6	17.6		50.4	50.4		50.4	50.4	
Actuated g/C Ratio		0.22	0.22	0.22	0.22		0.63	0.63		0.63	0.63	
Clearance Time (s)		6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		2.0	2.0	2.0	2.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		284	304	197	319		267	1956		518	1937	
v/s Ratio Prot					c0.17			0.14			c0.32	
v/s Ratio Perm		0.16	0.02	0.07			0.07			0.10		
v/c Ratio		0.75	0.08	0.31	0.76		0.12	0.22		0.16	0.50	
Uniform Delay, d1		29.1	24.8	26.1	29.2		5.9	6.4		6.1	8.0	
Progression Factor		1.00	1.00	1.29	1.28		0.84	0.73		0.79	0.73	
Incremental Delay, d2		9.0	0.0	0.3	8.5		0.9	0.3		0.6	0.8	
Delay (s)		38.1	24.8	34.0	45.8		5.9	4.9		5.4	6.7	
Level of Service		D	C	C	D		A	A		A	A	
Approach Delay (s/veh)		33.6			43.5			4.9			6.6	
Approach LOS		C			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	15.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	85.2%	ICU Level of Service	E
Analysis Period (min)	15		

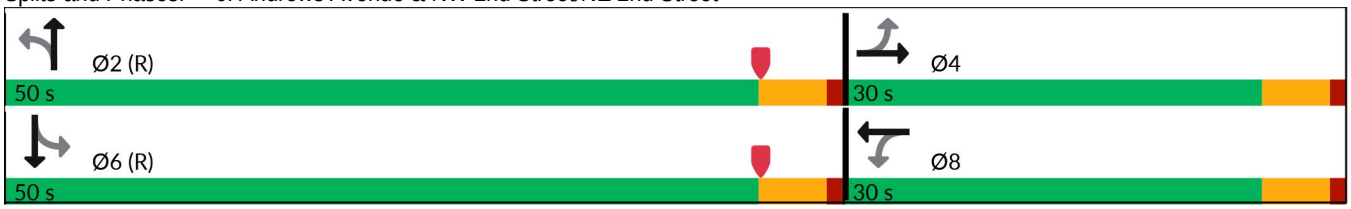
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	13	16	16	19	7	394	141	843
Future Volume (vph)	13	16	16	19	7	394	141	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)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	30.0	30.0	30.0	30.0	50.0	50.0	50.0	50.0
Total Split (%)	37.5%	37.5%	37.5%	37.5%	62.5%	62.5%	62.5%	62.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 68 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 6: Andrews Avenue & NW 2nd Street/NE 2nd Street



Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	47	17	32	7	449	150	938
v/c Ratio	0.35	0.14	0.22	0.02	0.17	0.21	0.35
Control Delay (s/veh)	32.1	34.9	25.5	4.6	3.9	2.5	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.1	34.9	25.5	4.6	3.9	2.5	1.9
Queue Length 50th (ft)	15	8	10	3	107	6	20
Queue Length 95th (ft)	46	m20	25	m4	62	29	69
Internal Link Dist (ft)	113		909		606		605
Turn Bay Length (ft)		50		165		150	
Base Capacity (vph)	446	448	494	433	2704	698	2714
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	0.04	0.06	0.02	0.17	0.21	0.35

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	16	15	16	19	11	7	394	28	141	843	39
Future Volume (vph)	13	16	15	16	19	11	7	394	28	141	843	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99		1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00		0.99	1.00		0.99	1.00		0.98	1.00	
Frt		0.95		1.00	0.94		1.00	0.99		1.00	0.99	
Flt Protected		0.99		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1546		1565	1554		1567	3113		1553	3128	
Flt Permitted		0.89		0.87	1.00		0.30	1.00		0.49	1.00	
Satd. Flow (perm)		1393		1433	1554		499	3113		805	3128	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	14	17	16	17	20	12	7	419	30	150	897	41
RTOR Reduction (vph)	0	15	0	0	11	0	0	3	0	0	2	0
Lane Group Flow (vph)	0	32	0	17	21	0	7	446	0	150	936	0
Confl. Peds. (#/hr)	7		6	6		7	11		13	13		11
Confl. Bikes (#/hr)									1			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		4.6		4.6	4.6		65.4	65.4		65.4	65.4	
Effective Green, g (s)		4.6		4.6	4.6		65.4	65.4		65.4	65.4	
Actuated g/C Ratio		0.06		0.06	0.06		0.82	0.82		0.82	0.82	
Clearance Time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		80		82	89		407	2544		658	2557	
v/s Ratio Prot					0.01			0.14			c0.30	
v/s Ratio Perm		c0.02		0.01			0.01			0.19		
v/c Ratio		0.40		0.21	0.23		0.02	0.18		0.23	0.37	
Uniform Delay, d1		36.4		36.0	36.0		1.4	1.6		1.6	1.9	
Progression Factor		1.00		0.99	0.94		2.12	2.43		0.86	0.78	
Incremental Delay, d2		1.2		0.5	0.5		0.1	0.1		0.7	0.4	
Delay (s)		37.6		35.9	34.5		2.9	3.9		2.1	1.8	
Level of Service		D		D	C		A	A		A	A	
Approach Delay (s/veh)		37.6			35.0			3.9			1.9	
Approach LOS		D			C			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	4.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	58.8%	ICU Level of Service	B
Analysis Period (min)	15		

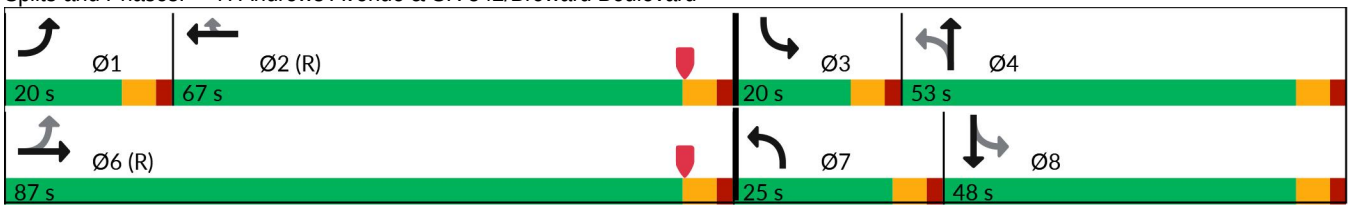
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	110	1301	901	84	148	310	156	570
Future Volume (vph)	110	1301	901	84	148	310	156	570
Turn Type	pm+pt	NA	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	2		7	4	3	8
Permitted Phases	6			2	4		8	
Detector Phase	1	6	2	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	15.0	15.0	15.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	31.0	29.0	29.0	10.0	41.0	10.0	39.0
Total Split (s)	20.0	87.0	67.0	67.0	25.0	53.0	20.0	48.0
Total Split (%)	12.5%	54.4%	41.9%	41.9%	15.6%	33.1%	12.5%	30.0%
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	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 155 (97%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 7: Andrews Avenue & SR 842/Broward Boulevard

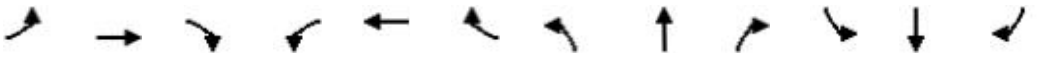


Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	115	1623	939	88	154	387	163	700
v/c Ratio	0.43	0.68	0.47	0.13	0.72	0.47	0.53	0.92
Control Delay (s/veh)	24.7	28.4	22.0	1.4	61.8	56.6	36.0	69.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.7	28.4	22.0	1.4	61.8	56.6	36.0	69.5
Queue Length 50th (ft)	60	447	153	2	159	200	100	372
Queue Length 95th (ft)	102	523	m170	m6	232	251	139	#397
Internal Link Dist (ft)		264	909			539		606
Turn Bay Length (ft)	80			160	260		225	
Base Capacity (vph)	298	2402	2005	653	243	910	315	814
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.68	0.47	0.13	0.63	0.43	0.52	0.86

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.



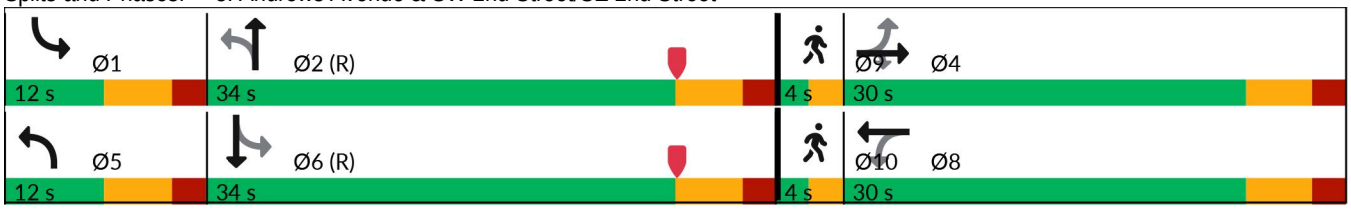
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	1301	257	0	901	84	148	310	61	156	570	102
Future Volume (veh/h)	110	1301	257	0	901	84	148	310	61	156	570	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	1670	1670	0	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	115	1355	229	0	939	1	154	323	48	162	594	94
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, %	3	3	3	0	3	3	3	3	3	3	3	3
Cap, veh/h	324	2222	375	0	2192	674	197	645	95	301	644	102
Arrive On Green	0.06	0.75	0.75	0.00	0.64	0.64	0.09	0.23	0.23	0.09	0.23	0.23
Sat Flow, veh/h	1590	3921	662	0	4709	1401	1590	2764	406	1590	2739	432
Grp Volume(v), veh/h	115	1050	534	0	939	1	154	184	187	162	343	345
Grp Sat Flow(s),veh/h/ln	1590	1520	1544	0	1520	1401	1590	1586	1584	1590	1586	1585
Q Serve(g_s), s	5.8	25.2	25.2	0.0	16.4	0.0	11.7	16.1	16.4	12.3	33.8	34.0
Cycle Q Clear(g_c), s	5.8	25.2	25.2	0.0	16.4	0.0	11.7	16.1	16.4	12.3	33.8	34.0
Prop In Lane	1.00		0.43	0.00		1.00	1.00		0.26	1.00		0.27
Lane Grp Cap(c), veh/h	324	1723	875	0	2192	674	197	370	369	301	373	372
V/C Ratio(X)	0.36	0.61	0.61	0.00	0.43	0.00	0.78	0.50	0.51	0.54	0.92	0.93
Avail Cap(c_a), veh/h	386	1723	875	0	2192	674	249	466	465	301	416	416
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.85	0.85	0.91	0.91	0.91	0.95	0.95	0.95
Uniform Delay (d), s/veh	19.1	11.6	11.6	0.0	17.9	15.0	45.3	53.2	53.3	42.1	59.8	59.8
Incr Delay (d2), s/veh	0.2	1.6	3.2	0.0	0.5	0.0	8.3	0.4	0.4	1.0	22.3	23.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	7.3	7.8	0.0	5.4	0.0	5.1	6.5	6.7	5.0	16.0	16.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.4	13.2	14.8	0.0	18.5	15.0	53.5	53.5	53.7	43.1	82.1	82.9
LnGrp LOS	B	B	B		B	B	D	D	D	D	F	F
Approach Vol, veh/h		1699			940			525			850	
Approach Delay, s/veh		14.1			18.4			53.6			75.0	
Approach LOS		B			B			D			E	
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	13.8	82.9	20.0	43.3		96.7	19.7	43.6				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	61.0	14.0	47.0		81.0	19.0	42.0				
Max Q Clear Time (g_c+I1), s	7.8	18.4	14.3	18.4		27.2	13.7	36.0				
Green Ext Time (p_c), s	0.0	8.3	0.0	1.4		17.9	0.1	1.6				
Intersection Summary												
HCM 7th Control Delay, s/veh			33.2									
HCM 7th LOS			C									

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	Ø9	Ø10
Lane Configurations											
Traffic Volume (vph)	11	138	62	14	38	135	460	140	645		
Future Volume (vph)	11	138	62	14	38	135	460	140	645		
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	pm+pt	NA		
Protected Phases		4			8	5	2	1	6	9	10
Permitted Phases	4		4	8		2		6			
Detector Phase	4	4	4	8	8	5	2	1	6		
Switch Phase											
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	7.0	4.0	7.0	1.0	1.0
Minimum Split (s)	33.0	33.0	33.0	33.0	33.0	10.0	26.0	10.0	26.0	4.0	4.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	12.0	34.0	12.0	34.0	4.0	4.0
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%	15.0%	42.5%	15.0%	42.5%	5%	5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag						Lead	Lag	Lead	Lag		
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	None	None

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

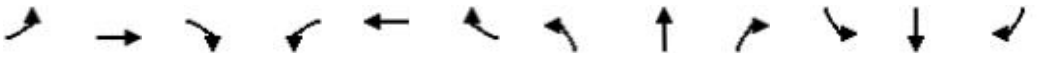
Splits and Phases: 8: Andrews Avenue & SW 2nd Street/SE 2nd Street



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	12	150	67	15	100	147	560	152	756
v/c Ratio	0.04	0.32	0.14	0.05	0.24	0.49	0.44	0.40	0.59
Control Delay (s/veh)	20.0	23.8	0.6	18.2	11.3	25.9	24.5	9.5	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.0	23.8	0.6	18.2	11.3	25.9	24.5	9.5	13.7
Queue Length 50th (ft)	4	53	0	9	42	73	182	27	167
Queue Length 95th (ft)	16	105	0	m10	46	155	270	m48	164
Internal Link Dist (ft)		237			244		322		539
Turn Bay Length (ft)	80					75		150	
Base Capacity (vph)	339	536	541	327	480	305	1278	383	1284
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.28	0.12	0.05	0.21	0.48	0.44	0.40	0.59

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	138	62	14	38	54	135	460	55	140	645	51
Future Volume (vph)	11	138	62	14	38	54	135	460	55	140	645	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.96	1.00	0.96		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	0.95	1.00	1.00	0.98	1.00		1.00	1.00		0.99	1.00	
Frt	1.00	1.00	0.85	1.00	0.91		1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1513	1676	1375	1565	1465		1589	3115		1584	3139	
Flt Permitted	0.67	1.00	1.00	0.66	1.00		0.27	1.00		0.39	1.00	
Satd. Flow (perm)	1062	1676	1375	1090	1465		459	3115		655	3139	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	150	67	15	41	59	147	500	60	152	701	55
RTOR Reduction (vph)	0	0	48	0	43	0	0	11	0	0	7	0
Lane Group Flow (vph)	12	150	19	15	57	0	147	549	0	152	749	0
Confl. Peds. (#/hr)	66		24	24		66	15		17	17		15
Confl. Bikes (#/hr)			3						3			3
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	22.1	22.1	22.1	21.3	21.3		37.1	31.4		37.1	31.4	
Effective Green, g (s)	22.1	22.1	22.1	21.3	21.3		37.1	31.4		37.1	31.4	
Actuated g/C Ratio	0.28	0.28	0.28	0.27	0.27		0.46	0.39		0.46	0.39	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		1.5	0.2		1.5	0.2	
Lane Grp Cap (vph)	293	462	379	290	390		293	1222		369	1232	
v/s Ratio Prot		c0.09			0.04		c0.04	0.18		0.03	c0.24	
v/s Ratio Perm	0.01		0.01	0.01			0.20			0.16		
v/c Ratio	0.04	0.32	0.05	0.05	0.15		0.50	0.45		0.41	0.61	
Uniform Delay, d1	21.2	23.0	21.2	21.8	22.4		13.2	17.9		12.8	19.4	
Progression Factor	1.00	1.00	1.00	0.89	1.08		1.90	1.30		0.69	0.63	
Incremental Delay, d2	0.0	0.1	0.0	0.0	0.1		0.5	1.1		0.2	1.4	
Delay (s)	21.2	23.2	21.3	19.4	24.3		25.5	24.4		9.0	13.5	
Level of Service	C	C	C	B	C		C	C		A	B	
Approach Delay (s/veh)		22.5			23.7			24.6			12.8	
Approach LOS		C			C			C			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	18.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	66.5%	ICU Level of Service	C
Analysis Period (min)	15		

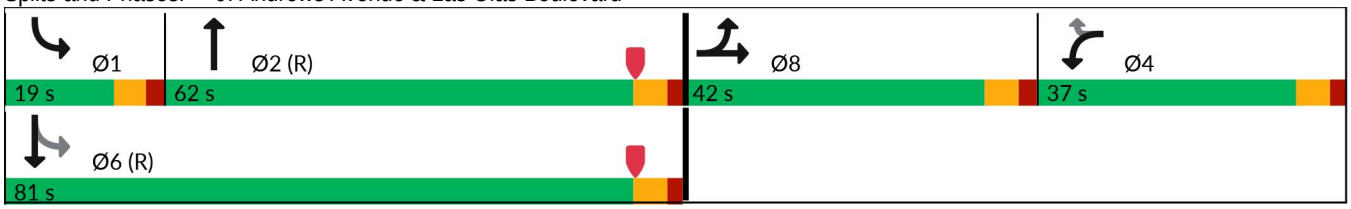
c Critical Lane Group

Lane Group	EBT	WBL	WBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	38	48	79	487	137	582
Future Volume (vph)	38	48	79	487	137	582
Turn Type	NA	Prot	Perm	NA	pm+pt	NA
Protected Phases	8	4		2	1	6
Permitted Phases			4		6	
Detector Phase	8	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	6.0	5.0	5.0	7.0	4.0	7.0
Minimum Split (s)	39.0	34.0	34.0	39.0	10.0	39.0
Total Split (s)	42.0	37.0	37.0	62.0	19.0	81.0
Total Split (%)	26.3%	23.1%	23.1%	38.8%	11.9%	50.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?						
Recall Mode	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 115 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
Natural Cycle: 125
Control Type: Actuated-Coordinated

Splits and Phases: 9: Andrews Avenue & Las Olas Boulevard



Lane Group	EBT	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	198	51	84	747	146	619
v/c Ratio	0.42	0.27	0.36	0.48	0.40	0.32
Control Delay (s/veh)	35.7	74.4	19.4	29.9	20.1	15.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.3
Total Delay (s/veh)	35.7	74.4	19.4	29.9	20.1	15.7
Queue Length 50th (ft)	52	41	8	309	53	120
Queue Length 95th (ft)	92	m100	58	401	107	195
Internal Link Dist (ft)	104			1642		322
Turn Bay Length (ft)					135	
Base Capacity (vph)	702	305	317	1558	383	1943
Starvation Cap Reductn	0	0	0	0	0	652
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.17	0.26	0.48	0.38	0.48

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	38	79	48	0	79	0	487	215	137	582	0
Future Volume (vph)	70	38	79	48	0	79	0	487	215	137	582	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0		6.0		6.0		6.0	6.0	
Lane Util. Factor		0.95		1.00		1.00		0.95		1.00	0.95	
Frpb, ped/bikes		0.98		1.00		0.96		0.99		1.00	1.00	
Flpb, ped/bikes		1.00		1.00		1.00		1.00		1.00	1.00	
Frt		0.94		1.00		0.85		0.95		1.00	1.00	
Flt Protected		0.98		0.95		1.00		1.00		0.95	1.00	
Satd. Flow (prot)		2832		1577		1216		2968		1574	3117	
Flt Permitted		0.98		0.95		1.00		1.00		0.28	1.00	
Satd. Flow (perm)		2832		1577		1216		2968		462	3117	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	74	40	84	51	0	84	0	518	229	146	619	0
RTOR Reduction (vph)	0	72	0	0	0	74	0	23	0	0	0	0
Lane Group Flow (vph)	0	126	0	51	0	10	0	724	0	146	619	0
Confl. Peds. (#/hr)	18		28	28		18	22		22	22		22
Confl. Bikes (#/hr)			2						4			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	6	0
Parking (#/hr)						0						
Turn Type	Split	NA		Prot		Perm		NA		pm+pt	NA	
Protected Phases	8	8		4				2		1	6	
Permitted Phases						4				6		
Actuated Green, G (s)		22.8		19.4		19.4		82.9		99.8	99.8	
Effective Green, g (s)		22.8		19.4		19.4		82.9		99.8	99.8	
Actuated g/C Ratio		0.14		0.12		0.12		0.52		0.62	0.62	
Clearance Time (s)		6.0		6.0		6.0		6.0		6.0	6.0	
Vehicle Extension (s)		2.0		2.0		2.0		1.0		1.5	1.0	
Lane Grp Cap (vph)		403		191		147		1537		363	1944	
v/s Ratio Prot		c0.04		c0.03				c0.24		c0.03	0.20	
v/s Ratio Perm						0.01				0.22		
v/c Ratio		0.31		0.27		0.07		0.47		0.40	0.32	
Uniform Delay, d1		61.6		63.8		62.3		24.6		14.4	14.1	
Progression Factor		1.00		1.19		2.69		1.00		1.00	0.83	
Incremental Delay, d2		0.2		0.3		0.1		1.0		0.2	0.4	
Delay (s)		61.7		76.1		168.0		25.6		14.5	12.2	
Level of Service		E		E		F		C		B	B	
Approach Delay (s/veh)		61.7			133.3			25.6			12.6	
Approach LOS		E			F			C			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	32.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	76.5%	ICU Level of Service	D
Analysis Period (min)	15		

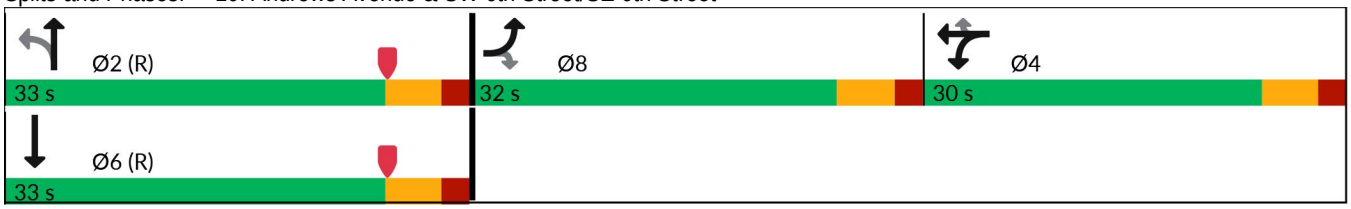
c Critical Lane Group

Lane Group	EBL	EBR	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	123	119	43	61	43	44	573	610
Future Volume (vph)	123	119	43	61	43	44	573	610
Turn Type	Prot	Perm	Split	NA	Perm	Perm	NA	NA
Protected Phases	8		4	4			2	6
Permitted Phases		8			4	2		
Detector Phase	8	8	4	4	4	2	2	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	12.0	12.0	12.0
Minimum Split (s)	29.0	29.0	27.0	27.0	27.0	26.0	26.0	26.0
Total Split (s)	32.0	32.0	30.0	30.0	30.0	33.0	33.0	33.0
Total Split (%)	33.7%	33.7%	31.6%	31.6%	31.6%	34.7%	34.7%	34.7%
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	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 95
Actuated Cycle Length: 95
Offset: 51 (54%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 10: Andrews Avenue & SW 6th Street/SE 6th Street



Lane Group	EBL	EBR	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	140	135	49	69	49	50	651	753
v/c Ratio	0.49	0.38	0.26	0.31	0.18	0.19	0.40	0.47
Control Delay (s/veh)	38.9	8.8	37.3	38.2	1.6	22.4	18.9	19.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.9	8.8	37.3	38.2	1.6	22.4	18.9	19.8
Queue Length 50th (ft)	70	0	28	40	0	17	130	155
Queue Length 95th (ft)	123	43	54	69	1	53	220	261
Internal Link Dist (ft)				899			562	1642
Turn Bay Length (ft)						275		
Base Capacity (vph)	431	460	358	419	419	265	1622	1598
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.29	0.14	0.16	0.12	0.19	0.40	0.47

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	0	119	43	61	43	44	573	0	0	610	53
Future Volume (vph)	123	0	119	43	61	43	44	573	0	0	610	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	6.0	6.0	6.0	6.0			6.0	
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00	1.00	0.95			0.95	
Frpb, ped/bikes	1.00		0.94	1.00	1.00	0.96	1.00	1.00			1.00	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00	0.99	1.00			1.00	
Frt	1.00		0.85	1.00	1.00	0.85	1.00	1.00			0.99	
Flt Protected	0.95		1.00	0.95	1.00	1.00	0.95	1.00			1.00	
Satd. Flow (prot)	1577		1326	1419	1660	1352	1558	3117			3064	
Flt Permitted	0.95		1.00	0.95	1.00	1.00	0.31	1.00			1.00	
Satd. Flow (perm)	1577		1326	1419	1660	1352	511	3117			3064	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	140	0	135	49	69	49	50	651	0	0	693	60
RTOR Reduction (vph)	0	0	110	0	0	43	0	0	0	0	4	0
Lane Group Flow (vph)	140	0	25	49	69	6	50	651	0	0	749	0
Confl. Peds. (#/hr)	21		40	40		21	18		2	2		18
Confl. Bikes (#/hr)						1						1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	6	0	0	6	6
Parking (#/hr)				0								
Turn Type	Prot		Perm	Split	NA	Perm	Perm	NA			NA	
Protected Phases	8			4	4			2			6	
Permitted Phases			8			4	2					
Actuated Green, G (s)	17.3		17.3	11.4	11.4	11.4	48.3	48.3			48.3	
Effective Green, g (s)	17.3		17.3	11.4	11.4	11.4	48.3	48.3			48.3	
Actuated g/C Ratio	0.18		0.18	0.12	0.12	0.12	0.51	0.51			0.51	
Clearance Time (s)	6.0		6.0	6.0	6.0	6.0	6.0	6.0			6.0	
Vehicle Extension (s)	2.0		2.0	2.0	2.0	2.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	287		241	170	199	162	259	1584			1557	
v/s Ratio Prot	c0.09			0.03	c0.04			0.21			c0.24	
v/s Ratio Perm			0.02			0.00	0.10					
v/c Ratio	0.49		0.10	0.29	0.35	0.04	0.19	0.41			0.48	
Uniform Delay, d1	34.9		32.4	38.1	38.4	36.9	12.7	14.5			15.2	
Progression Factor	1.00		1.00	1.00	1.00	1.00	1.00	1.00			1.00	
Incremental Delay, d2	0.5		0.1	0.3	0.4	0.0	1.7	0.8			1.1	
Delay (s)	35.3		32.4	38.4	38.8	37.0	14.4	15.3			16.3	
Level of Service	D		C	D	D	D	B	B			B	
Approach Delay (s/veh)		33.9			38.1			15.2			16.3	
Approach LOS		C			D			B			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	20.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	59.2%	ICU Level of Service	B
Analysis Period (min)	15		

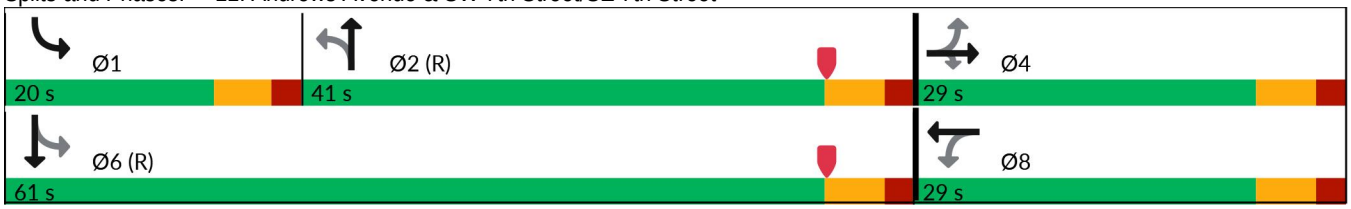
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	40	193	81	8	48	49	631	26	638
Future Volume (vph)	40	193	81	8	48	49	631	26	638
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		4			8		2	1	6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	12.0	12.0	4.0	12.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	25.0	25.0	10.0	25.0
Total Split (s)	29.0	29.0	29.0	29.0	29.0	41.0	41.0	20.0	61.0
Total Split (%)	32.2%	32.2%	32.2%	32.2%	32.2%	45.6%	45.6%	22.2%	67.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lag	Lag	Lead	
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 74 (82%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 11: Andrews Avenue & SW 7th Street/SE 7th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	42	203	85	8	64	52	711	27	699
v/c Ratio	0.19	0.74	0.25	0.05	0.21	0.13	0.36	0.07	0.33
Control Delay (s/veh)	30.9	50.4	5.3	27.8	25.7	11.3	10.3	6.3	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	30.9	50.4	5.3	27.8	25.7	11.3	10.3	6.3	6.9
Queue Length 50th (ft)	20	110	0	4	25	9	75	4	73
Queue Length 95th (ft)	45	169	24	15	54	39	183	16	129
Internal Link Dist (ft)		244			248		1907		562
Turn Bay Length (ft)	95		50			135		275	
Base Capacity (vph)	303	382	437	213	420	404	1978	524	2118
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.53	0.19	0.04	0.15	0.13	0.36	0.05	0.33

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	193	81	8	48	12	49	631	45	26	638	26
Future Volume (vph)	40	193	81	8	48	12	49	631	45	26	638	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1573	1494	1391	1574	1604		1570	3118		1576	3095	
Flt Permitted	0.72	1.00	1.00	0.50	1.00		0.39	1.00		0.32	1.00	
Satd. Flow (perm)	1185	1494	1391	833	1604		638	3118		530	3095	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	42	203	85	8	51	13	52	664	47	27	672	27
RTOR Reduction (vph)	0	0	69	0	11	0	0	4	0	0	3	0
Lane Group Flow (vph)	42	203	16	8	53	0	52	707	0	27	696	0
Confl. Peds. (#/hr)	2		2	2		2	5		3	3		5
Confl. Bikes (#/hr)						1						2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	6	6
Parking (#/hr)		0										
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	16.5	16.5	16.5	16.5	16.5		53.4	53.4		61.5	61.5	
Effective Green, g (s)	16.5	16.5	16.5	16.5	16.5		53.4	53.4		61.5	61.5	
Actuated g/C Ratio	0.18	0.18	0.18	0.18	0.18		0.59	0.59		0.68	0.68	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		3.0	3.0		1.5	3.0	
Lane Grp Cap (vph)	217	273	255	152	294		378	1850		386	2114	
v/s Ratio Prot		c0.14			0.03			c0.23		0.00	c0.23	
v/s Ratio Perm	0.04		0.01	0.01			0.08			0.05		
v/c Ratio	0.19	0.74	0.06	0.05	0.18		0.14	0.38		0.07	0.33	
Uniform Delay, d1	31.1	34.7	30.4	30.3	31.0		8.1	9.6		5.1	5.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	9.2	0.0	0.1	0.1		0.8	0.6		0.0	0.4	
Delay (s)	31.3	44.0	30.4	30.4	31.2		8.9	10.2		5.2	6.2	
Level of Service	C	D	C	C	C		A	B		A	A	
Approach Delay (s/veh)		38.8			31.1			10.1			6.2	
Approach LOS		D			C			B			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	14.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	57.2%	ICU Level of Service	B
Analysis Period (min)	15		

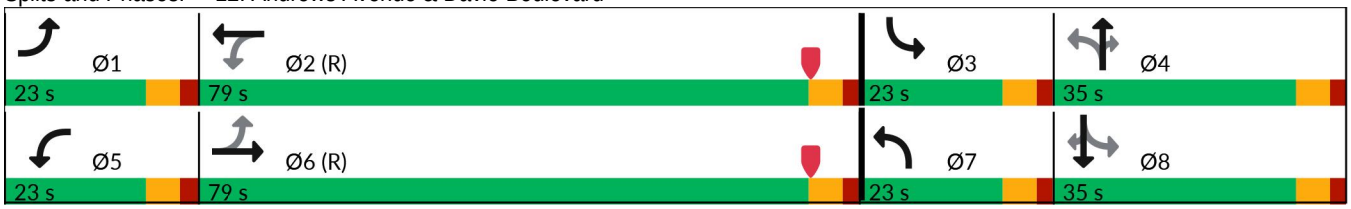
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	166	702	74	450	113	566	187	133	407	126
Future Volume (vph)	166	702	74	450	113	566	187	133	407	126
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2	7	4		3	8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	1	6	5	2	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	4.0	12.0	4.0	12.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	12.0	40.0	10.0	40.0	10.0	34.0	34.0	10.0	34.0	34.0
Total Split (s)	23.0	79.0	23.0	79.0	23.0	35.0	35.0	23.0	35.0	35.0
Total Split (%)	14.4%	49.4%	14.4%	49.4%	14.4%	21.9%	21.9%	14.4%	21.9%	21.9%
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	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 137 (86%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 12: Andrews Avenue & Davie Boulevard



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	195	984	87	598	133	666	220	156	479	148
v/c Ratio	0.47	0.61	0.36	0.40	0.47	0.77	0.48	0.69	0.53	0.29
Control Delay (s/veh)	22.3	33.8	30.5	41.9	39.6	62.7	30.8	50.9	53.8	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.3	33.8	30.5	41.9	39.6	62.7	30.8	50.9	53.8	8.0
Queue Length 50th (ft)	100	391	45	213	95	343	104	113	228	0
Queue Length 95th (ft)	144	461	108	282	135	396	177	156	273	49
Internal Link Dist (ft)		223		909		2503			1907	
Turn Bay Length (ft)	140		160		250		90	125		275
Base Capacity (vph)	452	1635	341	1603	336	869	460	264	899	504
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.60	0.26	0.37	0.40	0.77	0.48	0.59	0.53	0.29

Intersection Summary

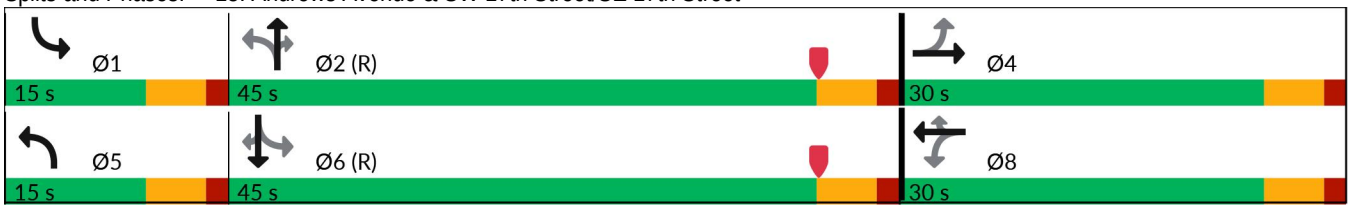
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	166	702	134	74	450	59	113	566	187	133	407	126
Future Volume (veh/h)	166	702	134	74	450	59	113	566	187	133	407	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	195	826	137	87	529	55	133	666	100	156	479	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	535	1660	275	358	1674	174	233	639	283	193	676	302
Arrive On Green	0.09	0.73	0.73	0.05	0.69	0.69	0.07	0.18	0.18	0.08	0.19	0.00
Sat Flow, veh/h	1767	3020	501	1767	3220	334	1767	3526	1559	1767	3526	1572
Grp Volume(v), veh/h	195	482	481	87	289	295	133	666	100	156	479	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1758	1767	1763	1791	1767	1763	1559	1767	1763	1572
Q Serve(g_s), s	8.3	18.5	18.5	3.7	10.3	10.4	9.7	29.0	9.0	11.4	20.3	0.0
Cycle Q Clear(g_c), s	8.3	18.5	18.5	3.7	10.3	10.4	9.7	29.0	9.0	11.4	20.3	0.0
Prop In Lane	1.00		0.28	1.00		0.19	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	535	969	966	358	917	931	233	639	283	193	676	302
V/C Ratio(X)	0.36	0.50	0.50	0.24	0.32	0.32	0.57	1.04	0.35	0.81	0.71	0.00
Avail Cap(c_a), veh/h	608	969	966	484	917	931	291	639	283	233	676	302
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.81	0.81	0.81	0.83	0.83	0.83	0.96	0.96	0.00
Uniform Delay (d), s/veh	15.3	12.2	12.2	17.1	13.4	13.5	49.4	65.5	57.3	50.0	60.5	0.0
Incr Delay (d2), s/veh	0.2	1.8	1.8	0.1	0.7	0.7	0.7	44.0	0.2	12.9	2.8	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	6.6	6.6	1.5	4.0	4.1	4.4	17.0	3.6	5.8	9.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.5	14.0	14.0	17.2	14.2	14.2	50.0	109.5	57.5	62.9	63.3	0.0
LnGrp LOS	B	B	B	B	B	B	D	F	E	E	E	
Approach Vol, veh/h		1158			671			899			635	
Approach Delay, s/veh		14.2			14.6			94.9			63.2	
Approach LOS		B			B			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.4	89.2	19.4	35.0	11.6	94.0	17.7	36.7				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	17.0	73.0	17.0	29.0	17.0	73.0	17.0	29.0				
Max Q Clear Time (g_c+I1), s	10.3	12.4	13.4	31.0	5.7	20.5	11.7	22.3				
Green Ext Time (p_c), s	0.1	4.1	0.0	0.0	0.0	8.0	0.0	1.2				
Intersection Summary												
HCM 7th Control Delay, s/veh			45.1									
HCM 7th LOS			D									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	70	366	78	194	98	48	1031	413	122	312	41
Future Volume (vph)	70	366	78	194	98	48	1031	413	122	312	41
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8		5	2		1	6	
Permitted Phases	4		8		8	2		2	6		6
Detector Phase	4	4	8	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	39.5	39.5	39.5	39.5	39.5	9.5	39.5	39.5	9.5	39.5	39.5
Total Split (s)	30.0	30.0	30.0	30.0	30.0	15.0	45.0	45.0	15.0	45.0	45.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	16.7%	50.0%	50.0%	16.7%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 12 (13%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 13: Andrews Avenue & SW 17th Street/SE 17th Street



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	75	443	84	209	105	52	1109	444	131	335	44
v/c Ratio	0.36	0.69	0.75	0.33	0.29	0.08	0.56	0.46	0.41	0.15	0.04
Control Delay (s/veh)	35.4	38.4	71.1	32.2	8.0	6.1	15.4	7.8	9.4	9.1	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.4	38.4	71.1	32.2	8.0	6.1	15.4	7.8	9.4	9.1	0.1
Queue Length 50th (ft)	38	122	46	55	0	8	191	53	20	41	0
Queue Length 95th (ft)	72	154	92	78	38	24	335	162	51	81	1
Internal Link Dist (ft)		226		905			784			2503	
Turn Bay Length (ft)	60		70			145		105	205		145
Base Capacity (vph)	310	947	166	954	489	753	1965	971	374	2177	996
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.47	0.51	0.22	0.21	0.07	0.56	0.46	0.35	0.15	0.04

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	366	46	78	194	98	48	1031	413	122	312	41
Future Volume (vph)	70	366	46	78	194	98	48	1031	413	122	312	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1747	3439		1751	3505	1515	1751	3505	1544	1752	3505	1544
Flt Permitted	0.62	1.00		0.33	1.00	1.00	0.55	1.00	1.00	0.18	1.00	1.00
Satd. Flow (perm)	1142	3439		612	3505	1515	1013	3505	1544	327	3505	1544
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	75	394	49	84	209	105	52	1109	444	131	335	44
RTOR Reduction (vph)	0	12	0	0	0	86	0	0	105	0	0	18
Lane Group Flow (vph)	75	431	0	84	209	19	52	1109	339	131	335	26
Confl. Peds. (#/hr)	5		2	2		5	4		4	4		4
Confl. Bikes (#/hr)			5			2						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	4	0	0	0	0	0	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Actuated Green, G (s)	16.5	16.5		16.5	16.5	16.5	53.8	50.5	50.5	60.2	53.7	53.7
Effective Green, g (s)	16.5	16.5		16.5	16.5	16.5	53.8	50.5	50.5	60.2	53.7	53.7
Actuated g/C Ratio	0.18	0.18		0.18	0.18	0.18	0.60	0.56	0.56	0.67	0.60	0.60
Clearance Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Lane Grp Cap (vph)	209	630		112	642	277	632	1966	866	321	2091	921
v/s Ratio Prot		0.13			0.06		0.00	c0.32		c0.03	0.10	
v/s Ratio Perm	0.07			c0.14		0.01	0.05		0.22	0.24		0.02
v/c Ratio	0.36	0.68		0.75	0.33	0.07	0.08	0.56	0.39	0.41	0.16	0.03
Uniform Delay, d1	32.1	34.3		34.8	31.9	30.4	7.5	12.7	11.1	7.5	8.1	7.4
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	2.5		21.8	0.1	0.0	0.0	1.2	1.3	0.3	0.2	0.1
Delay (s)	32.5	36.8		56.6	32.0	30.4	7.5	13.9	12.4	7.8	8.3	7.5
Level of Service	C	D		E	C	C	A	B	B	A	A	A
Approach Delay (s/veh)		36.2			36.8			13.3			8.1	
Approach LOS		D			D			B			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	19.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	71.3%	ICU Level of Service	C
Analysis Period (min)	15		

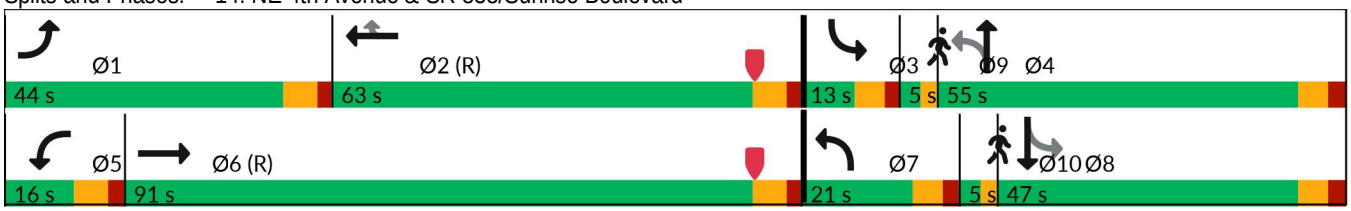
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	Ø9	Ø10
Lane Configurations											
Traffic Volume (vph)	190	1088	29	815	61	165	264	114	392		
Future Volume (vph)	190	1088	29	815	61	165	264	114	392		
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	pm+pt	NA		
Protected Phases	1	6	5	2		7	4	3	8	9	10
Permitted Phases					2	4		8			
Detector Phase	1	6	5	2	2	7	4	3	8		
Switch Phase											
Minimum Initial (s)	5.0	12.0	5.0	12.0	12.0	4.0	6.0	4.0	6.0	1.0	1.0
Minimum Split (s)	11.5	49.5	11.5	47.5	47.5	10.0	54.5	10.0	47.5	5.0	5.0
Total Split (s)	44.0	91.0	16.0	63.0	63.0	21.0	55.0	13.0	47.0	5.0	5.0
Total Split (%)	24.4%	50.6%	8.9%	35.0%	35.0%	11.7%	30.6%	7.2%	26.1%	3%	3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.0	2.5	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.0	6.5	6.0	6.5		
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead		Lead		Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	C-Min	None	C-Min	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 63 (35%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 135
Control Type: Actuated-Coordinated

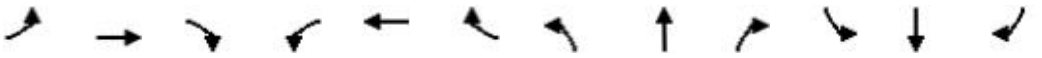
Splits and Phases: 14: NE 4th Avenue & SR 838/Sunrise Boulevard



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	200	1348	31	858	64	174	299	120	554
v/c Ratio	0.84	0.50	0.43	0.39	0.08	0.71	0.38	0.37	0.86
Control Delay (s/veh)	122.8	16.2	97.0	34.0	4.9	75.4	54.4	45.3	82.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	122.8	16.2	97.0	34.0	4.9	75.4	54.4	45.3	82.1
Queue Length 50th (ft)	249	152	29	273	7	181	141	103	326
Queue Length 95th (ft)	343	189	m57	371	m29	243	163	141	380
Internal Link Dist (ft)		1177		617			489		421
Turn Bay Length (ft)	260		190		210	140		330	
Base Capacity (vph)	368	2708	95	2190	757	249	946	322	777
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.50	0.33	0.39	0.08	0.70	0.32	0.37	0.71

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	1088	193	29	815	61	165	264	20	114	392	134
Future Volume (vph)	190	1088	193	29	815	61	165	264	20	114	392	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.5		6.0	6.5	
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.99		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	4956		1770	5085	1545	1769	3482		1765	3374	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.13	1.00		0.57	1.00	
Satd. Flow (perm)	1770	4956		1770	5085	1545	239	3482		1058	3374	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	200	1145	203	31	858	64	174	278	21	120	413	141
RTOR Reduction (vph)	0	12	0	0	0	37	0	3	0	0	20	0
Lane Group Flow (vph)	200	1336	0	31	858	27	174	296	0	120	534	0
Confl. Peds. (#/hr)	6		3	3		6	5		6	6		5
Confl. Bikes (#/hr)			4			2			3			
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	2	0	2	2
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						2	4			8		
Actuated Green, G (s)	24.3	95.3		6.3	77.3	77.3	58.9	40.2		45.9	33.2	
Effective Green, g (s)	24.3	95.3		6.3	77.3	77.3	58.9	40.2		45.9	33.2	
Actuated g/C Ratio	0.14	0.53		0.03	0.43	0.43	0.33	0.22		0.26	0.18	
Clearance Time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.5		6.0	6.5	
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	1.5	2.0		1.5	2.0	
Lane Grp Cap (vph)	238	2623		61	2183	663	245	777		319	622	
v/s Ratio Prot	c0.11	c0.27		0.02	0.17		c0.08	0.08		0.03	c0.16	
v/s Ratio Perm						0.02	0.15			0.07		
v/c Ratio	0.84	0.51		0.51	0.39	0.04	0.71	0.38		0.38	0.86	
Uniform Delay, d1	76.0	27.3		85.3	35.2	29.8	47.9	59.3		53.6	71.1	
Progression Factor	1.32	0.56		0.95	0.88	1.00	1.36	0.92		1.00	1.00	
Incremental Delay, d2	18.4	0.6		2.3	0.5	0.1	7.8	0.1		0.3	11.0	
Delay (s)	118.4	15.7		83.4	31.7	29.9	72.9	54.7		53.9	82.1	
Level of Service	F	B		F	C	C	E	D		D	F	
Approach Delay (s/veh)		29.0			33.3			61.4			77.1	
Approach LOS		C			C			E			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	43.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	27.5
Intersection Capacity Utilization	82.5%	ICU Level of Service	E
Analysis Period (min)	15		

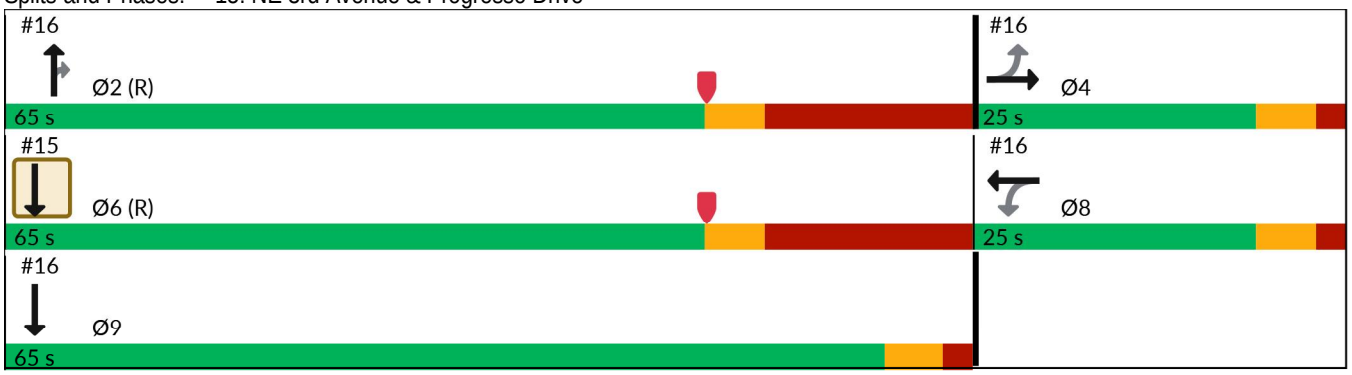
c Critical Lane Group

Lane Group	EBR	NBT	SBT	Ø2	Ø4	Ø8	Ø9
Lane Configurations							
Traffic Volume (vph)	22	436	662				
Future Volume (vph)	22	436	662				
Turn Type	Free	NA	NA				
Protected Phases			6	2	4	8	9
Permitted Phases	Free	Free					
Detector Phase			6				
Switch Phase							
Minimum Initial (s)			10.0	10.0	6.0	6.0	10.0
Minimum Split (s)			45.0	45.0	38.0	38.0	33.0
Total Split (s)			65.0	65.0	25.0	25.0	65.0
Total Split (%)			72.2%	72%	28%	28%	72%
Yellow Time (s)			4.0	4.0	4.0	4.0	4.0
All-Red Time (s)			14.0	14.0	2.0	2.0	2.0
Lost Time Adjust (s)			0.0				
Total Lost Time (s)			18.0				
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode			C-Min	C-Min	None	None	Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 59 (66%), Referenced to phase 2:NBT and 6:, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 15: NE 3rd Avenue & Progresso Drive



Lane Group	EBR	NBT	SBT
Lane Group Flow (vph)	24	479	735
v/c Ratio	0.02	0.14	0.30
Control Delay (s/veh)	0.0	0.1	7.2
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	0.0	0.1	7.2
Queue Length 50th (ft)	0	0	63
Queue Length 95th (ft)	m0	0	183
Internal Link Dist (ft)		145	214
Turn Bay Length (ft)			
Base Capacity (vph)	1591	3539	2463
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.02	0.14	0.30

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	22	0	436	662	7
Future Volume (vph)	0	22	0	436	662	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	18.0	
Lane Util. Factor		1.00		0.95	0.95	
Frpb, ped/bikes		0.99		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	
Frt		0.87		1.00	1.00	
Flt Protected		1.00		1.00	1.00	
Satd. Flow (prot)		1591		3539	3533	
Flt Permitted		1.00		1.00	1.00	
Satd. Flow (perm)		1591		3539	3533	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	24	0	479	727	8
RTOR Reduction (vph)	0	0	0	0	1	0
Lane Group Flow (vph)	0	24	0	479	734	0
Confl. Peds. (#/hr)		1	3			
Confl. Bikes (#/hr)				1		
Turn Type		Free		NA	NA	
Protected Phases					6	
Permitted Phases		Free		Free		
Actuated Green, G (s)		90.0		90.0	57.9	
Effective Green, g (s)		90.0		90.0	57.9	
Actuated g/C Ratio		1.00		1.00	0.64	
Clearance Time (s)					18.0	
Vehicle Extension (s)					3.0	
Lane Grp Cap (vph)		1591		3539	2272	
v/s Ratio Prot					c0.21	
v/s Ratio Perm		0.02		c0.14		
v/c Ratio		0.02		0.14	0.32	
Uniform Delay, d1		0.0		0.0	7.2	
Progression Factor		1.00		1.00	0.98	
Incremental Delay, d2		0.0		0.1	0.3	
Delay (s)		0.0		0.1	7.4	
Level of Service		A		A	A	
Approach Delay (s/veh)	0.0			0.1	7.4	
Approach LOS	A			A	A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	4.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	40.5%	ICU Level of Service	A
Analysis Period (min)	15		

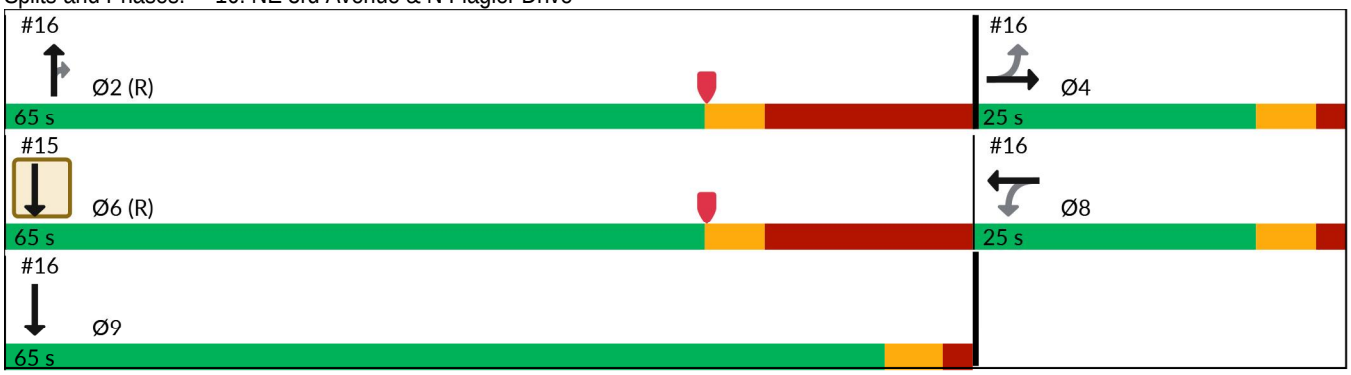
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	Ø6
Lane Configurations								
Traffic Volume (vph)	18	64	55	28	397	83	665	
Future Volume (vph)	18	64	55	28	397	83	665	
Turn Type	Perm	NA	Perm	NA	NA	Perm	NA	
Protected Phases		4		8	2		9	6
Permitted Phases	4		8			2		
Detector Phase	4	4	8	8	2	2	9	
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	38.0	38.0	38.0	38.0	45.0	45.0	33.0	45.0
Total Split (s)	25.0	25.0	25.0	25.0	65.0	65.0	65.0	65.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	72.2%	72.2%	72.2%	72%
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	14.0	14.0	2.0	14.0
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	18.0	18.0	6.0	
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 59 (66%), Referenced to phase 2:NBT and 6:, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 16: NE 3rd Avenue & N Flagler Drive



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	20	81	60	53	432	90	744
v/c Ratio	0.14	0.42	0.45	0.27	0.18	0.08	0.26
Control Delay (s/veh)	40.1	42.2	53.4	31.0	6.9	2.0	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (s/veh)	40.1	42.2	53.4	31.0	6.9	2.0	0.4
Queue Length 50th (ft)	12	48	49	29	48	0	1
Queue Length 95th (ft)	m27	m74	m66	m47	80	18	1
Internal Link Dist (ft)		1124		224	1514		145
Turn Bay Length (ft)	50		165			185	
Base Capacity (vph)	283	390	275	383	2467	1105	2832
Starvation Cap Reductn	0	0	0	0	0	0	911
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.21	0.22	0.14	0.18	0.08	0.39

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	64	10	55	28	21	0	397	83	0	665	19
Future Volume (vph)	18	64	10	55	28	21	0	397	83	0	665	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0			18.0	18.0		6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.95	1.00		0.95	
Frpb, ped/bikes	1.00	1.00		1.00	0.99			1.00	0.98		1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.98		1.00	0.93			1.00	0.85		1.00	
Flt Protected	0.95	1.00		0.95	1.00			1.00	1.00		1.00	
Satd. Flow (prot)	1767	1821		1764	1727			3539	1546		3522	
Flt Permitted	0.72	1.00		0.70	1.00			1.00	1.00		1.00	
Satd. Flow (perm)	1344	1821		1308	1727			3539	1546		3522	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	20	70	11	60	30	23	0	432	90	0	723	21
RTOR Reduction (vph)	0	7	0	0	21	0	0	0	32	0	2	0
Lane Group Flow (vph)	20	74	0	60	32	0	0	432	58	0	742	0
Confl. Peds. (#/hr)	2		4	4		2	4		2	2		4
Confl. Bikes (#/hr)						2						
Turn Type	Perm	NA		Perm	NA			NA	Perm		NA	
Protected Phases		4			8			2			9	
Permitted Phases	4			8					2			
Actuated Green, G (s)	8.1	8.1		8.1	8.1			57.9	57.9		69.9	
Effective Green, g (s)	8.1	8.1		8.1	8.1			57.9	57.9		69.9	
Actuated g/C Ratio	0.09	0.09		0.09	0.09			0.64	0.64		0.78	
Clearance Time (s)	6.0	6.0		6.0	6.0			18.0	18.0		6.0	
Vehicle Extension (s)	2.5	2.5		2.5	2.5			3.0	3.0		3.0	
Lane Grp Cap (vph)	120	163		117	155			2276	994		2735	
v/s Ratio Prot		0.04			0.02			0.12			c0.21	
v/s Ratio Perm	0.01			c0.05					0.04			
v/c Ratio	0.17	0.45		0.51	0.21			0.19	0.06		0.27	
Uniform Delay, d1	37.8	38.8		39.1	38.0			6.5	5.9		2.8	
Progression Factor	1.07	1.07		1.17	1.28			1.00	1.00		0.02	
Incremental Delay, d2	0.5	1.4		2.7	0.5			0.2	0.1		0.1	
Delay (s)	40.9	43.2		48.3	49.2			6.7	6.1		0.1	
Level of Service	D	D		D	D			A	A		A	
Approach Delay (s/veh)		42.7			48.7			6.6			0.1	
Approach LOS		D			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	9.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	53.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	46	294	186	45	215	36	56	345	38	627
Future Volume (vph)	46	294	186	45	215	36	56	345	38	627
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4			8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	28.0	28.0	28.0	28.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	48.0	48.0	48.0	48.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	C-Min	C-Min

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

Splits and Phases: 17: NE 3rd Avenue & NE 6th Street/Sistrunk Boulevard

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	50	320	202	49	234	39	61	421	41	742
v/c Ratio	0.23	0.75	0.40	0.33	0.55	0.10	0.15	0.20	0.07	0.35
Control Delay (s/veh)	28.6	41.6	16.4	29.8	30.8	7.2	6.2	5.2	8.4	8.7
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)	28.6	41.6	16.4	29.8	30.8	7.2	6.2	5.2	8.4	8.7
Queue Length 50th (ft)	23	172	50	21	104	0	7	23	7	81
Queue Length 95th (ft)	m39	210	78	46	151	19	16	37	25	147
Internal Link Dist (ft)		911			651			1288		1514
Turn Bay Length (ft)	170		140	140		115	175		90	
Base Capacity (vph)	303	599	626	205	599	529	397	2130	571	2137
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	0.17	0.53	0.32	0.24	0.39	0.07	0.15	0.20	0.07	0.35

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	294	186	45	215	36	56	345	42	38	627	55
Future Volume (vph)	46	294	186	45	215	36	56	345	42	38	627	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00		0.99	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1749	1845	1528	1740	1845	1543	1745	3435		1740	3453	
Flt Permitted	0.51	1.00	1.00	0.34	1.00	1.00	0.35	1.00		0.51	1.00	
Satd. Flow (perm)	936	1845	1528	632	1845	1543	645	3435		927	3453	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	50	320	202	49	234	39	61	375	46	41	682	60
RTOR Reduction (vph)	0	0	147	0	0	30	0	10	0	0	7	0
Lane Group Flow (vph)	50	320	55	49	234	9	61	411	0	41	735	0
Confl. Peds. (#/hr)	3		14	14		3	7		7	7		7
Confl. Bikes (#/hr)			1			1						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)	18.6	18.6	18.6	18.6	18.6	18.6	49.4	49.4		49.4	49.4	
Effective Green, g (s)	18.6	18.6	18.6	18.6	18.6	18.6	49.4	49.4		49.4	49.4	
Actuated g/C Ratio	0.23	0.23	0.23	0.23	0.23	0.23	0.62	0.62		0.62	0.62	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	217	428	355	146	428	358	398	2121		572	2132	
v/s Ratio Prot		c0.17			0.13			0.12			c0.21	
v/s Ratio Perm	0.05		0.04	0.08		0.01	0.09			0.04		
v/c Ratio	0.23	0.75	0.15	0.34	0.55	0.03	0.15	0.19		0.07	0.34	
Uniform Delay, d1	24.9	28.5	24.4	25.6	27.0	23.7	6.5	6.6		6.1	7.4	
Progression Factor	1.15	1.14	4.65	1.00	1.00	1.00	0.67	0.72		1.00	1.00	
Incremental Delay, d2	0.2	5.4	0.1	0.5	0.8	0.0	0.8	0.2		0.2	0.4	
Delay (s)	28.8	38.0	113.7	26.1	27.8	23.7	5.1	5.0		6.4	7.9	
Level of Service	C	D	F	C	C	C	A	A		A	A	
Approach Delay (s/veh)		63.9			27.0			5.0			7.8	
Approach LOS		E			C			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	24.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	70.3%	ICU Level of Service	C
Analysis Period (min)	15		

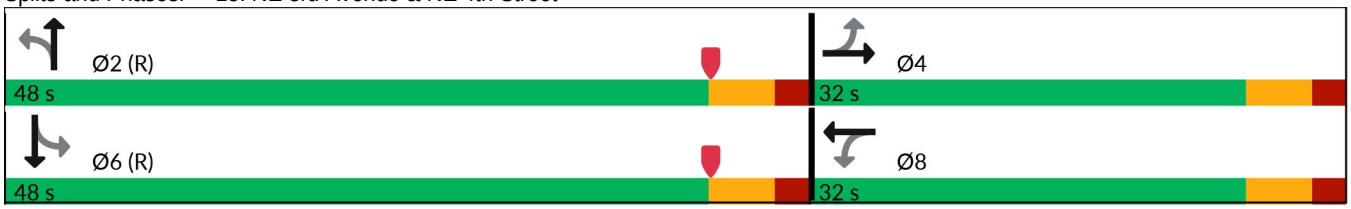
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	40	180	64	165	30	338	73	779
Future Volume (vph)	40	180	64	165	30	338	73	779
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-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 57 (71%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 18: NE 3rd Avenue & NE 4th Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	43	313	68	210	32	419	78	884
v/c Ratio	0.18	0.82	0.43	0.56	0.11	0.23	0.16	0.47
Control Delay (s/veh)	22.0	40.0	31.5	29.1	12.5	9.8	10.0	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.0	40.0	31.5	29.1	12.5	9.8	10.0	11.1
Queue Length 50th (ft)	14	102	28	85	9	60	18	132
Queue Length 95th (ft)	m27	133	59	131	36	140	58	246
Internal Link Dist (ft)		908		191		262		1288
Turn Bay Length (ft)	120		90		110		90	
Base Capacity (vph)	308	490	209	487	286	1847	490	1889
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.64	0.33	0.43	0.11	0.23	0.16	0.47

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	180	115	64	165	32	30	338	55	73	779	52
Future Volume (vph)	40	180	115	64	165	32	30	338	55	73	779	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	0.99	1.00		1.00	1.00		0.99	1.00		0.96	1.00	
Frt	1.00	0.94		1.00	0.98		1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1565	1399		1575	1446		1569	3034		1522	3117	
Flt Permitted	0.57	1.00		0.38	1.00		0.29	1.00		0.51	1.00	
Satd. Flow (perm)	934	1399		634	1446		473	3034		812	3117	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	43	191	122	68	176	34	32	360	59	78	829	55
RTOR Reduction (vph)	0	32	0	0	10	0	0	14	0	0	5	0
Lane Group Flow (vph)	43	281	0	68	200	0	32	405	0	78	879	0
Confl. Peds. (#/hr)	12		3	3		12	11		33	33		11
Confl. Bikes (#/hr)						2						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	1	1	0	3	3	0	0	0
Parking (#/hr)		0	0		0	0						
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	20.1	20.1		20.1	20.1		47.9	47.9		47.9	47.9	
Effective Green, g (s)	20.1	20.1		20.1	20.1		47.9	47.9		47.9	47.9	
Actuated g/C Ratio	0.25	0.25		0.25	0.25		0.60	0.60		0.60	0.60	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	234	351		159	363		283	1816		486	1866	
v/s Ratio Prot		c0.20			0.14			0.13			c0.28	
v/s Ratio Perm	0.05			0.11			0.07			0.10		
v/c Ratio	0.18	0.80		0.43	0.55		0.11	0.22		0.16	0.47	
Uniform Delay, d1	23.5	28.1		25.1	26.0		6.9	7.4		7.1	9.0	
Progression Factor	0.96	1.00		1.00	1.00		1.27	1.24		0.97	1.00	
Incremental Delay, d2	0.1	11.2		0.7	1.0		0.8	0.3		0.7	0.8	
Delay (s)	22.7	39.3		25.8	27.1		9.5	9.5		7.6	9.8	
Level of Service	C	D		C	C		A	A		A	A	
Approach Delay (s/veh)		37.3			26.8			9.5			9.6	
Approach LOS		D			C			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	16.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	77.9%	ICU Level of Service	D
Analysis Period (min)	15		

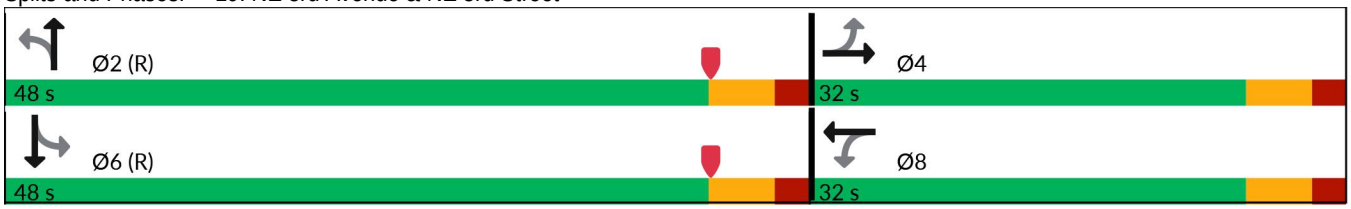
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	7	27	42	24	7	329	63	874
Future Volume (vph)	7	27	42	24	7	329	63	874
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)	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
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

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 59 (74%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 19: NE 3rd Avenue & NE 3rd Street



Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	63	44	116	7	393	66	942
v/c Ratio	0.37	0.37	0.54	0.02	0.16	0.10	0.38
Control Delay (s/veh)	26.8	41.5	21.2	3.1	2.8	1.7	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (s/veh)	26.8	41.5	21.2	3.1	2.8	1.7	2.5
Queue Length 50th (ft)	17	21	12	1	47	3	20
Queue Length 95th (ft)	50	50	58	3	33	m6	36
Internal Link Dist (ft)	415		157		266		262
Turn Bay Length (ft)		160		105		100	
Base Capacity (vph)	492	383	483	390	2438	658	2476
Starvation Cap Reductn	0	0	0	0	0	0	457
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	0.11	0.24	0.02	0.16	0.10	0.47

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	27	27	42	24	86	7	329	45	63	874	21
Future Volume (vph)	7	27	27	42	24	86	7	329	45	63	874	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99		1.00	0.99		1.00	0.99		1.00	1.00	
Flpb, ped/bikes		1.00		0.99	1.00		0.99	1.00		0.96	1.00	
Frt		0.94		1.00	0.88		1.00	0.98		1.00	1.00	
Flt Protected		0.99		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1537		1565	1300		1567	3065		1514	3121	
Flt Permitted		0.94		0.72	1.00		0.30	1.00		0.52	1.00	
Satd. Flow (perm)		1456		1179	1300		491	3065		829	3121	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	7	28	28	44	25	91	7	346	47	66	920	22
RTOR Reduction (vph)	0	26	0	0	83	0	0	7	0	0	1	0
Lane Group Flow (vph)	0	37	0	44	33	0	7	386	0	66	941	0
Confl. Peds. (#/hr)	6		9	9		6	14		38	38		14
Confl. Bikes (#/hr)									1			3
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	3	3
Parking (#/hr)					0	0						
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		6.9		6.9	6.9		61.1	61.1		61.1	61.1	
Effective Green, g (s)		6.9		6.9	6.9		61.1	61.1		61.1	61.1	
Actuated g/C Ratio		0.09		0.09	0.09		0.76	0.76		0.76	0.76	
Clearance Time (s)		6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		2.0		2.0	2.0		1.0	1.0		1.0	1.0	
Lane Grp Cap (vph)		125		101	112		375	2340		633	2383	
v/s Ratio Prot					0.03			0.13			c0.30	
v/s Ratio Perm		0.03		c0.04			0.01			0.08		
v/c Ratio		0.30		0.44	0.29		0.02	0.17		0.10	0.39	
Uniform Delay, d1		34.3		34.7	34.3		2.3	2.6		2.4	3.2	
Progression Factor		1.00		1.00	1.00		0.92	1.01		0.48	0.58	
Incremental Delay, d2		0.5		1.1	0.5		0.1	0.2		0.3	0.4	
Delay (s)		34.8		35.8	34.8		2.2	2.7		1.5	2.3	
Level of Service		C		D	C		A	A		A	A	
Approach Delay (s/veh)		34.8			35.1			2.7			2.2	
Approach LOS		C			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	6.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.8%	ICU Level of Service	B
Analysis Period (min)	15		

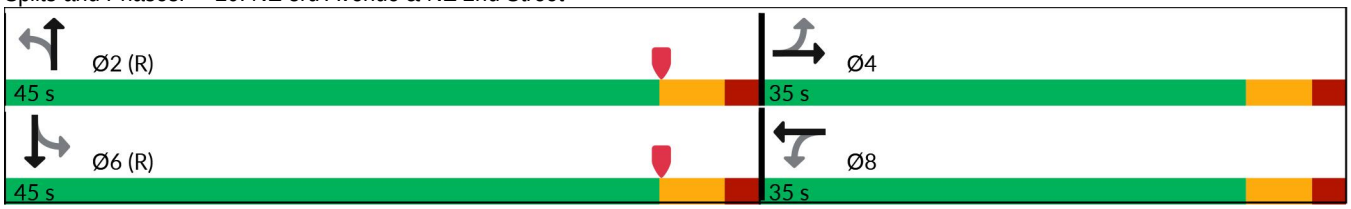
c Critical Lane Group

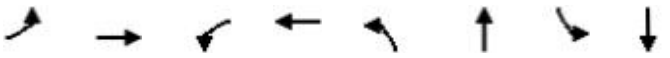
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	12	28	18	22	9	342	45	873
Future Volume (vph)	12	28	18	22	9	342	45	873
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	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-Min	C-Min	C-Min	C-Min

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

Splits and Phases: 20: NE 3rd Avenue & NE 2nd Street





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	13	86	19	53	10	423	48	977
v/c Ratio	0.12	0.46	0.18	0.32	0.03	0.17	0.08	0.39
Control Delay (s/veh)	33.9	20.6	36.5	24.4	2.7	2.4	2.4	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (s/veh)	33.9	20.6	36.5	24.4	2.7	2.4	2.4	2.5
Queue Length 50th (ft)	6	16	9	12	1	34	3	34
Queue Length 95th (ft)	15	30	28	43	m2	24	8	55
Internal Link Dist (ft)		909		241		256		266
Turn Bay Length (ft)	50		105		170		100	
Base Capacity (vph)	432	572	419	565	380	2454	639	2514
Starvation Cap Reductn	0	0	0	0	0	0	0	343
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.15	0.05	0.09	0.03	0.17	0.08	0.45

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	28	52	18	22	27	9	342	51	45	873	35
Future Volume (vph)	12	28	52	18	22	27	9	342	51	45	873	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	0.99	1.00		1.00	1.00		0.99	1.00		0.95	1.00	
Frt	1.00	0.90		1.00	0.92		1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1568	1478		1570	1509		1561	3049		1498	3129	
Flt Permitted	0.72	1.00		0.70	1.00		0.29	1.00		0.51	1.00	
Satd. Flow (perm)	1192	1478		1159	1509		472	3049		796	3129	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	13	30	56	19	24	29	10	368	55	48	939	38
RTOR Reduction (vph)	0	52	0	0	27	0	0	7	0	0	2	0
Lane Group Flow (vph)	13	34	0	19	26	0	10	416	0	48	975	0
Confl. Peds. (#/hr)	7		6	6		7	19		43	43		19
Confl. Bikes (#/hr)			1						1			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	6.1	6.1		6.1	6.1		61.9	61.9		61.9	61.9	
Effective Green, g (s)	6.1	6.1		6.1	6.1		61.9	61.9		61.9	61.9	
Actuated g/C Ratio	0.08	0.08		0.08	0.08		0.77	0.77		0.77	0.77	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	90	112		88	115		365	2359		615	2421	
v/s Ratio Prot		c0.02			0.02			0.14			c0.31	
v/s Ratio Perm	0.01			0.02			0.02			0.06		
v/c Ratio	0.14	0.31		0.22	0.23		0.03	0.18		0.08	0.40	
Uniform Delay, d1	34.5	34.9		34.7	34.7		2.1	2.4		2.2	3.0	
Progression Factor	0.98	0.93		1.00	1.00		0.91	0.98		0.73	0.62	
Incremental Delay, d2	0.3	0.6		0.5	0.4		0.1	0.2		0.2	0.5	
Delay (s)	34.1	33.0		35.2	35.1		2.0	2.5		1.8	2.3	
Level of Service	C	C		D	D		A	A		A	A	
Approach Delay (s/veh)		33.1			35.1			2.5			2.3	
Approach LOS		C			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	5.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	62.3%	ICU Level of Service	B
Analysis Period (min)	15		

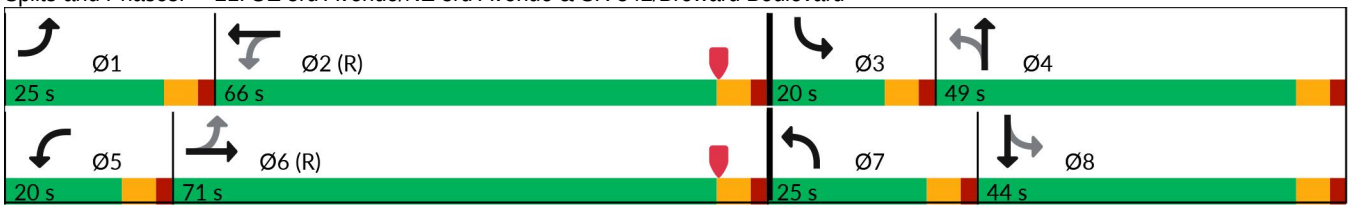
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	128	924	207	696	177	286	127	607
Future Volume (vph)	128	924	207	696	177	286	127	607
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	40.0	10.0	40.0	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

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 154 (96%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 21: SE 3rd Avenue/NE 3rd Avenue & SR 842/Broward Boulevard



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	132	1505	213	808	182	383	131	751
v/c Ratio	0.44	0.88dr	1.15	0.43	0.85	0.44	0.42	0.99
Control Delay (s/veh)	16.2	25.8	147.7	32.8	91.3	40.1	34.3	85.2
Queue Delay	0.0	0.0	0.9	0.0	0.0	0.0	0.0	15.4
Total Delay (s/veh)	16.2	25.8	148.6	32.8	91.3	40.1	34.3	100.6
Queue Length 50th (ft)	38	152	~205	210	155	77	86	~445
Queue Length 95th (ft)	m56	238	#390	263	#271	218	136	#560
Internal Link Dist (ft)		909		213		543		269
Turn Bay Length (ft)	140		175		125		135	
Base Capacity (vph)	379	1777	186	1893	230	864	331	758
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	1	10	0	0	0	0	39
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.85	1.21	0.43	0.79	0.44	0.40	1.04

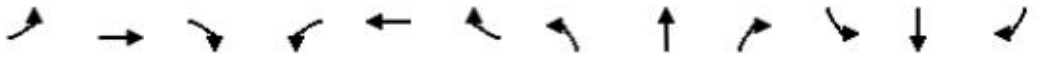
Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.



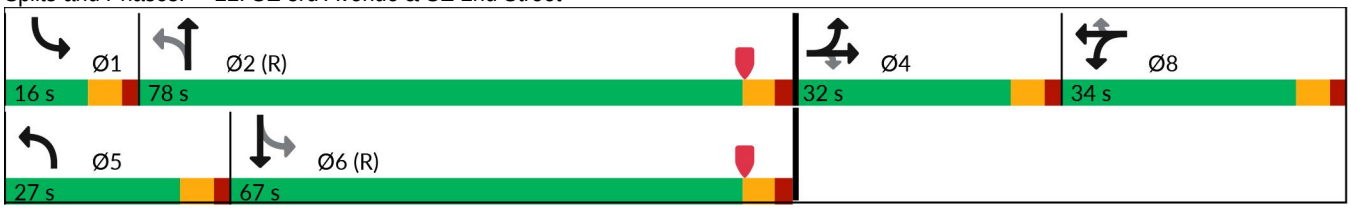
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	924	535	207	696	87	177	286	85	127	607	121
Future Volume (veh/h)	128	924	535	207	696	87	177	286	85	127	607	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.94	0.98		0.94
Parking Bus, Adj	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	132	953	439	213	718	74	182	295	63	131	626	111
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	363	1296	588	249	1905	195	202	676	141	310	629	111
Arrive On Green	0.08	0.57	0.57	0.12	0.60	0.60	0.10	0.26	0.26	0.07	0.24	0.24
Sat Flow, veh/h	1590	3039	1379	1590	4195	429	1590	2581	540	1590	2648	468
Grp Volume(v), veh/h	132	953	439	213	519	273	182	179	179	131	374	363
Grp Sat Flow(s),veh/h/ln	1590	1520	1379	1590	1520	1584	1590	1586	1534	1590	1586	1530
Q Serve(g_s), s	7.5	37.3	38.2	12.2	14.0	14.2	13.7	15.0	15.6	9.9	37.7	37.9
Cycle Q Clear(g_c), s	7.5	37.3	38.2	12.2	14.0	14.2	13.7	15.0	15.6	9.9	37.7	37.9
Prop In Lane	1.00		1.00	1.00		0.27	1.00		0.35	1.00		0.31
Lane Grp Cap(c), veh/h	363	1296	588	249	1381	720	202	415	402	310	377	363
V/C Ratio(X)	0.36	0.74	0.75	0.85	0.38	0.38	0.90	0.43	0.45	0.42	0.99	1.00
Avail Cap(c_a), veh/h	457	1296	588	249	1381	720	234	426	412	331	377	363
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	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	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.9	27.9	28.1	30.6	20.1	20.1	44.3	49.1	49.3	41.8	60.9	61.0
Incr Delay (d2), s/veh	0.2	2.6	6.0	23.1	0.8	1.5	27.3	0.2	0.3	0.3	44.5	46.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	13.1	12.7	6.0	4.8	5.2	7.0	6.1	6.1	4.0	19.8	19.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.1	30.6	34.1	53.7	20.8	21.6	71.6	49.4	49.6	42.1	105.4	107.5
LnGrp LOS	C	C	C	D	C	C	E	D	D	D	F	F
Approach Vol, veh/h		1524			1005			540			868	
Approach Delay, s/veh		30.9			28.0			57.0			96.7	
Approach LOS		C			C			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.6	78.7	17.9	47.9	20.0	74.2	21.8	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	9.5	16.2	11.9	17.6	14.2	40.2	15.7	39.9				
Green Ext Time (p_c), s	0.1	1.1	0.0	1.4	0.0	2.3	0.1	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			48.3									
HCM 7th LOS			D									

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	67	36	34	128	25	391	171	855
Future Volume (vph)	67	36	34	128	25	391	171	855
Turn Type	NA	Perm	NA	Perm	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)	5.0	5.0	5.0	5.0	4.0	15.0	4.0	15.0
Minimum Split (s)	32.0	32.0	34.0	34.0	10.0	31.0	10.0	31.0
Total Split (s)	32.0	32.0	34.0	34.0	27.0	78.0	16.0	67.0
Total Split (%)	20.0%	20.0%	21.3%	21.3%	16.9%	48.8%	10.0%	41.9%
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-Min	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 112 (70%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 22: SE 3rd Avenue & SE 2nd Street



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	114	38	64	133	26	582	178	1073
v/c Ratio	0.50	0.12	0.48	0.55	0.10	0.35	0.40	0.57
Control Delay (s/veh)	66.4	1.2	79.4	15.6	8.4	8.8	13.5	19.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.6
Total Delay (s/veh)	66.4	1.2	79.4	15.6	8.4	9.0	13.5	20.5
Queue Length 50th (ft)	120	0	66	0	4	42	77	264
Queue Length 95th (ft)	175	2	106	53	m12	71	m77	m527
Internal Link Dist (ft)	582		245			436		543
Turn Bay Length (ft)					160		75	
Base Capacity (vph)	264	329	284	357	399	1667	454	1886
Starvation Cap Reductn	0	0	0	0	0	377	0	425
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	0.43	0.12	0.23	0.37	0.07	0.45	0.39	0.73

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	67	36	28	34	128	25	391	168	171	855	175
Future Volume (vph)	42	67	36	28	34	128	25	391	168	171	855	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0	6.0	6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	0.92		1.00	0.97	1.00	0.97		1.00	0.99	
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00		0.99	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	0.95		1.00	0.97	
Flt Protected		0.98	1.00		0.98	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1629	1292		1623	1371	1574	2910		1562	3032	
Flt Permitted		0.98	1.00		0.98	1.00	0.22	1.00		0.37	1.00	
Satd. Flow (perm)		1629	1292		1623	1371	361	2910		606	3032	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	44	70	38	29	35	133	26	407	175	178	891	182
RTOR Reduction (vph)	0	0	33	0	0	122	0	24	0	0	7	0
Lane Group Flow (vph)	0	114	5	0	64	11	26	558	0	178	1066	0
Confl. Peds. (#/hr)	10		40	40		10	36		29	29		36
Confl. Bikes (#/hr)									3			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8	2			6		
Actuated Green, G (s)		22.6	22.6		13.2	13.2	93.8	90.4		106.2	96.8	
Effective Green, g (s)		22.6	22.6		13.2	13.2	93.8	90.4		106.2	96.8	
Actuated g/C Ratio		0.14	0.14		0.08	0.08	0.59	0.57		0.66	0.61	
Clearance Time (s)		6.0	6.0		6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)		2.0	2.0		2.0	2.0	1.5	3.0		1.5	3.0	
Lane Grp Cap (vph)		230	182		133	113	237	1644		460	1834	
v/s Ratio Prot		c0.07			c0.04		0.00	0.19		c0.02	c0.35	
v/s Ratio Perm			0.00			0.01	0.06			0.23		
v/c Ratio		0.50	0.03		0.48	0.10	0.11	0.34		0.39	0.58	
Uniform Delay, d1		63.4	59.2		70.1	67.9	14.8	18.7		11.1	19.3	
Progression Factor		0.95	1.00		1.00	1.00	0.59	0.43		0.99	0.92	
Incremental Delay, d2		0.6	0.0		1.0	0.1	0.1	0.5		0.1	0.4	
Delay (s)		60.9	59.3		71.1	68.0	8.8	8.6		11.0	18.2	
Level of Service		E	E		E	E	A	A		B	B	
Approach Delay (s/veh)		60.5			69.0			8.6			17.2	
Approach LOS		E			E			A			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	22.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	75.1%	ICU Level of Service	D
Analysis Period (min)	15		

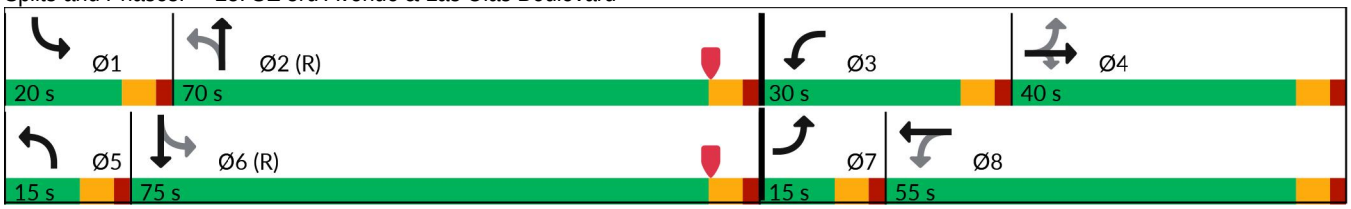
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	53	188	56	212	97	130	464	167	710
Future Volume (vph)	53	188	56	212	97	130	464	167	710
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases	4		4	8		2		6	
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	4.0	10.0	4.0	10.0
Minimum Split (s)	11.0	32.0	32.0	11.0	32.0	11.0	33.0	11.0	33.0
Total Split (s)	15.0	40.0	40.0	30.0	55.0	15.0	70.0	20.0	75.0
Total Split (%)	9.4%	25.0%	25.0%	18.8%	34.4%	9.4%	43.8%	12.5%	46.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 108 (68%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 23: SE 3rd Avenue & Las Olas Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	58	204	61	230	176	141	763	182	819
v/c Ratio	0.25	0.40	0.20	0.66	0.24	0.47	0.55	0.54	0.55
Control Delay (s/veh)	22.6	45.2	8.1	49.7	28.0	9.8	19.8	26.3	22.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Total Delay (s/veh)	22.6	45.2	8.1	49.7	28.0	9.8	19.8	26.3	22.7
Queue Length 50th (ft)	21	108	9	187	45	26	328	57	152
Queue Length 95th (ft)	60	155	40	250	78	53	420	147	201
Internal Link Dist (ft)		914			474		1522		436
Turn Bay Length (ft)	110		110			100		200	
Base Capacity (vph)	245	670	348	370	854	307	1401	355	1507
Starvation Cap Reductn	0	0	0	0	0	0	0	0	199
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.30	0.18	0.62	0.21	0.46	0.54	0.51	0.63

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	188	56	212	97	65	130	464	238	167	710	43
Future Volume (vph)	53	188	56	212	97	65	130	464	238	167	710	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.79	1.00	0.94		1.00	0.98		1.00	0.99	
Flpb, ped/bikes	0.93	1.00	1.00	0.94	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.94		1.00	0.95		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1462	3154	1109	1490	2629		1570	2924		1573	3084	
Flt Permitted	0.64	1.00	1.00	0.47	1.00		0.26	1.00		0.26	1.00	
Satd. Flow (perm)	986	3154	1109	731	2629		432	2924		425	3084	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	58	204	61	230	105	71	141	504	259	182	772	47
RTOR Reduction (vph)	0	0	51	0	52	0	0	37	0	0	3	0
Lane Group Flow (vph)	58	204	10	230	124	0	141	726	0	182	816	0
Confl. Peds. (#/hr)	81		108	108		81	50		32	32		50
Confl. Bikes (#/hr)			8			1			2			3
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	1	1	0	0	0	0	4	4
Parking (#/hr)					0	0						
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	34.3	27.3	27.3	55.3	42.3		83.6	72.9		89.8	76.0	
Effective Green, g (s)	34.3	27.3	27.3	55.3	42.3		83.6	72.9		89.8	76.0	
Actuated g/C Ratio	0.21	0.17	0.17	0.35	0.26		0.52	0.46		0.56	0.48	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	1.5	2.5	2.5	1.5	2.5		1.5	3.0		1.5	3.0	
Lane Grp Cap (vph)	232	538	189	357	695		301	1332		337	1464	
v/s Ratio Prot	0.01	0.06		c0.09	0.05		0.03	0.25		c0.05	c0.26	
v/s Ratio Perm	0.04		0.01	c0.13			0.21			0.26		
v/c Ratio	0.25	0.38	0.06	0.64	0.18		0.47	0.55		0.54	0.56	
Uniform Delay, d1	51.4	58.8	55.6	40.8	45.4		21.3	31.5		19.6	30.0	
Progression Factor	0.55	0.71	1.00	1.00	1.00		0.32	0.62		1.27	0.69	
Incremental Delay, d2	0.2	0.3	0.1	3.0	0.1		0.4	1.4		0.8	1.3	
Delay (s)	28.6	42.3	55.6	43.8	45.5		7.1	21.1		25.8	22.1	
Level of Service	C	D	E	D	D		A	C		C	C	
Approach Delay (s/veh)		42.3			44.5			18.9			22.8	
Approach LOS		D			D			B			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	27.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	88.2%	ICU Level of Service	E
Analysis Period (min)	15		

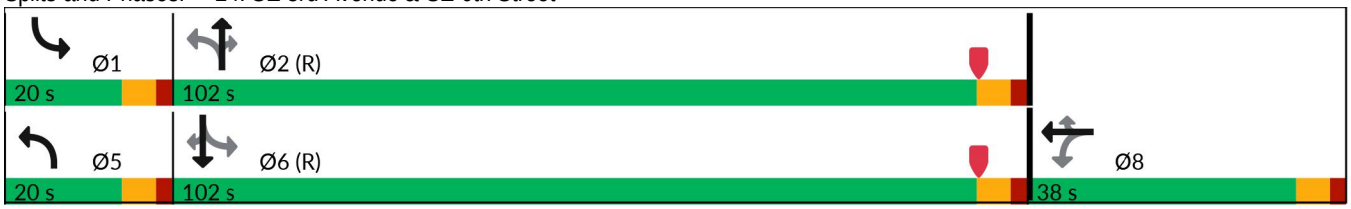
c Critical Lane Group

Lane Group	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	26	190	76	886	77	303	563	153
Future Volume (vph)	26	190	76	886	77	303	563	153
Turn Type	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	8		5	2		1	6	
Permitted Phases		8	2		2	6		6
Detector Phase	8	8	5	2	2	1	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	36.0	36.0	10.0	37.0	37.0	10.0	37.0	37.0
Total Split (s)	38.0	38.0	20.0	102.0	102.0	20.0	102.0	102.0
Total Split (%)	23.8%	23.8%	12.5%	63.8%	63.8%	12.5%	63.8%	63.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	None	C-Min	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 73 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 24: SE 3rd Avenue & SE 6th Street



Lane Group	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	51	204	82	953	83	326	605	165
v/c Ratio	0.11	0.54	0.19	0.56	0.11	0.66	0.28	0.16
Control Delay (s/veh)	55.1	12.3	7.2	20.7	10.7	14.5	11.0	4.8
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.1	12.3	7.2	20.8	10.7	14.5	11.0	4.8
Queue Length 50th (ft)	23	0	21	197	11	137	184	33
Queue Length 95th (ft)	44	77	65	356	51	127	187	45
Internal Link Dist (ft)	462			566			1522	
Turn Bay Length (ft)		360	190		70	105		150
Base Capacity (vph)	608	423	515	1938	862	496	2180	1003
Starvation Cap Reductn	0	0	0	124	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.48	0.16	0.53	0.10	0.66	0.28	0.16

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	21	26	190	76	886	77	303	563	153
Future Volume (vph)	0	0	0	21	26	190	76	886	77	303	563	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor					0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes					1.00	0.92	1.00	1.00	0.96	1.00	1.00	0.98
Flpb, ped/bikes					0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected					0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)					3040	1301	1574	3129	1355	1576	3154	1378
Flt Permitted					0.98	1.00	0.42	1.00	1.00	0.21	1.00	1.00
Satd. Flow (perm)					3040	1301	701	3129	1355	346	3154	1378
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	0	23	28	204	82	953	83	326	605	165
RTOR Reduction (vph)	0	0	0	0	0	172	0	0	28	0	0	51
Lane Group Flow (vph)	0	0	0	0	51	32	82	953	55	326	605	114
Confl. Peds. (#/hr)	42		20	20		42	7		18	18		7
Confl. Bikes (#/hr)			1						2			3
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	0	0	0	0
Turn Type				Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases					8		5	2		1	6	
Permitted Phases				8		8	2		2	6		6
Actuated Green, G (s)					25.2	25.2	92.8	86.6	86.6	122.8	110.6	110.6
Effective Green, g (s)					25.2	25.2	92.8	86.6	86.6	122.8	110.6	110.6
Actuated g/C Ratio					0.16	0.16	0.58	0.54	0.54	0.77	0.69	0.69
Clearance Time (s)					6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)					2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Lane Grp Cap (vph)					478	204	440	1693	733	497	2180	952
v/s Ratio Prot							0.01	0.30		c0.12	0.19	
v/s Ratio Perm					0.02	c0.02	0.10		0.04	c0.38		0.08
v/c Ratio					0.11	0.16	0.19	0.56	0.08	0.66	0.28	0.12
Uniform Delay, d1					57.8	58.2	14.9	24.2	17.5	12.7	9.4	8.3
Progression Factor					1.00	1.00	0.70	0.74	1.38	0.85	1.02	3.33
Incremental Delay, d2					0.0	0.1	0.1	1.1	0.2	2.1	0.3	0.2
Delay (s)					57.8	58.4	10.5	19.0	24.3	12.8	9.9	27.9
Level of Service					E	E	B	B	C	B	A	C
Approach Delay (s/veh)		0.0			58.2			18.8			13.5	
Approach LOS		A			E			B			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	20.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	81.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	82	51	31	991	54	436
Future Volume (vph)	82	51	31	991	54	436
Turn Type	NA	NA	pm+pt	NA	pm+pt	NA
Protected Phases	4	8	5	2	1	6
Permitted Phases			2		6	
Detector Phase	4	8	5	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	4.0	10.0	4.0	10.0
Minimum Split (s)	33.0	33.0	10.0	25.0	10.0	25.0
Total Split (s)	36.0	36.0	12.0	76.0	12.0	76.0
Total Split (%)	22.5%	22.5%	7.5%	47.5%	7.5%	47.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 66 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 25: SE 3rd Avenue & SE 7th Street

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	152	129	33	1092	57	476
v/c Ratio	0.76	0.74	0.07	0.58	0.23	0.25
Control Delay (s/veh)	89.8	79.2	15.6	28.3	8.9	16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	89.8	79.2	15.6	28.3	8.9	16.1
Queue Length 50th (ft)	155	107	14	401	9	175
Queue Length 95th (ft)	227	176	m25	483	72	278
Internal Link Dist (ft)	568	243		1897		566
Turn Bay Length (ft)			100		100	
Base Capacity (vph)	304	308	511	1875	257	1904
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.42	0.06	0.58	0.22	0.25

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	82	6	12	51	59	31	991	47	54	436	16
Future Volume (vph)	57	82	6	12	51	59	31	991	47	54	436	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00			0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		0.99	1.00		1.00	1.00	
Frt		0.99			0.94		1.00	0.99		1.00	0.99	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1618			1533		1566	3114		1577	3131	
Flt Permitted		0.98			0.99		0.46	1.00		0.19	1.00	
Satd. Flow (perm)		1618			1533		762	3114		320	3131	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	60	86	6	13	54	62	33	1043	49	57	459	17
RTOR Reduction (vph)	0	1	0	0	23	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	151	0	0	106	0	33	1090	0	57	475	0
Confl. Peds. (#/hr)	2		2	2		2	8		7	7		8
Confl. Bikes (#/hr)									2			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	2	0	0	0
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases							2			6		
Actuated Green, G (s)		19.7			15.8		99.6	95.1		101.4	96.0	
Effective Green, g (s)		19.7			15.8		99.6	95.1		101.4	96.0	
Actuated g/C Ratio		0.12			0.10		0.62	0.59		0.63	0.60	
Clearance Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		2.5			2.5		1.5	3.0		1.5	3.0	
Lane Grp Cap (vph)		199			151		496	1850		245	1878	
v/s Ratio Prot		c0.09			c0.07		0.00	c0.35		c0.01	0.15	
v/s Ratio Perm							0.04			0.14		
v/c Ratio		0.76			0.70		0.07	0.59		0.23	0.25	
Uniform Delay, d1		67.9			69.8		11.7	20.3		13.4	15.1	
Progression Factor		1.00			1.00		1.27	1.22		0.59	0.95	
Incremental Delay, d2		14.6			12.2		0.0	1.0		0.2	0.3	
Delay (s)		82.5			82.0		14.8	25.7		8.0	14.6	
Level of Service		F			F		B	C		A	B	
Approach Delay (s/veh)		82.5			82.0			25.4			13.9	
Approach LOS		F			F			C			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	30.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	66.3%	ICU Level of Service	C
Analysis Period (min)	15		

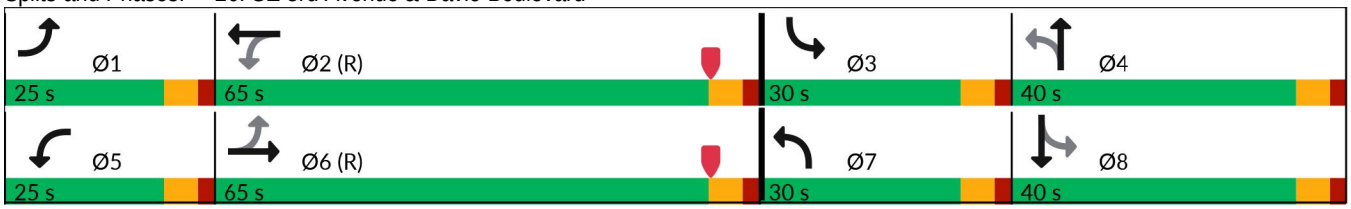
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	414	478	36	368	78	422	68	205
Future Volume (vph)	414	478	36	368	78	422	68	205
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	12.0	4.0	12.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	33.0	10.0	33.0	10.0	33.0	10.0	33.0
Total Split (s)	25.0	65.0	25.0	65.0	30.0	40.0	30.0	40.0
Total Split (%)	15.6%	40.6%	15.6%	40.6%	18.8%	25.0%	18.8%	25.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 153 (96%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 26: SE 3rd Avenue & Davie Boulevard



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	476	675	41	595	90	514	78	400
v/c Ratio	0.68	0.33	0.15	0.57	0.44	0.84	0.49	0.63
Control Delay (s/veh)	41.5	12.3	20.1	46.2	45.7	71.6	77.3	52.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	41.5	12.3	20.1	46.2	45.7	71.6	77.3	52.8
Queue Length 50th (ft)	276	116	14	253	66	281	43	35
Queue Length 95th (ft)	438	152	34	320	m79	323	136	234
Internal Link Dist (ft)		909		222		2382		1897
Turn Bay Length (ft)	140		185		150		110	
Base Capacity (vph)	702	2029	427	1258	326	741	303	770
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	0.68	0.33	0.10	0.47	0.28	0.69	0.26	0.52

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	414	478	110	36	368	150	78	422	25	68	205	143
Future Volume (vph)	414	478	110	36	368	150	78	422	25	68	205	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.96		1.00	0.99		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3397		1752	3338		1752	3457		1752	3256	
Flt Permitted	0.24	1.00		0.40	1.00		0.29	1.00		0.18	1.00	
Satd. Flow (perm)	448	3397		728	3338		529	3457		338	3256	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	476	549	126	41	423	172	90	485	29	78	236	164
RTOR Reduction (vph)	0	8	0	0	30	0	0	2	0	0	83	0
Lane Group Flow (vph)	476	667	0	41	565	0	90	512	0	78	317	0
Confl. Peds. (#/hr)	1		2	2		1	1		4	4		1
Confl. Bikes (#/hr)						2			1			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	2	0	2	2
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		
Actuated Green, G (s)	104.6	94.0		53.0	48.4		38.3	28.1		36.5	27.2	
Effective Green, g (s)	104.6	94.0		53.0	48.4		38.3	28.1		36.5	27.2	
Actuated g/C Ratio	0.65	0.59		0.33	0.30		0.24	0.18		0.23	0.17	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0		1.5	2.0	
Lane Grp Cap (vph)	702	1995		270	1009		204	607		159	553	
v/s Ratio Prot	c0.21	0.20		0.00	0.17		0.03	c0.15		c0.03	0.10	
v/s Ratio Perm	c0.23			0.05			0.08			0.08		
v/c Ratio	0.68	0.33		0.15	0.56		0.44	0.84		0.49	0.57	
Uniform Delay, d1	19.0	16.9		36.6	46.9		49.3	63.8		50.8	61.1	
Progression Factor	1.95	0.69		1.00	1.00		0.92	0.95		1.57	1.07	
Incremental Delay, d2	1.7	0.4		0.1	2.2		0.5	8.8		0.9	0.9	
Delay (s)	38.9	12.0		36.7	49.1		46.0	69.3		80.5	66.0	
Level of Service	D	B		D	D		D	E		F	E	
Approach Delay (s/veh)		23.1			48.3			65.8			68.4	
Approach LOS		C			D			E			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	45.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	82.9%	ICU Level of Service	E
Analysis Period (min)	15		

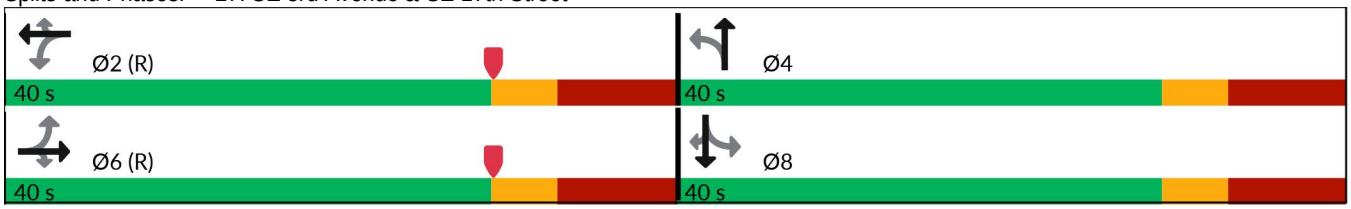
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	381	492	16	23	298	105	5	107	93	44	82
Future Volume (vph)	381	492	16	23	298	105	5	107	93	44	82
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases		6			2			4		8	
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	6	6	6	2	2	2	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	36.0	36.0	36.0	36.0	36.0	36.0	43.0	43.0	43.0	43.0	43.0
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 35 (44%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 27: SE 3rd Avenue & SE 17th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	423	547	18	26	331	117	6	126	103	49	91
v/c Ratio	0.71	0.27	0.02	0.05	0.16	0.12	0.02	0.33	0.40	0.13	0.22
Control Delay (s/veh)	30.1	13.3	0.1	15.3	12.6	4.1	18.4	25.1	23.1	17.6	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	30.1	13.3	0.1	15.3	12.6	4.1	18.4	25.1	23.1	17.6	2.9
Queue Length 50th (ft)	137	64	0	5	36	0	3	57	52	24	5
Queue Length 95th (ft)	#424	150	0	25	91	32	10	79	44	25	5
Internal Link Dist (ft)		905			220			753		2382	
Turn Bay Length (ft)	125			50			60		150		
Base Capacity (vph)	593	2051	917	481	2051	941	483	664	446	668	629
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.27	0.02	0.05	0.16	0.12	0.01	0.19	0.23	0.07	0.14

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	381	492	16	23	298	105	5	107	6	93	44	82
Future Volume (vph)	381	492	16	23	298	105	5	107	6	93	44	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.99	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1745	3505	1493	1745	3505	1525	1749	1827		1731	1845	1546
Flt Permitted	0.55	1.00	1.00	0.45	1.00	1.00	0.73	1.00		0.68	1.00	1.00
Satd. Flow (perm)	1014	3505	1493	822	3505	1525	1335	1827		1232	1845	1546
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	423	547	18	26	331	117	6	119	7	103	49	91
RTOR Reduction (vph)	0	0	8	0	0	55	0	3	0	0	0	73
Lane Group Flow (vph)	423	547	10	26	331	62	6	123	0	103	49	18
Confl. Peds. (#/hr)	7		6	6		7	3		19	19		3
Confl. Bikes (#/hr)			4			2						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	4	0	0	2	0	0	0	0	0	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases		6			2			4			8	
Permitted Phases	6		6	2		2	4			8		8
Actuated Green, G (s)	42.4	42.4	42.4	42.4	42.4	42.4	15.6	15.6		15.6	15.6	15.6
Effective Green, g (s)	42.4	42.4	42.4	42.4	42.4	42.4	15.6	15.6		15.6	15.6	15.6
Actuated g/C Ratio	0.53	0.53	0.53	0.53	0.53	0.53	0.20	0.20		0.20	0.20	0.20
Clearance Time (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	537	1857	791	435	1857	808	260	356		240	359	301
v/s Ratio Prot		0.16			0.09			0.07			0.03	
v/s Ratio Perm	c0.42		0.01	0.03		0.04	0.00			c0.08		0.01
v/c Ratio	0.79	0.29	0.01	0.06	0.18	0.08	0.02	0.34		0.43	0.14	0.06
Uniform Delay, d1	15.2	10.5	8.9	9.1	9.8	9.2	26.0	27.8		28.3	26.6	26.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.76	0.77	1.06
Incremental Delay, d2	11.1	0.4	0.0	0.3	0.2	0.2	0.0	0.2		0.4	0.1	0.0
Delay (s)	26.3	10.9	8.9	9.4	10.0	9.4	26.1	28.0		21.8	20.5	27.7
Level of Service	C	B	A	A	A	A	C	C		C	C	C
Approach Delay (s/veh)		17.4			9.8			27.9			23.8	
Approach LOS		B			A			C			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	17.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	85.2%	ICU Level of Service	E
Analysis Period (min)	15		

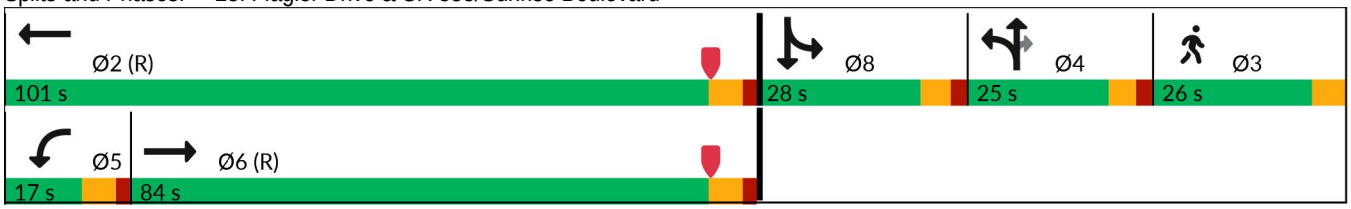
c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBT	NBR	SBT	Ø3
Lane Configurations							
Traffic Volume (vph)	1119	11	754	102	71	74	
Future Volume (vph)	1119	11	754	102	71	74	
Turn Type	NA	Prot	NA	NA	Perm	NA	
Protected Phases	6	5	2	4		8	3
Permitted Phases					4		
Detector Phase	6	5	2	4	4	8	
Switch Phase							
Minimum Initial (s)	15.0	5.0	15.0	6.0	6.0	6.0	7.0
Minimum Split (s)	30.5	11.5	37.5	48.0	48.0	24.0	26.0
Total Split (s)	84.0	17.0	101.0	25.0	25.0	28.0	26.0
Total Split (%)	46.7%	9.4%	56.1%	13.9%	13.9%	15.6%	14%
Yellow Time (s)	4.5	4.5	4.5	4.0	4.0	4.0	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.0	6.0	6.0	
Lead/Lag	Lag	Lead		Lag	Lag	Lead	
Lead-Lag Optimize?							
Recall Mode	C-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 72 (40%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 28: Flagler Drive & SR 838/Sunrise Boulevard



Lane Group	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	1227	12	805	151	75	161
v/c Ratio	0.38	0.22	0.24	0.76	0.27	0.80
Control Delay (s/veh)	16.5	93.8	12.0	99.2	5.0	94.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.5	93.8	12.0	99.2	5.0	94.0
Queue Length 50th (ft)	200	14	126	172	0	165
Queue Length 95th (ft)	194	39	184	249	0	244
Internal Link Dist (ft)	617		722	371		937
Turn Bay Length (ft)		425				
Base Capacity (vph)	3249	102	3411	215	291	238
Starvation Cap Reductn	332	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.12	0.24	0.70	0.26	0.68

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1119	47	11	754	10	42	102	71	5	74	74
Future Volume (vph)	0	1119	47	11	754	10	42	102	71	5	74	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5		6.5	6.5			6.0	6.0		6.0	
Lane Util. Factor		0.91		1.00	0.91			1.00	1.00		1.00	
Frpb, ped/bikes		1.00		1.00	1.00			1.00	0.98		1.00	
Flpb, ped/bikes		1.00		1.00	1.00			1.00	1.00		1.00	
Frt		0.99		1.00	1.00			1.00	0.85		0.93	
Flt Protected		1.00		0.95	1.00			0.99	1.00		1.00	
Satd. Flow (prot)		4986		1752	5011			1818	1537		1721	
Flt Permitted		1.00		0.95	1.00			0.99	1.00		1.00	
Satd. Flow (perm)		4986		1752	5011			1818	1537		1721	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1178	49	12	794	11	44	107	75	5	78	78
RTOR Reduction (vph)	0	1	0	0	1	0	0	0	67	0	19	0
Lane Group Flow (vph)	0	1226	0	12	804	0	0	151	8	0	142	0
Confl. Peds. (#/hr)	4		2	2		4			6	6		
Confl. Bikes (#/hr)			4									
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	2	2	0	2	2	0	0	0	0	0	0
Turn Type		NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases		6		5	2		4	4		8	8	
Permitted Phases									4			
Actuated Green, G (s)		113.5		2.6	122.6			19.7	19.7		19.2	
Effective Green, g (s)		113.5		2.6	122.6			19.7	19.7		19.2	
Actuated g/C Ratio		0.63		0.01	0.68			0.11	0.11		0.11	
Clearance Time (s)		6.5		6.5	6.5			6.0	6.0		6.0	
Vehicle Extension (s)		3.0		1.5	3.0			2.0	2.0		2.0	
Lane Grp Cap (vph)		3143		25	3413			198	168		183	
v/s Ratio Prot		c0.25		0.01	c0.16			c0.08			c0.08	
v/s Ratio Perm									0.01			
v/c Ratio		0.39		0.48	0.24			0.76	0.05		0.78	
Uniform Delay, d1		16.3		88.0	10.9			77.9	71.8		78.3	
Progression Factor		0.99		1.00	1.00			0.98	14.95		1.00	
Incremental Delay, d2		0.3		5.2	0.2			14.4	0.0		17.0	
Delay (s)		16.4		93.2	11.1			90.9	1073.2		95.3	
Level of Service		B		F	B			F	F		F	
Approach Delay (s/veh)		16.4			12.3			416.9			95.3	
Approach LOS		B			B			F			F	

Intersection Summary

HCM 2000 Control Delay (s/veh)	57.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	29.5
Intersection Capacity Utilization	59.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	33	0	149	9	9	83
Future Vol, veh/h	33	0	149	9	9	83
Conflicting Peds, #/hr	0	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	34	0	152	9	9	85

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	265	-	0	0	166	0
Stage 1	162	-	-	-	-	-
Stage 2	103	-	-	-	-	-
Critical Hdwy	6.43	-	-	-	3.7	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	-	-	-	2.9	-
Pot Cap-1 Maneuver	722	0	-	-	1118	-
Stage 1	865	0	-	-	-	-
Stage 2	919	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	713	-	-	-	1113	-
Mov Cap-2 Maneuver	713	-	-	-	-	-
Stage 1	861	-	-	-	-	-
Stage 2	911	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.3	0	0.81
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	713	176	-
HCM Lane V/C Ratio	-	-	0.047	0.008	-
HCM Control Delay (s/veh)	-	-	10.3	8.3	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	0	11	147	0	0	116
Future Vol, veh/h	0	11	147	0	0	116
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	12	160	0	0	126

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	286	160	0	-	-	-
Stage 1	160	-	-	-	-	-
Stage 2	126	-	-	-	-	-
Critical Hdwy	3.7	3.7	-	-	-	-
Critical Hdwy Stg 1	3.7	-	-	-	-	-
Critical Hdwy Stg 2	3.7	-	-	-	-	-
Follow-up Hdwy	2.9	2	-	-	-	-
Pot Cap-1 Maneuver	1036	1596	-	0	0	-
Stage 1	1123	-	-	0	0	-
Stage 2	1147	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	1036	1596	-	-	-	-
Mov Cap-2 Maneuver	1036	-	-	-	-	-
Stage 1	1123	-	-	-	-	-
Stage 2	1147	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s/v	7.27	0	0
HCM LOS	A		

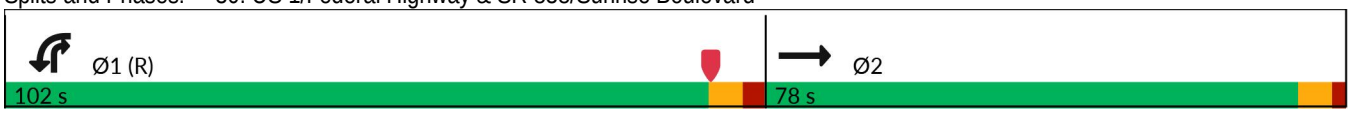
Minor Lane/Major Mvmt	NET	NWLn1	SWT
Capacity (veh/h)	-	1596	-
HCM Lane V/C Ratio	-	0.007	-
HCM Control Delay (s/veh)	-	7.3	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0	-

Lane Group	EBT	WBL	NBR
Lane Configurations			
Traffic Volume (vph)	911	1213	867
Future Volume (vph)	911	1213	867
Turn Type	NA	Prot	Over
Protected Phases	2	1	1
Permitted Phases			
Detector Phase	2	1	1
Switch Phase			
Minimum Initial (s)	10.0	10.0	10.0
Minimum Split (s)	49.5	21.5	21.5
Total Split (s)	78.0	102.0	102.0
Total Split (%)	43.3%	56.7%	56.7%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.5	7.5	7.5
Lead/Lag	Lag	Lead	Lead
Lead-Lag Optimize?			
Recall Mode	None	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 87 (48%), Referenced to phase 1:WBL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 30: US 1/Federal Highway & SR 838/Sunrise Boulevard



Lane Group	EBT	WBL	NBR
Lane Group Flow (vph)	1235	1277	913
v/c Ratio	0.53	0.57	0.56
Control Delay (s/veh)	42.1	38.5	38.9
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	42.1	38.5	38.9
Queue Length 50th (ft)	343	407	358
Queue Length 95th (ft)	538	470	432
Internal Link Dist (ft)	722		
Turn Bay Length (ft)		400	
Base Capacity (vph)	2328	2625	1899
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.53	0.49	0.48

Intersection Summary

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	911	262	1213	0	0	867
Future Volume (vph)	911	262	1213	0	0	867
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5		7.5			7.5
Lane Util. Factor	0.91		0.94			0.76
Frpb, ped/bikes	1.00		1.00			1.00
Flpb, ped/bikes	1.00		1.00			1.00
Frt	0.97		1.00			0.85
Flt Protected	1.00		0.95			1.00
Satd. Flow (prot)	4897		4990			3610
Flt Permitted	1.00		0.95			1.00
Satd. Flow (perm)	4897		4990			3610
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	959	276	1277	0	0	913
RTOR Reduction (vph)	22	0	0	0	0	0
Lane Group Flow (vph)	1213	0	1277	0	0	913
Confl. Peds. (#/hr)		3	3			
Confl. Bikes (#/hr)		1				
Turn Type	NA		Prot			Over
Protected Phases	2		1			1
Permitted Phases						
Actuated Green, G (s)	84.6		81.4			81.4
Effective Green, g (s)	84.6		81.4			81.4
Actuated g/C Ratio	0.47		0.45			0.45
Clearance Time (s)	6.5		7.5			7.5
Vehicle Extension (s)	8.0		2.0			2.0
Lane Grp Cap (vph)	2301		2256			1632
v/s Ratio Prot	c0.25		c0.26			0.25
v/s Ratio Perm						
v/c Ratio	0.53		0.57			0.56
Uniform Delay, d1	33.6		36.3			36.2
Progression Factor	1.29		1.00			1.00
Incremental Delay, d2	0.8		1.0			1.4
Delay (s)	44.1		37.3			37.5
Level of Service	D		D			D
Approach Delay (s/veh)	44.1			37.3	37.5	
Approach LOS	D			D	D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	39.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	56.6%	ICU Level of Service	B
Analysis Period (min)	15		

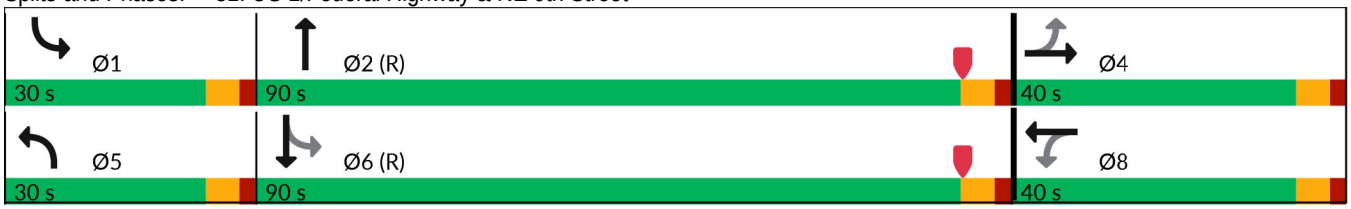
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	21	10	31	12	18	867	46	1368
Future Volume (vph)	21	10	31	12	18	867	46	1368
Turn Type	Perm	NA	Perm	NA	Prot	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8				6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	5.0	12.0	5.0	12.0
Minimum Split (s)	38.0	38.0	36.0	36.0	11.0	26.0	11.0	26.0
Total Split (s)	40.0	40.0	40.0	40.0	30.0	90.0	30.0	90.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	18.8%	56.3%	18.8%	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	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Min	None	C-Min

Intersection Summary

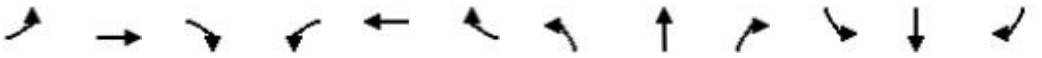
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 138 (86%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 31: US 1/Federal Highway & NE 9th Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	23	44	34	24	20	977	51	1523
v/c Ratio	0.31	0.37	0.46	0.23	0.30	0.23	0.11	0.36
Control Delay (s/veh)	82.1	37.4	92.0	51.0	85.6	3.7	2.3	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	82.1	37.4	92.0	51.0	85.6	3.7	2.3	4.3
Queue Length 50th (ft)	24	11	35	13	21	78	5	146
Queue Length 95th (ft)	55	54	74	45	52	107	13	205
Internal Link Dist (ft)		654		689		564		822
Turn Bay Length (ft)	160		75		375		300	
Base Capacity (vph)	288	369	284	370	262	4176	638	4221
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.12	0.12	0.06	0.08	0.23	0.08	0.36

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	10	30	31	12	10	18	867	22	46	1368	18
Future Volume (veh/h)	21	10	30	31	12	10	18	867	22	46	1368	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.98		1.00	0.98		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.99
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	23	11	0	34	13	0	20	953	21	51	1503	18
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	133	131	0	134	131	0	33	4003	88	546	4100	49
Arrive On Green	0.07	0.07	0.00	0.07	0.07	0.00	0.02	1.00	1.00	0.04	1.00	1.00
Sat Flow, veh/h	1362	1856	0	1365	1856	0	1767	5075	112	1767	5136	62
Grp Volume(v), veh/h	23	11	0	34	13	0	20	634	340	51	988	533
Grp Sat Flow(s),veh/h/ln	1362	1856	0	1365	1856	0	1767	1689	1810	1767	1689	1820
Q Serve(g_s), s	2.6	0.9	0.0	3.8	1.0	0.0	1.8	0.0	0.0	0.9	0.0	0.0
Cycle Q Clear(g_c), s	3.6	0.9	0.0	4.7	1.0	0.0	1.8	0.0	0.0	0.9	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.06	1.00		0.03
Lane Grp Cap(c), veh/h	133	131	0	134	131	0	33	2663	1427	546	2696	1453
V/C Ratio(X)	0.17	0.08	0.00	0.25	0.10	0.00	0.61	0.24	0.24	0.09	0.37	0.37
Avail Cap(c_a), veh/h	326	394	0	327	394	0	265	2663	1427	761	2696	1453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.80	0.80	0.80
Uniform Delay (d), s/veh	71.2	69.5	0.0	71.7	69.6	0.0	77.5	0.0	0.0	2.7	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.4	0.1	0.0	6.8	0.2	0.4	0.0	0.3	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.4	0.0	1.4	0.5	0.0	0.9	0.1	0.2	0.3	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	71.5	69.6	0.0	72.0	69.7	0.0	84.3	0.2	0.4	2.8	0.3	0.6
LnGrp LOS	E	E		E	E		F	A	A	A	A	A
Approach Vol, veh/h		34			47			994			1572	
Approach Delay, s/veh		70.9			71.4			2.0			0.5	
Approach LOS		E			E			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.5	132.2		17.3	8.9	133.7		17.3				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	24.0	84.0		34.0	24.0	84.0		34.0				
Max Q Clear Time (g_c+I1), s	2.9	2.0		5.6	3.8	2.0		6.7				
Green Ext Time (p_c), s	0.0	8.3		0.0	0.0	17.3		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	3.2
HCM 7th LOS	A

Network Totals

Number of Intersections	32
Control Delay / Veh (s/v)	26
Queue Delay / Veh (s/v)	0
Total Delay / Veh (s/v)	26
Total Delay (hr)	492
Stops / Veh	0.53
Stops (#)	36568
Average Speed (mph)	13
Total Travel Time (hr)	881
Distance Traveled (mi)	11656
Fuel Consumed (gal)	1043
Fuel Economy (mpg)	11.2
CO Emissions (kg)	72.88
NOx Emissions (kg)	14.18
VOC Emissions (kg)	16.89
Unserved Vehicles (#)	25
Vehicles in dilemma zone (#)	0
Performance Index	593.6

Scenario 1

Lane Group	EBL	EBT	EBR	WBL	WBT	SBL	SBT	Ø9	Ø10
Lane Configurations									
Traffic Volume (vph)	190	1240	517	142	1173	158	851		
Future Volume (vph)	190	1240	517	142	1173	158	851		
Turn Type	Prot	NA	Perm	Prot	NA	pm+pt	NA		
Protected Phases	1	6		5	2	3	8	9	10
Permitted Phases			6			8			
Detector Phase	1	6	6	5	2	3	8		
Switch Phase									
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	4.0	6.0	1.0	1.0
Minimum Split (s)	11.5	36.5	36.5	11.5	37.5	10.0	46.0	5.0	5.0
Total Split (s)	34.0	81.0	81.0	25.0	72.0	17.0	69.0	57.0	5.0
Total Split (%)	18.9%	45.0%	45.0%	13.9%	40.0%	9.4%	38.3%	32%	3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.0	6.0		
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead		Lag	
Lead-Lag Optimize?						Yes			
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 1: Andrews Avenue & SR 838/Sunrise Boulevard

Lane Group	EBL	EBT	EBR	WBL	WBT	SBL	SBT
Lane Group Flow (vph)	198	1292	539	148	1283	165	1012
v/c Ratio	0.87	0.54	0.69	0.83	0.58	0.29	0.91
Control Delay (s/veh)	109.7	36.6	37.1	117.9	30.9	45.2	69.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	109.7	36.6	37.1	117.9	30.9	45.2	69.7
Queue Length 50th (ft)	232	406	418	183	224	145	594
Queue Length 95th (ft)	#329	489	620	#304	298	198	666
Internal Link Dist (ft)		645			1177		524
Turn Bay Length (ft)	475		130	205			
Base Capacity (vph)	270	2371	777	192	2214	578	1217
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	0.73	0.54	0.69	0.77	0.58	0.29	0.83

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	1240	517	142	1173	59	0	0	0	158	851	121
Future Volume (vph)	190	1240	517	142	1173	59	0	0	0	158	851	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5					6.0	6.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91					1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00					1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00					1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99					1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00					0.95	1.00	
Satd. Flow (prot)	1770	5085	1547	1770	5043					1770	3462	
Flt Permitted	0.95	1.00	1.00	0.95	1.00					0.95	1.00	
Satd. Flow (perm)	1770	5085	1547	1770	5043					1770	3462	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	198	1292	539	148	1222	61	0	0	0	165	886	126
RTOR Reduction (vph)	0	0	57	0	3	0	0	0	0	0	7	0
Lane Group Flow (vph)	198	1292	482	148	1280	0	0	0	0	165	1005	0
Confl. Peds. (#/hr)	1		5	5		1	10		4	4		10
Confl. Bikes (#/hr)			4			3			1			1
Turn Type	Prot	NA	Perm	Prot	NA					pm+pt	NA	
Protected Phases	1	6		5	2					3	8	
Permitted Phases			6							8		
Actuated Green, G (s)	23.2	82.4	82.4	18.2	77.4					60.4	57.8	
Effective Green, g (s)	23.2	82.4	82.4	18.2	77.4					60.4	57.8	
Actuated g/C Ratio	0.13	0.46	0.46	0.10	0.43					0.34	0.32	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5					6.0	6.0	
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0					1.5	2.0	
Lane Grp Cap (vph)	228	2327	708	178	2168					593	1111	
v/s Ratio Prot	c0.11	0.25		0.08	0.25					c0.09	c0.29	
v/s Ratio Perm			c0.31									
v/c Ratio	0.87	0.56	0.68	0.83	0.59					0.28	0.90	
Uniform Delay, d1	76.9	35.5	38.4	79.4	39.2					43.8	58.5	
Progression Factor	1.00	1.00	1.00	1.11	0.75					1.00	1.00	
Incremental Delay, d2	26.8	1.0	5.2	24.6	1.1					0.1	10.2	
Delay (s)	103.7	36.4	43.6	112.5	30.7					43.9	68.7	
Level of Service	F	D	D	F	C					D	E	
Approach Delay (s/veh)		44.9			39.1			0.0			65.2	
Approach LOS		D			D			A			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	48.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	85.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	16	13	3	0	0	0	0	5	1449	40
Future Vol, veh/h	0	0	16	13	3	0	0	0	0	5	1449	40
Conflicting Peds, #/hr	2	0	0	0	0	2	3	0	2	2	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	18	14	3	0	0	0	0	5	1592	44

Major/Minor	Minor2			Minor1				Major2		
Conflicting Flow All	-	1608	799	650	1652	-		2	0	0
Stage 1	-	1606	-	2	2	-		-	-	-
Stage 2	-	2	-	648	1650	-		-	-	-
Critical Hdwy	-	3.1	3.7	3.7	3.1	-		3.7	-	-
Critical Hdwy Stg 1	-	3.1	-	3.7	3.1	-		-	-	-
Critical Hdwy Stg 2	-	3.1	-	3.7	3.1	-		-	-	-
Follow-up Hdwy	-	3	2	2.9	3	-		2.9	-	-
Pot Cap-1 Maneuver	0	545	980	818	533	0		1240	-	-
Stage 1	0	546	-	1240	1199	0		-	-	-
Stage 2	0	1199	-	819	533	0		-	-	-
Platoon blocked, %									-	-
Mov Cap-1 Maneuver	-	539	978	796	527	-		1237	-	-
Mov Cap-2 Maneuver	-	539	-	796	527	-		-	-	-
Stage 1	-	541	-	1237	1197	-		-	-	-
Stage 2	-	1197	-	799	528	-		-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	8.75	10.08	0.07
HCM LOS	A	B	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	978	727	19	-	-
HCM Lane V/C Ratio	0.018	0.024	0.004	-	-
HCM Control Delay (s/veh)	8.7	10.1	7.9	0	-
HCM Lane LOS	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	81	0	0	0	30	1470
Future Vol, veh/h	81	0	0	0	30	1470
Conflicting Peds, #/hr	2	3	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	86	0	0	0	32	1564

Major/Minor	Minor1		Major2	
Conflicting Flow All	694	-	3	0
Stage 1	3	-	-	-
Stage 2	691	-	-	-
Critical Hdwy	3.7	-	3.7	-
Critical Hdwy Stg 1	3.7	-	-	-
Critical Hdwy Stg 2	3.7	-	-	-
Follow-up Hdwy	2.9	-	2.9	-
Pot Cap-1 Maneuver	794	0	1239	-
Stage 1	1239	0	-	-
Stage 2	796	0	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	763	-	1236	-
Mov Cap-2 Maneuver	763	-	-	-
Stage 1	1236	-	-	-
Stage 2	767	-	-	-

Approach	WB	SB
HCM Control Delay, s/v	10.32	0.16
HCM LOS	B	

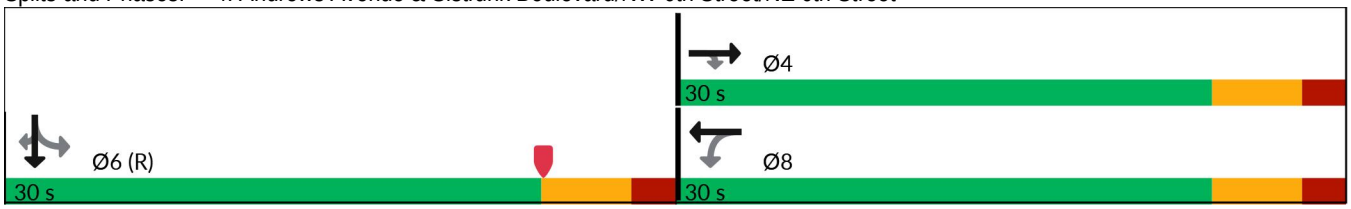
Minor Lane/Major Mvmt	WBLn1	SBL	SBT
Capacity (veh/h)	763	1236	-
HCM Lane V/C Ratio	0.113	0.026	-
HCM Control Delay (s/veh)	10.3	8	-
HCM Lane LOS	B	A	-
HCM 95th %tile Q(veh)	0.4	0.1	-

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	309	503	97	222	1294	99
Future Volume (vph)	309	503	97	222	1294	99
Turn Type	NA	Perm	Perm	NA	NA	Perm
Protected Phases	4			8	6	
Permitted Phases		4	8			6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	28.0	28.0	28.0	28.0	29.0	29.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 31 (52%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 4: Andrews Avenue & Sistrunk Boulevard/NW 6th Street/NE 6th Street



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	322	524	101	231	1482	103
v/c Ratio	0.48	0.88	0.30	0.35	0.67	0.14
Control Delay (s/veh)	16.9	34.4	15.4	14.9	16.0	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.9	34.4	15.4	14.9	16.0	3.6
Queue Length 50th (ft)	81	145	24	55	160	0
Queue Length 95th (ft)	141	#306	55	101	209	24
Internal Link Dist (ft)	281			911	516	
Turn Bay Length (ft)			130			150
Base Capacity (vph)	738	651	371	738	2196	733
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.80	0.27	0.31	0.67	0.14

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	309	503	97	222	0	0	0	0	129	1294	99
Future Volume (vph)	0	309	503	97	222	0	0	0	0	129	1294	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		1.00	1.00	1.00	1.00						0.91	1.00
Frpb, ped/bikes		1.00	0.99	1.00	1.00						1.00	0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						1.00	1.00
Satd. Flow (prot)		1845	1547	1751	1845						5009	1539
Flt Permitted		1.00	1.00	0.50	1.00						1.00	1.00
Satd. Flow (perm)		1845	1547	930	1845						5009	1539
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	322	524	101	231	0	0	0	0	134	1348	103
RTOR Reduction (vph)	0	0	35	0	0	0	0	0	0	0	0	58
Lane Group Flow (vph)	0	322	489	101	231	0	0	0	0	0	1482	45
Confl. Peds. (#/hr)	8		2	2		8	8		7	7		8
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4	8						6		6
Actuated Green, G (s)		21.7	21.7	21.7	21.7						26.3	26.3
Effective Green, g (s)		21.7	21.7	21.7	21.7						26.3	26.3
Actuated g/C Ratio		0.36	0.36	0.36	0.36						0.44	0.44
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0	2.0						3.0	3.0
Lane Grp Cap (vph)		667	559	336	667						2195	674
v/s Ratio Prot		0.17			0.13							
v/s Ratio Perm			c0.32	0.11							0.30	0.03
v/c Ratio		0.48	0.87	0.30	0.35						0.68	0.07
Uniform Delay, d1		14.8	17.9	13.7	14.0						13.4	9.8
Progression Factor		1.00	1.00	1.00	1.00						1.00	1.00
Incremental Delay, d2		0.2	13.8	0.2	0.1						1.7	0.2
Delay (s)		15.0	31.7	13.9	14.1						15.1	9.9
Level of Service		B	C	B	B						B	A
Approach Delay (s/veh)		25.3			14.0			0.0			14.8	
Approach LOS		C			B			A			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	17.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	79.4%	ICU Level of Service	D
Analysis Period (min)	15		

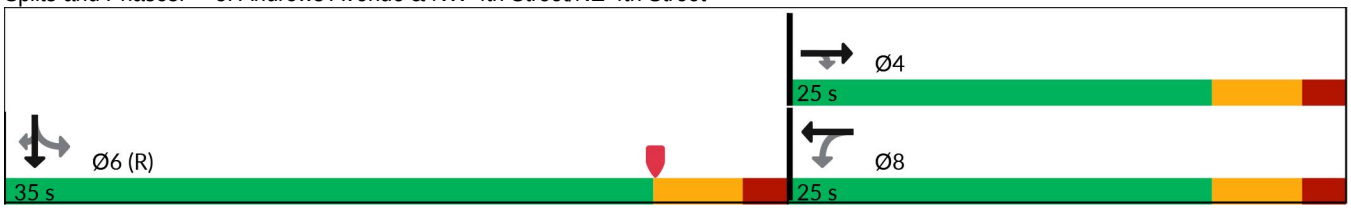
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	88	220	123	179	1654	122
Future Volume (vph)	88	220	123	179	1654	122
Turn Type	NA	Perm	Perm	NA	NA	Perm
Protected Phases	4			8	6	
Permitted Phases		4	8			6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	25.0	25.0	25.0	25.0	35.0	35.0
Total Split (%)	41.7%	41.7%	41.7%	41.7%	58.3%	58.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 5: Andrews Avenue & NW 4th Street/NE 4th Street



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	92	229	128	186	1883	127
v/c Ratio	0.27	0.70	0.54	0.61	0.70	0.15
Control Delay (s/veh)	20.1	27.2	28.6	29.1	6.3	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.1	27.2	28.6	29.1	6.3	0.9
Queue Length 50th (ft)	28	58	42	62	85	0
Queue Length 95th (ft)	54	107	77	102	112	m1
Internal Link Dist (ft)	190			908	1290	
Turn Bay Length (ft)		100	50			150
Base Capacity (vph)	525	477	364	473	2681	865
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.48	0.35	0.39	0.70	0.15

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	88	220	123	179	0	0	0	0	154	1654	122
Future Volume (vph)	0	88	220	123	179	0	0	0	0	154	1654	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		1.00	1.00	1.00	1.00						0.91	1.00
Frpb, ped/bikes		1.00	0.98	1.00	1.00						1.00	0.97
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						1.00	1.00
Satd. Flow (prot)		1660	1388	1571	1494						4510	1370
Flt Permitted		1.00	1.00	0.70	1.00						1.00	1.00
Satd. Flow (perm)		1660	1388	1153	1494						4510	1370
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	92	229	128	186	0	0	0	0	160	1723	127
RTOR Reduction (vph)	0	0	44	0	0	0	0	0	0	0	0	51
Lane Group Flow (vph)	0	92	185	128	186	0	0	0	0	0	1883	76
Confl. Peds. (#/hr)	6		5	5		6	5		5	5		5
Confl. Bikes (#/hr)						2						2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)					0	0						
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4	8						6		6
Actuated Green, G (s)		12.3	12.3	12.3	12.3						35.7	35.7
Effective Green, g (s)		12.3	12.3	12.3	12.3						35.7	35.7
Actuated g/C Ratio		0.21	0.21	0.21	0.21						0.60	0.60
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0	2.0						3.0	3.0
Lane Grp Cap (vph)		340	284	236	306						2683	815
v/s Ratio Prot		0.06			0.12							
v/s Ratio Perm			c0.13	0.11							0.42	0.06
v/c Ratio		0.27	0.65	0.54	0.61						0.70	0.09
Uniform Delay, d1		20.1	21.9	21.3	21.7						8.4	5.2
Progression Factor		1.00	1.00	1.00	1.00						0.48	0.31
Incremental Delay, d2		0.2	4.1	1.4	2.3						1.1	0.2
Delay (s)		20.2	25.9	22.7	24.0						5.2	1.8
Level of Service		C	C	C	C						A	A
Approach Delay (s/veh)		24.3			23.5			0.0			5.0	
Approach LOS		C			C			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	9.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	77.2%	ICU Level of Service	D
Analysis Period (min)	15		

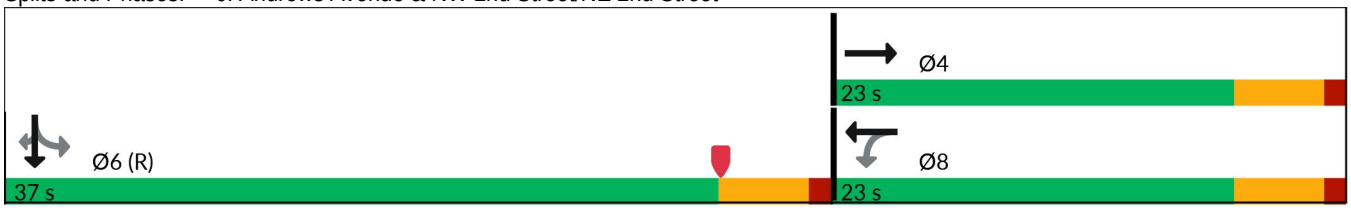
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	29	34	2	1768	74
Future Volume (vph)	29	34	2	1768	74
Turn Type	NA	Perm	NA	NA	Perm
Protected Phases	4		8	6	
Permitted Phases		8			6
Detector Phase	4	8	8	6	6
Switch Phase					
Minimum Initial (s)	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0
Total Split (s)	23.0	23.0	23.0	37.0	37.0
Total Split (%)	38.3%	38.3%	38.3%	61.7%	61.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 16 (27%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 6: Andrews Avenue & NW 2nd Street/NE 2nd Street



Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	47	36	2	2024	79
v/c Ratio	0.25	0.22	0.01	0.55	0.07
Control Delay (s/veh)	23.9	26.7	22.5	1.4	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.9	26.7	22.5	1.4	0.3
Queue Length 50th (ft)	13	12	1	44	1
Queue Length 95th (ft)	38	34	6	49	m1
Internal Link Dist (ft)	113		909	605	
Turn Bay Length (ft)		50			150
Base Capacity (vph)	477	430	498	3713	1131
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.10	0.08	0.00	0.55	0.07

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	29	15	34	2	0	0	0	0	134	1768	74
Future Volume (vph)	0	29	15	34	2	0	0	0	0	134	1768	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						5.0	5.0
Lane Util. Factor		1.00		1.00	1.00						0.91	1.00
Frpb, ped/bikes		0.99		1.00	1.00						1.00	0.96
Flpb, ped/bikes		1.00		0.99	1.00						1.00	1.00
Frt		0.95		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		1574		1568	1660						4509	1356
Flt Permitted		1.00		0.87	1.00						1.00	1.00
Satd. Flow (perm)		1574		1436	1660						4509	1356
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	31	16	36	2	0	0	0	0	143	1881	79
RTOR Reduction (vph)	0	7	0	0	0	0	0	0	0	0	0	19
Lane Group Flow (vph)	0	40	0	36	2	0	0	0	0	0	2024	60
Confl. Peds. (#/hr)	7		6	6		7	11		13	13		11
Confl. Bikes (#/hr)									1			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)		4.6		4.6	4.6						45.4	45.4
Effective Green, g (s)		4.6		4.6	4.6						45.4	45.4
Actuated g/C Ratio		0.08		0.08	0.08						0.76	0.76
Clearance Time (s)		5.0		5.0	5.0						5.0	5.0
Vehicle Extension (s)		2.0		2.0	2.0						3.0	3.0
Lane Grp Cap (vph)		120		110	127						3411	1026
v/s Ratio Prot		c0.03			0.00							
v/s Ratio Perm				0.03							0.45	0.04
v/c Ratio		0.33		0.33	0.02						0.59	0.06
Uniform Delay, d1		26.2		26.2	25.6						3.2	1.9
Progression Factor		1.00		1.00	1.00						0.27	0.25
Incremental Delay, d2		0.6		0.6	0.0						0.6	0.1
Delay (s)		26.8		26.9	25.6						1.5	0.5
Level of Service		C		C	C						A	A
Approach Delay (s/veh)		26.8			26.8			0.0			1.4	
Approach LOS		C			C			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	2.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	65.3%	ICU Level of Service	C
Analysis Period (min)	15		

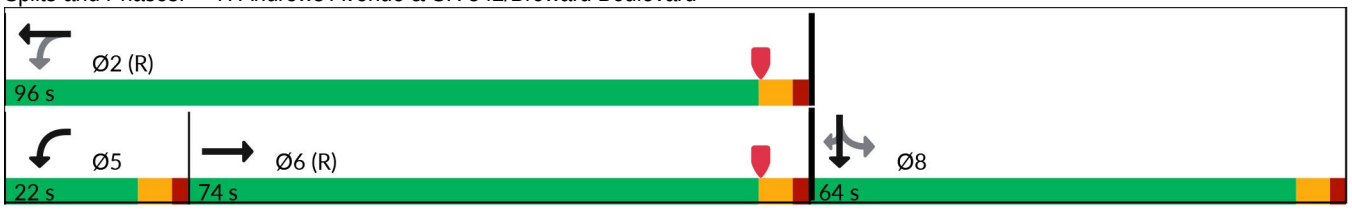
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	876	207	928	1177	223
Future Volume (vph)	876	207	928	1177	223
Turn Type	NA	pm+pt	NA	NA	Perm
Protected Phases	6	5	2	8	
Permitted Phases		2			8
Detector Phase	6	5	2	8	8
Switch Phase					
Minimum Initial (s)	15.0	5.0	15.0	6.0	6.0
Minimum Split (s)	31.0	11.0	29.0	39.0	39.0
Total Split (s)	74.0	22.0	96.0	64.0	64.0
Total Split (%)	46.3%	13.8%	60.0%	40.0%	40.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	C-Max	None	C-Max	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 125 (78%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 7: Andrews Avenue & SR 842/Broward Boulevard



Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	1738	216	967	1521	232
v/c Ratio	1.33dr	1.06	0.38	0.94	0.41
Control Delay (s/veh)	60.1	124.2	21.0	62.2	23.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	60.1	124.2	21.0	62.2	23.0
Queue Length 50th (ft)	641	~205	144	563	98
Queue Length 95th (ft)	#759	#385	344	#660	179
Internal Link Dist (ft)	264		909	606	
Turn Bay Length (ft)					150
Base Capacity (vph)	1783	203	2560	1621	565
Starvation Cap Reductn	0	0	0	1	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.97	1.06	0.38	0.94	0.41

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.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

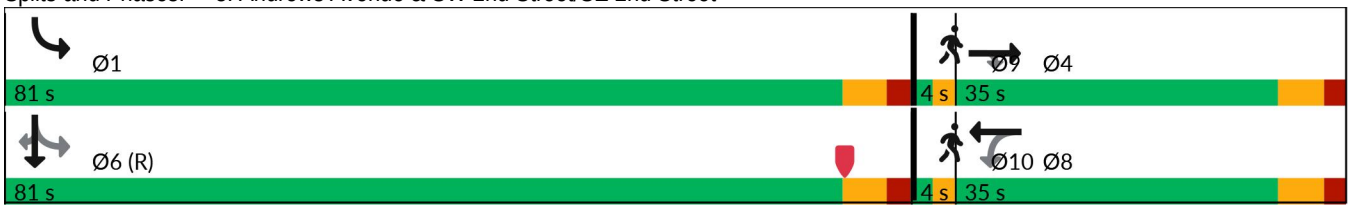
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	876	792	207	928	0	0	0	0	283	1177	223
Future Volume (veh/h)	0	876	792	207	928	0	0	0	0	283	1177	223
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1670	1670	1670	1670	1670				1670	1670	1670
Adj Flow Rate, veh/h	0	912	792	216	967	0				295	1226	125
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	3	3	3	3	3				3	3	3
Cap, veh/h	0	1331	616	204	2624	0				316	1314	490
Arrive On Green	0.00	0.58	0.58	0.13	0.77	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3190	1407	1590	4709	0				904	3760	1402
Grp Volume(v), veh/h	0	912	792	216	967	0				530	991	125
Grp Sat Flow(s),veh/h/ln	0	1520	1407	1590	1520	0				1625	1520	1402
Q Serve(g_s), s	0.0	33.4	70.1	16.0	11.1	0.0				50.4	50.4	10.2
Cycle Q Clear(g_c), s	0.0	33.4	70.1	16.0	11.1	0.0				50.4	50.4	10.2
Prop In Lane	0.00		1.00	1.00		0.00				0.56		1.00
Lane Grp Cap(c), veh/h	0	1331	616	204	2624	0				568	1062	490
V/C Ratio(X)	0.00	0.69	1.29	1.06	0.37	0.00				0.93	0.93	0.26
Avail Cap(c_a), veh/h	0	1331	616	204	2624	0				589	1102	508
HCM Platoon Ratio	1.00	1.33	1.33	1.33	1.33	1.33				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.90	0.90	0.00				0.83	0.83	0.83
Uniform Delay (d), s/veh	0.0	25.7	33.4	51.7	9.3	0.0				50.2	50.2	37.2
Incr Delay (d2), s/veh	0.0	2.9	140.6	76.1	0.4	0.0				18.5	11.5	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.7	45.8	12.4	3.3	0.0				23.4	20.8	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	28.6	174.0	127.8	9.6	0.0				68.8	61.7	37.2
LnGrp LOS		C	F	F	A					E	E	D
Approach Vol, veh/h		1704			1183						1646	
Approach Delay, s/veh		96.2			31.2						62.2	
Approach LOS		F			C						E	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		98.1			22.0	76.1		61.9				
Change Period (Y+Rc), s		6.0			6.0	6.0		6.0				
Max Green Setting (Gmax), s		90.0			16.0	68.0		58.0				
Max Q Clear Time (g_c+I1), s		13.1			18.0	72.1		52.4				
Green Ext Time (p_c), s		9.0			0.0	0.0		3.5				
Intersection Summary												
HCM 7th Control Delay, s/veh			66.9									
HCM 7th LOS			E									

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR	Ø1	Ø9	Ø10
Lane Configurations									
Traffic Volume (vph)	113	98	42	4	1500	226			
Future Volume (vph)	113	98	42	4	1500	226			
Turn Type	NA	Perm	Perm	NA	NA	Perm			
Protected Phases	4			8	6		1	9	10
Permitted Phases		4	8			6			
Detector Phase	4	4	8	8	6	6			
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	7.0	7.0	4.0	1.0	1.0
Minimum Split (s)	33.0	33.0	33.0	33.0	26.0	26.0	10.0	4.0	4.0
Total Split (s)	35.0	35.0	35.0	35.0	81.0	81.0	81.0	4.0	4.0
Total Split (%)	29.2%	29.2%	29.2%	29.2%	67.5%	67.5%	68%	3%	3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0			
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 16 (13%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 8: Andrews Avenue & SW 2nd Street/SE 2nd Street



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	123	107	46	4	1968	246
v/c Ratio	0.37	0.34	0.22	0.01	0.64	0.25
Control Delay (s/veh)	43.4	22.2	41.0	36.5	13.2	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.4	0.0
Total Delay (s/veh)	43.4	22.2	41.0	36.5	13.7	3.0
Queue Length 50th (ft)	80	31	29	2	327	15
Queue Length 95th (ft)	138	82	64	12	379	46
Internal Link Dist (ft)	237			244	539	
Turn Bay Length (ft)						150
Base Capacity (vph)	410	376	259	405	3087	966
Starvation Cap Reductn	0	0	0	0	554	0
Spillback Cap Reductn	0	3	0	0	308	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.29	0.18	0.01	0.78	0.25

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	113	98	42	4	0	0	0	0	311	1500	226
Future Volume (vph)	0	113	98	42	4	0	0	0	0	311	1500	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		1.00	1.00	1.00	1.00						0.91	1.00
Frpb, ped/bikes		1.00	0.95	1.00	1.00						1.00	0.93
Flpb, ped/bikes		1.00	1.00	0.97	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.99	1.00
Satd. Flow (prot)		1676	1359	1550	1676						4538	1331
Flt Permitted		1.00	1.00	0.66	1.00						0.99	1.00
Satd. Flow (perm)		1676	1359	1076	1676						4538	1331
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	123	107	46	4	0	0	0	0	338	1630	246
RTOR Reduction (vph)	0	0	46	0	0	0	0	0	0	0	0	62
Lane Group Flow (vph)	0	123	61	46	4	0	0	0	0	0	1968	184
Confl. Peds. (#/hr)	66		24	24		66	15		17	17		15
Confl. Bikes (#/hr)			3						3			3
Turn Type		NA	Perm	Perm	NA					pm+pt	NA	Perm
Protected Phases		4			8					1	6	
Permitted Phases			4	8						6		6
Actuated Green, G (s)		23.9	23.9	23.5	23.5						80.9	80.9
Effective Green, g (s)		23.9	23.9	23.5	23.5						80.9	80.9
Actuated g/C Ratio		0.20	0.20	0.20	0.20						0.67	0.67
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0	2.0						0.2	0.2
Lane Grp Cap (vph)		333	270	210	328						3059	897
v/s Ratio Prot		c0.07			0.00						c0.43	
v/s Ratio Perm			0.04	0.04								0.14
v/c Ratio		0.37	0.22	0.22	0.01						0.64	0.20
Uniform Delay, d1		41.5	40.3	40.5	38.9						11.2	7.4
Progression Factor		1.00	1.00	1.00	1.00						1.00	1.00
Incremental Delay, d2		0.3	0.2	0.2	0.0						0.4	0.5
Delay (s)		41.8	40.4	40.7	38.9						11.6	7.9
Level of Service		D	D	D	D						B	A
Approach Delay (s/veh)		41.2			40.6			0.0			11.2	
Approach LOS		D			D			A			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	14.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	75.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	SBT
Lane Configurations			
Traffic Volume (vph)	52	260	1292
Future Volume (vph)	52	260	1292
Turn Type	NA	Prot	NA
Protected Phases	8	4	6
Permitted Phases			
Detector Phase	8	4	6
Switch Phase			
Minimum Initial (s)	6.0	5.0	7.0
Minimum Split (s)	39.0	34.0	39.0
Total Split (s)	39.0	34.0	47.0
Total Split (%)	32.5%	28.3%	39.2%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?			
Recall Mode	None	None	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 112 (93%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 125
Control Type: Actuated-Coordinated

Splits and Phases: 9: Andrews Avenue & Las Olas Boulevard

Lane Group	EBT	WBL	SBT
Lane Group Flow (vph)	199	277	1743
v/c Ratio	0.34	0.57	0.78
Control Delay (s/veh)	20.3	50.1	23.5
Queue Delay	0.0	0.0	0.3
Total Delay (s/veh)	20.3	50.1	23.8
Queue Length 50th (ft)	31	107	173
Queue Length 95th (ft)	63	135	#665
Internal Link Dist (ft)	104		322
Turn Bay Length (ft)			
Base Capacity (vph)	818	714	2249
Starvation Cap Reductn	0	0	128
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.24	0.39	0.82

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	52	135	260	0	0	0	0	0	347	1292	0
Future Volume (vph)	0	52	135	260	0	0	0	0	0	347	1292	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0							6.0	
Lane Util. Factor		0.95		0.97							0.91	
Frpb, ped/bikes		0.97		1.00							1.00	
Flpb, ped/bikes		1.00		1.00							0.99	
Frt		0.89		1.00							1.00	
Flt Protected		1.00		0.95							0.99	
Satd. Flow (prot)		2722		3060							4462	
Flt Permitted		1.00		0.95							0.99	
Satd. Flow (perm)		2722		3060							4462	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	55	144	277	0	0	0	0	0	369	1374	0
RTOR Reduction (vph)	0	78	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	121	0	277	0	0	0	0	0	0	1743	0
Confl. Peds. (#/hr)	18		28	28		18	22		22	22		22
Confl. Bikes (#/hr)			2						4			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)						0						
Turn Type		NA		Prot						Perm	NA	
Protected Phases		8		4							6	
Permitted Phases										6		
Actuated Green, G (s)		22.5		19.1							60.4	
Effective Green, g (s)		22.5		19.1							60.4	
Actuated g/C Ratio		0.19		0.16							0.50	
Clearance Time (s)		6.0		6.0							6.0	
Vehicle Extension (s)		2.0		2.0							1.0	
Lane Grp Cap (vph)		510		487							2245	
v/s Ratio Prot		c0.04		c0.09								
v/s Ratio Perm											0.39	
v/c Ratio		0.24		0.57							0.78	
Uniform Delay, d1		41.5		46.6							24.3	
Progression Factor		1.00		1.00							0.68	
Incremental Delay, d2		0.1		0.9							2.2	
Delay (s)		41.5		47.6							18.6	
Level of Service		D		D							B	
Approach Delay (s/veh)		41.5			47.6			0.0			18.6	
Approach LOS		D			D			A			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	24.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	93.0%	ICU Level of Service	F
Analysis Period (min)	15		

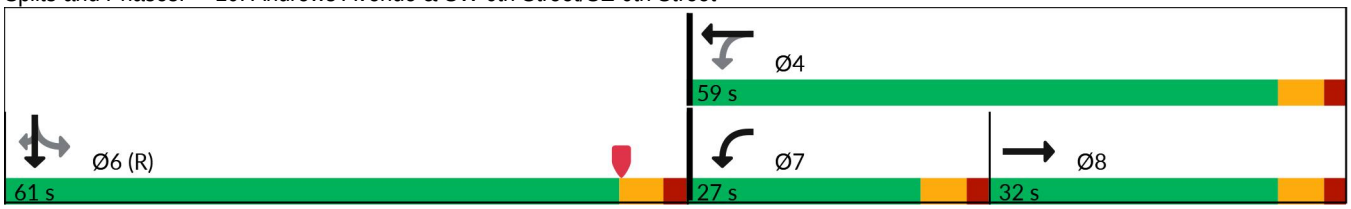
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	0	64	6	1476	206
Future Volume (vph)	0	64	6	1476	206
Turn Type	NA	pm+pt	NA	NA	Perm
Protected Phases	8	7	4	6	
Permitted Phases		4			6
Detector Phase	8	7	4	6	6
Switch Phase					
Minimum Initial (s)	6.0	6.0	6.0	12.0	12.0
Minimum Split (s)	27.0	27.0	27.0	26.0	26.0
Total Split (s)	32.0	27.0	59.0	61.0	61.0
Total Split (%)	26.7%	22.5%	49.2%	50.8%	50.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 34 (28%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 10: Andrews Avenue & SW 6th Street/SE 6th Street



Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	275	73	7	1677	234
v/c Ratio	0.83	0.36	0.02	0.57	0.26
Control Delay (s/veh)	34.5	34.4	23.2	5.1	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.5	34.4	23.2	5.1	1.2
Queue Length 50th (ft)	52	46	4	34	0
Queue Length 95th (ft)	134	64	12	132	m15
Internal Link Dist (ft)	240		899	1642	
Turn Bay Length (ft)					150
Base Capacity (vph)	447	279	733	2925	896
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.62	0.26	0.01	0.57	0.26

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	242	64	6	0	0	0	0	0	1476	206
Future Volume (vph)	0	0	242	64	6	0	0	0	0	0	1476	206
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	6.0
Lane Util. Factor		1.00		1.00	1.00						0.91	1.00
Frpb, ped/bikes		0.92		1.00	1.00						1.00	0.93
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.87		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		1322		1414	1660						4532	1307
Flt Permitted		1.00		0.21	1.00						1.00	1.00
Satd. Flow (perm)		1322		305	1660						4532	1307
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	0	275	73	7	0	0	0	0	0	1677	234
RTOR Reduction (vph)	0	183	0	0	0	0	0	0	0	0	0	54
Lane Group Flow (vph)	0	92	0	73	7	0	0	0	0	0	1677	180
Confl. Peds. (#/hr)	21		40	40		21	18		2	2		18
Confl. Bikes (#/hr)						1						1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)				0								
Turn Type		NA		pm+pt	NA						NA	Perm
Protected Phases		8		7	4						6	
Permitted Phases				4						6		6
Actuated Green, G (s)		13.5		31.7	31.7						76.3	76.3
Effective Green, g (s)		13.5		31.7	31.7						76.3	76.3
Actuated g/C Ratio		0.11		0.26	0.26						0.64	0.64
Clearance Time (s)		6.0		6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0		2.0	2.0						3.0	3.0
Lane Grp Cap (vph)		148		193	438						2881	831
v/s Ratio Prot		c0.07		c0.04	0.00						c0.37	
v/s Ratio Perm				0.06								0.14
v/c Ratio		0.62		0.38	0.02						0.58	0.22
Uniform Delay, d1		50.8		35.3	32.6						12.6	9.2
Progression Factor		1.00		1.00	1.00						0.28	0.12
Incremental Delay, d2		5.7		0.5	0.0						0.7	0.5
Delay (s)		56.6		35.8	32.6						4.3	1.6
Level of Service		E		D	C						A	A
Approach Delay (s/veh)		56.6			35.5			0.0			3.9	
Approach LOS		E			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	11.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	71.7%	ICU Level of Service	C
Analysis Period (min)	15		

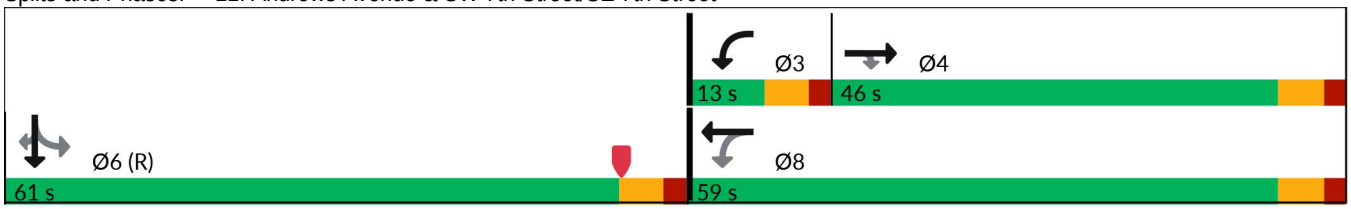
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	227	87	20	81	1074	42
Future Volume (vph)	227	87	20	81	1074	42
Turn Type	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		3	8	6	
Permitted Phases		4	8			6
Detector Phase	4	4	3	8	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	5.0	6.0	12.0	12.0
Minimum Split (s)	27.0	27.0	11.0	27.0	25.0	25.0
Total Split (s)	46.0	46.0	13.0	59.0	61.0	61.0
Total Split (%)	38.3%	38.3%	10.8%	49.2%	50.8%	50.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 64 (53%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 11: Andrews Avenue & SW 7th Street/SE 7th Street



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	239	92	21	85	1215	44
v/c Ratio	0.80	0.27	0.11	0.21	0.41	0.05
Control Delay (s/veh)	65.2	11.4	29.7	33.4	4.1	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.2	11.4	29.7	33.4	4.1	0.1
Queue Length 50th (ft)	178	6	13	56	45	0
Queue Length 95th (ft)	249	47	27	78	81	m0
Internal Link Dist (ft)	244			248	562	
Turn Bay Length (ft)		50				150
Base Capacity (vph)	498	517	189	733	2961	919
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.18	0.11	0.12	0.41	0.05

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	227	87	20	81	0	0	0	0	80	1074	42
Future Volume (vph)	0	227	87	20	81	0	0	0	0	80	1074	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		1.00	1.00	1.00	1.00						0.91	1.00
Frpb, ped/bikes		1.00	0.98	1.00	1.00						1.00	0.96
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						1.00	1.00
Satd. Flow (prot)		1494	1389	1576	1660						4514	1359
Flt Permitted		1.00	1.00	0.31	1.00						1.00	1.00
Satd. Flow (perm)		1494	1389	514	1660						4514	1359
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	239	92	21	85	0	0	0	0	84	1131	44
RTOR Reduction (vph)	0	0	66	0	0	0	0	0	0	0	0	16
Lane Group Flow (vph)	0	239	26	21	85	0	0	0	0	0	1215	28
Confl. Peds. (#/hr)	2		2	2		2	5		3	3		5
Confl. Bikes (#/hr)						1						2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)		0										
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	Perm
Protected Phases		4		3	8						6	
Permitted Phases			4	8						6		6
Actuated Green, G (s)		23.9	23.9	32.9	32.9						75.1	75.1
Effective Green, g (s)		23.9	23.9	32.9	32.9						75.1	75.1
Actuated g/C Ratio		0.20	0.20	0.27	0.27						0.63	0.63
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0	2.0	3.0	2.0						3.0	3.0
Lane Grp Cap (vph)		297	276	167	455						2825	850
v/s Ratio Prot		c0.16		0.00	c0.05							
v/s Ratio Perm			0.02	0.03							0.27	0.02
v/c Ratio		0.80	0.10	0.13	0.19						0.43	0.03
Uniform Delay, d1		45.8	39.2	33.0	33.3						11.5	8.6
Progression Factor		1.00	1.00	1.00	1.00						0.32	0.02
Incremental Delay, d2		13.8	0.1	0.3	0.1						0.4	0.1
Delay (s)		59.6	39.3	33.3	33.4						4.0	0.3
Level of Service		E	D	C	C						A	A
Approach Delay (s/veh)		54.0			33.4			0.0			3.9	
Approach LOS		D			C			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	15.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	55.5%	ICU Level of Service	B
Analysis Period (min)	15		

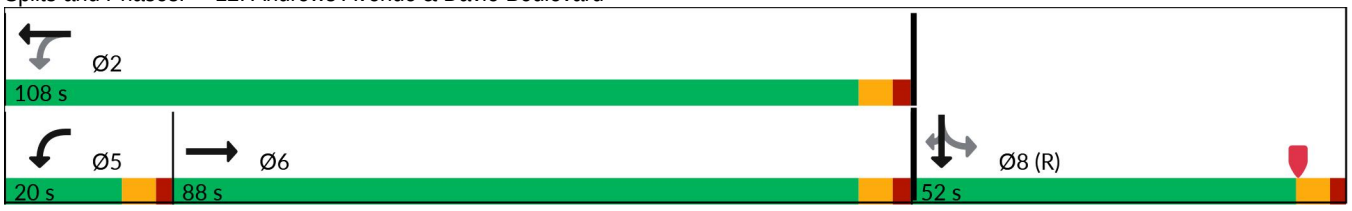
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	758	110	420	612	269
Future Volume (vph)	758	110	420	612	269
Turn Type	NA	pm+pt	NA	NA	Perm
Protected Phases	6	5	2	8	
Permitted Phases		2			8
Detector Phase	6	5	2	8	8
Switch Phase					
Minimum Initial (s)	12.0	4.0	12.0	6.0	6.0
Minimum Split (s)	40.0	10.0	40.0	34.0	34.0
Total Split (s)	88.0	20.0	108.0	52.0	52.0
Total Split (%)	55.0%	12.5%	67.5%	32.5%	32.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?					
Recall Mode	Min	None	Min	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 52 (33%), Referenced to phase 8:SBTL, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 12: Andrews Avenue & Davie Boulevard



Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	1179	129	494	956	316
v/c Ratio	0.81	0.61	0.26	0.50	0.45
Control Delay (s/veh)	43.2	50.5	39.9	40.4	16.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.2	50.5	39.9	40.4	16.5
Queue Length 50th (ft)	544	128	265	285	86
Queue Length 95th (ft)	517	m149	m241	339	170
Internal Link Dist (ft)	223		909	1907	
Turn Bay Length (ft)		160			150
Base Capacity (vph)	1744	223	2234	1899	709
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.68	0.58	0.22	0.50	0.45

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	758	244	110	420	0	0	0	0	201	612	269
Future Volume (veh/h)	0	758	244	110	420	0	0	0	0	201	612	269
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	892	240	129	494	0				236	720	81
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85				0.85	0.85	0.85
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	1006	270	182	1628	0				366	1120	444
Arrive On Green	0.00	0.49	0.49	0.08	0.61	0.00				0.29	0.29	0.29
Sat Flow, veh/h	0	2831	736	1767	3618	0				1274	3895	1544
Grp Volume(v), veh/h	0	574	558	129	494	0				332	624	81
Grp Sat Flow(s),veh/h/ln	0	1763	1711	1767	1763	0				1792	1689	1544
Q Serve(g_s), s	0.0	47.0	47.2	7.1	10.6	0.0				25.9	25.8	6.3
Cycle Q Clear(g_c), s	0.0	47.0	47.2	7.1	10.6	0.0				25.9	25.8	6.3
Prop In Lane	0.00		0.43	1.00		0.00				0.71		1.00
Lane Grp Cap(c), veh/h	0	647	628	182	1628	0				515	971	444
V/C Ratio(X)	0.00	0.89	0.89	0.71	0.30	0.00				0.64	0.64	0.18
Avail Cap(c_a), veh/h	0	903	877	235	2248	0				515	971	444
HCM Platoon Ratio	1.00	1.33	1.33	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.56	0.56	0.00				0.92	0.92	0.92
Uniform Delay (d), s/veh	0.0	37.9	38.0	36.5	18.7	0.0				49.8	49.8	42.9
Incr Delay (d2), s/veh	0.0	8.0	8.4	2.2	0.1	0.0				5.6	3.0	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	20.6	20.1	3.1	4.1	0.0				12.5	11.4	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	45.9	46.4	38.8	18.7	0.0				55.5	52.8	43.7
LnGrp LOS		D	D	D	B					E	D	D
Approach Vol, veh/h		1132			623						1037	
Approach Delay, s/veh		46.1			22.9						53.0	
Approach LOS		D			C						D	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		79.9			15.2	64.8		52.0				
Change Period (Y+Rc), s		6.0			6.0	6.0		6.0				
Max Green Setting (Gmax), s		102.0			14.0	82.0		46.0				
Max Q Clear Time (g_c+I1), s		12.6			9.1	49.2		27.9				
Green Ext Time (p_c), s		3.8			0.0	9.6		4.3				
Intersection Summary												
HCM 7th Control Delay, s/veh			43.5									
HCM 7th LOS			D									

Lane Group	EBT	WBL	WBT	NBL	NBR	SBL	SBT	SBR	Ø2
Lane Configurations									
Traffic Volume (vph)	436	78	112	48	1151	215	356	123	
Future Volume (vph)	436	78	112	48	1151	215	356	123	
Turn Type	NA	pm+pt	NA	pm+pt	pt+ov	pm+pt	NA	Perm	
Protected Phases	4	3	8	5	2 3	1	6		2
Permitted Phases		8		2		6		6	
Detector Phase	4	3	8	5	2 3	1	6	6	
Switch Phase									
Minimum Initial (s)	6.0	5.0	6.0	4.0		4.0	10.0	10.0	10.0
Minimum Split (s)	39.5	10.5	39.5	9.5		9.5	39.5	39.5	39.5
Total Split (s)	39.5	10.5	50.0	9.5		10.0	40.5	40.5	40.0
Total Split (%)	39.5%	10.5%	50.0%	9.5%		10.0%	40.5%	40.5%	40%
Yellow Time (s)	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5	5.5	5.5		5.5	5.5	5.5	
Lead/Lag	Lag	Lead		Lead		Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes							
Recall Mode	None	None	None	None		None	Min	Min	Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 68.3
Natural Cycle: 100
Control Type: Actuated-Uncoordinated

Splits and Phases: 13: Andrews Avenue & SW 17th Street/SE 17th Street

Lane Group	EBT	WBL	WBT	NBL	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	518	84	120	52	1238	231	383	132
v/c Ratio	0.66	0.31	0.09	0.13	0.65	0.32	0.29	0.20
Control Delay (s/veh)	28.6	18.4	15.0	12.2	10.3	14.8	17.2	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	28.6	18.4	15.0	12.2	10.3	14.8	17.2	3.6
Queue Length 50th (ft)	100	22	16	11	93	56	62	0
Queue Length 95th (ft)	173	58	38	33	174	118	108	29
Internal Link Dist (ft)	226		905				2503	
Turn Bay Length (ft)		70		145	105			150
Base Capacity (vph)	1764	269	2338	397	2116	723	1839	877
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.31	0.05	0.13	0.59	0.32	0.21	0.15

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	436	46	78	112	0	48	0	1151	215	356	123
Future Volume (vph)	0	436	46	78	112	0	48	0	1151	215	356	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5		5.5	5.5		5.5		5.5	5.5	5.5	5.5
Lane Util. Factor		0.95		1.00	0.95		1.00		0.76	1.00	0.95	1.00
Frpb, ped/bikes		1.00		1.00	1.00		1.00		1.00	1.00	1.00	0.98
Flpb, ped/bikes		1.00		1.00	1.00		1.00		1.00	1.00	1.00	1.00
Frt		0.99		1.00	1.00		1.00		0.85	1.00	1.00	0.85
Flt Protected		1.00		0.95	1.00		0.95		1.00	0.95	1.00	1.00
Satd. Flow (prot)		3448		1752	3505		1750		3575	1752	3505	1541
Flt Permitted		1.00		0.24	1.00		0.52		1.00	0.95	1.00	1.00
Satd. Flow (perm)		3448		451	3505		967		3575	1752	3505	1541
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	469	49	84	120	0	52	0	1238	231	383	132
RTOR Reduction (vph)	0	9	0	0	0	0	0	0	244	0	0	84
Lane Group Flow (vph)	0	509	0	84	120	0	52	0	994	231	383	48
Confl. Peds. (#/hr)	9		6	6		9	8					8
Confl. Bikes (#/hr)			5			2						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA		pm+pt	NA		pm+pt		pt+ov	pm+pt	NA	Perm
Protected Phases		4		3	8		5		2 3	1	6	
Permitted Phases				8			2			6		6
Actuated Green, G (s)		15.5		26.1	26.1		25.6		34.0	30.4	25.8	25.8
Effective Green, g (s)		15.5		26.1	26.1		25.6		34.0	30.4	25.8	25.8
Actuated g/C Ratio		0.22		0.37	0.37		0.36		0.48	0.43	0.37	0.37
Clearance Time (s)		5.5		5.5	5.5		5.5			5.5	5.5	5.5
Vehicle Extension (s)		2.0		3.0	2.0		1.5			1.5	3.0	3.0
Lane Grp Cap (vph)		756		260	1295		375		1721	754	1280	563
v/s Ratio Prot		c0.15		0.02	0.03		0.00		c0.28	c0.02	0.11	
v/s Ratio Perm				0.10			0.05			0.11		0.03
v/c Ratio		0.67		0.32	0.09		0.14		0.58	0.31	0.30	0.09
Uniform Delay, d1		25.2		15.5	14.5		14.8		13.1	13.2	16.0	14.7
Progression Factor		1.00		1.00	1.00		1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2		1.9		0.7	0.0		0.1		0.5	0.1	0.1	0.1
Delay (s)		27.1		16.2	14.5		14.8		13.6	13.3	16.1	14.7
Level of Service		C		B	B		B		B	B	B	B
Approach Delay (s/veh)		27.1			15.2			13.7			15.0	
Approach LOS		C			B			B			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	16.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	70.6	Sum of lost time (s)	22.0
Intersection Capacity Utilization	68.8%	ICU Level of Service	C
Analysis Period (min)	15		

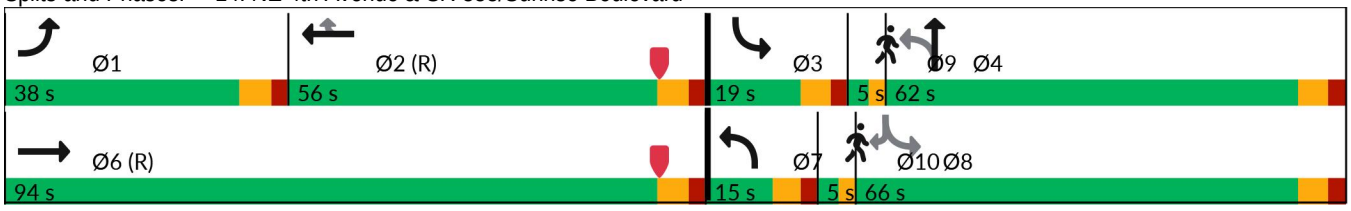
c Critical Lane Group

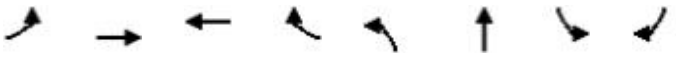
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBR	Ø9	Ø10
Lane Configurations										
Traffic Volume (vph)	190	1057	844	61	332	652	114	180		
Future Volume (vph)	190	1057	844	61	332	652	114	180		
Turn Type	Prot	NA	NA	Perm	pm+pt	NA	pm+pt	Perm		
Protected Phases	1	6	2		7	4	3		9	10
Permitted Phases				2	4		8	8		
Detector Phase	1	6	2	2	7	4	3	8		
Switch Phase										
Minimum Initial (s)	5.0	12.0	12.0	12.0	4.0	6.0	4.0	6.0	1.0	1.0
Minimum Split (s)	11.5	49.5	47.5	47.5	10.0	54.5	10.0	47.5	5.0	5.0
Total Split (s)	38.0	94.0	56.0	56.0	15.0	62.0	19.0	66.0	5.0	5.0
Total Split (%)	21.1%	52.2%	31.1%	31.1%	8.3%	34.4%	10.6%	36.7%	3%	3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.5	2.0	2.5	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.0	6.5	6.0	6.5		
Lead/Lag	Lead		Lag	Lag	Lead		Lead		Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	C-Min	C-Min	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 14: NE 4th Avenue & SR 838/Sunrise Boulevard





Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBR
Lane Group Flow (vph)	200	1113	888	64	349	740	120	189
v/c Ratio	0.84	0.38	0.42	0.09	0.31	0.87	0.71	0.38
Control Delay (s/veh)	123.8	16.5	40.8	0.4	42.5	75.9	61.7	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	123.8	16.5	40.8	0.4	42.5	75.9	61.7	8.0
Queue Length 50th (ft)	249	153	273	0	154	443	100	0
Queue Length 95th (ft)	343	171	377	2	178	495	139	63
Internal Link Dist (ft)		1177	669			489		
Turn Bay Length (ft)	260			210			330	
Base Capacity (vph)	311	2961	2094	699	1142	1081	185	639
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.38	0.42	0.09	0.31	0.68	0.65	0.30

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	1057	0	0	844	61	332	652	51	114	0	180
Future Volume (vph)	190	1057	0	0	844	61	332	652	51	114	0	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5			6.5	6.5	6.0	6.5		6.0		6.5
Lane Util. Factor	1.00	0.91			0.91	1.00	0.97	0.95		1.00		1.00
Frpb, ped/bikes	1.00	1.00			1.00	0.98	1.00	1.00		1.00		0.98
Flpb, ped/bikes	1.00	1.00			1.00	1.00	0.99	1.00		1.00		1.00
Frt	1.00	1.00			1.00	0.85	1.00	0.99		1.00		0.85
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00		0.95		1.00
Satd. Flow (prot)	1770	5085			5085	1545	3412	3495		1769		1552
Flt Permitted	0.95	1.00			1.00	1.00	0.95	1.00		0.12		1.00
Satd. Flow (perm)	1770	5085			5085	1545	3412	3495		220		1552
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	200	1113	0	0	888	64	349	686	54	120	0	189
RTOR Reduction (vph)	0	0	0	0	0	38	0	4	0	0	0	147
Lane Group Flow (vph)	200	1113	0	0	888	26	349	736	0	120	0	42
Confl. Peds. (#/hr)	6		3	3		6	5		6	6		5
Confl. Bikes (#/hr)			4			2			3			
Turn Type	Prot	NA			NA	Perm	pm+pt	NA		pm+pt		Perm
Protected Phases	1	6			2		7	4		3		
Permitted Phases						2	4			8		8
Actuated Green, G (s)	24.2	104.8			74.1	74.1	59.8	43.9		52.6		40.3
Effective Green, g (s)	24.2	104.8			74.1	74.1	59.8	43.9		52.6		40.3
Actuated g/C Ratio	0.13	0.58			0.41	0.41	0.33	0.24		0.29		0.22
Clearance Time (s)	6.5	6.5			6.5	6.5	6.0	6.5		6.0		6.5
Vehicle Extension (s)	1.5	3.0			3.0	3.0	1.5	2.0		1.5		2.0
Lane Grp Cap (vph)	237	2960			2093	636	1133	852		170		347
v/s Ratio Prot	c0.11	0.22			c0.17		0.03	c0.21		c0.05		
v/s Ratio Perm						0.02	0.08			0.16		0.03
v/c Ratio	0.84	0.38			0.42	0.04	0.31	0.86		0.71		0.12
Uniform Delay, d1	76.1	20.1			37.7	31.7	44.7	65.2		50.9		55.7
Progression Factor	1.30	0.77			1.00	1.00	1.00	1.00		1.00		1.00
Incremental Delay, d2	19.8	0.3			0.6	0.1	0.1	8.8		10.4		0.1
Delay (s)	118.8	15.8			38.4	31.8	44.8	74.0		61.3		55.8
Level of Service	F	B			D	C	D	E		E		E
Approach Delay (s/veh)		31.5			37.9			64.6			57.9	
Approach LOS		C			D			E			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	45.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	27.5
Intersection Capacity Utilization	84.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	0	0	988	0	0
Future Vol, veh/h	23	0	0	988	0	0
Conflicting Peds, #/hr	0	1	3	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	0	0	1086	0	0

Major/Minor	Minor2		Major1	
Conflicting Flow All	434	-	-	0
Stage 1	0	-	-	-
Stage 2	434	-	-	-
Critical Hdwy	5.74	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-
Follow-up Hdwy	3.82	-	-	-
Pot Cap-1 Maneuver	588	0	0	-
Stage 1	-	0	0	-
Stage 2	568	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	588	-	-	-
Mov Cap-2 Maneuver	588	-	-	-
Stage 1	-	-	-	-
Stage 2	568	-	-	-

Approach	EB	NB
HCM Control Delay, s/v	11.39	0
HCM LOS	B	

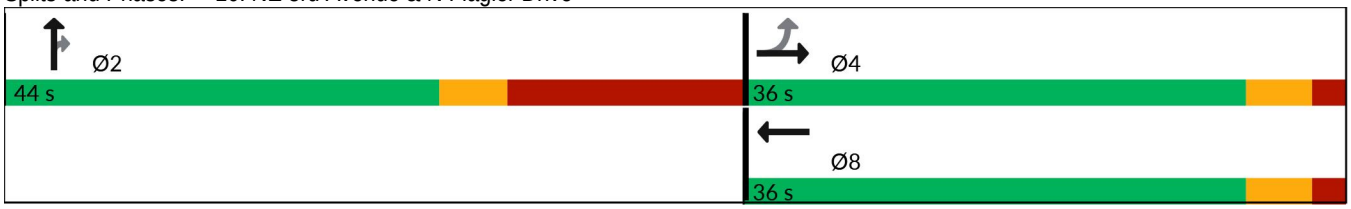
Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	588
HCM Lane V/C Ratio	-	0.043
HCM Control Delay (s/veh)	-	11.4
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	0.1

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	28	6	31	897	182
Future Volume (vph)	28	6	31	897	182
Turn Type	Perm	NA	NA	NA	Perm
Protected Phases		4	8	2	
Permitted Phases	4				2
Detector Phase	4	4	8	2	2
Switch Phase					
Minimum Initial (s)	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	38.0	38.0	38.0	45.0	45.0
Total Split (s)	36.0	36.0	36.0	44.0	44.0
Total Split (%)	45.0%	45.0%	45.0%	55.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	14.0	14.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	18.0	18.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	Min	Min

Intersection Summary

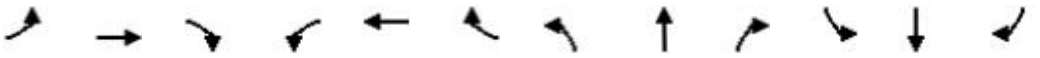
Cycle Length: 80
Actuated Cycle Length: 55.2
Natural Cycle: 85
Control Type: Actuated-Uncoordinated

Splits and Phases: 16: NE 3rd Avenue & N Flagler Drive



Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	30	7	113	975	198
v/c Ratio	0.16	0.02	0.42	0.35	0.21
Control Delay (s/veh)	22.9	20.5	24.1	11.0	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.9	20.5	24.1	11.0	2.8
Queue Length 50th (ft)	8	2	27	80	0
Queue Length 95th (ft)	29	11	71	122	32
Internal Link Dist (ft)		1307	202	1514	
Turn Bay Length (ft)	50				150
Base Capacity (vph)	700	1025	927	2884	963
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.04	0.01	0.12	0.34	0.21

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	6	0	0	31	73	0	897	182	0	0	0
Future Volume (vph)	28	6	0	0	31	73	0	897	182	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0			18.0	18.0			
Lane Util. Factor	1.00	1.00			1.00			0.91	1.00			
Frpb, ped/bikes	1.00	1.00			0.99			1.00	0.98			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.91			1.00	0.85			
Flt Protected	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (prot)	1768	1863			1667			5085	1548			
Flt Permitted	0.68	1.00			1.00			1.00	1.00			
Satd. Flow (perm)	1273	1863			1667			5085	1548			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	30	7	0	0	34	79	0	975	198	0	0	0
RTOR Reduction (vph)	0	0	0	0	16	0	0	0	109	0	0	0
Lane Group Flow (vph)	30	7	0	0	97	0	0	975	89	0	0	0
Confl. Peds. (#/hr)	2		4	4		2	4		2	2		4
Confl. Bikes (#/hr)						2						
Turn Type	Perm	NA			NA			NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4								2			
Actuated Green, G (s)	6.9	6.9			6.9			25.4	25.4			
Effective Green, g (s)	6.9	6.9			6.9			25.4	25.4			
Actuated g/C Ratio	0.12	0.12			0.12			0.45	0.45			
Clearance Time (s)	6.0	6.0			6.0			18.0	18.0			
Vehicle Extension (s)	2.5	2.5			2.5			3.0	3.0			
Lane Grp Cap (vph)	156	228			204			2294	698			
v/s Ratio Prot		0.00			c0.06			c0.19				
v/s Ratio Perm	0.02								0.06			
v/c Ratio	0.19	0.03			0.48			0.43	0.13			
Uniform Delay, d1	22.2	21.8			23.0			10.5	9.0			
Progression Factor	1.00	1.00			1.00			1.00	1.00			
Incremental Delay, d2	0.4	0.0			1.3			0.1	0.1			
Delay (s)	22.6	21.8			24.3			10.6	9.1			
Level of Service	C	C			C			B	A			
Approach Delay (s/veh)		22.5			24.3			10.4			0.0	
Approach LOS		C			C			B			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	11.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	56.3	Sum of lost time (s)	24.0
Intersection Capacity Utilization	55.3%	ICU Level of Service	B
Analysis Period (min)	15		

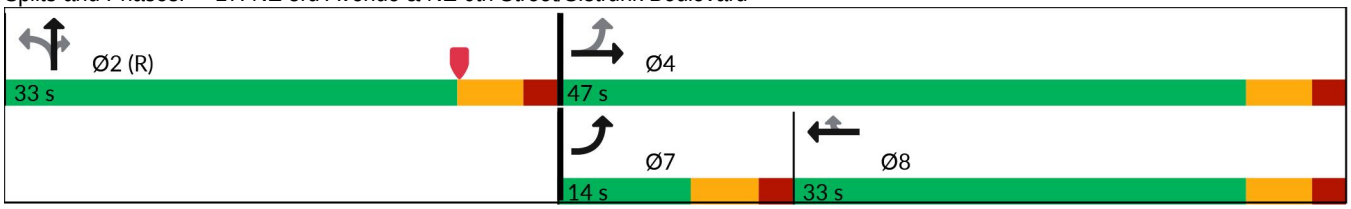
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	130	300	143	153	747	74
Future Volume (vph)	130	300	143	153	747	74
Turn Type	pm+pt	NA	NA	Perm	NA	Perm
Protected Phases	7	4	8		2	
Permitted Phases	4			8		2
Detector Phase	7	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	11.0	32.0	32.0	32.0	28.0	28.0
Total Split (s)	14.0	47.0	33.0	33.0	33.0	33.0
Total Split (%)	17.5%	58.8%	41.3%	41.3%	41.3%	41.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 29 (36%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 17: NE 3rd Avenue & NE 6th Street/Sistrunk Boulevard



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	141	326	155	166	941	80
v/c Ratio	0.38	0.53	0.60	0.47	0.37	0.10
Control Delay (s/veh)	21.3	24.2	41.7	10.3	5.5	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.3	24.2	41.7	10.3	5.5	0.2
Queue Length 50th (ft)	49	126	74	2	36	0
Queue Length 95th (ft)	87	195	124	51	41	0
Internal Link Dist (ft)		911	651		1288	
Turn Bay Length (ft)	170			115		150
Base Capacity (vph)	374	945	622	627	2574	842
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.34	0.25	0.26	0.37	0.10

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	300	0	0	143	153	119	747	74	0	0	0
Future Volume (vph)	130	300	0	0	143	153	119	747	74	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Lane Util. Factor	1.00	1.00			1.00	1.00		0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00	0.97			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (prot)	1751	1845			1845	1542		4993	1517			
Flt Permitted	0.41	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (perm)	756	1845			1845	1542		4993	1517			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	141	326	0	0	155	166	129	812	80	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	138	0	0	39	0	0	0
Lane Group Flow (vph)	141	326	0	0	155	28	0	941	41	0	0	0
Confl. Peds. (#/hr)	3		14	14		3	7		7	7		7
Confl. Bikes (#/hr)			1			1						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	7	4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)	26.8	26.8			11.2	11.2		41.2	41.2			
Effective Green, g (s)	26.8	26.8			11.2	11.2		41.2	41.2			
Actuated g/C Ratio	0.34	0.34			0.14	0.14		0.52	0.52			
Clearance Time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Vehicle Extension (s)	3.0	2.0			2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)	372	618			258	215		2571	781			
v/s Ratio Prot	0.05	c0.18			0.08							
v/s Ratio Perm	0.08					0.02		0.19	0.03			
v/c Ratio	0.38	0.53			0.60	0.13		0.37	0.05			
Uniform Delay, d1	19.5	21.5			32.3	30.1		11.6	9.7			
Progression Factor	1.00	1.00			1.00	1.00		0.42	0.04			
Incremental Delay, d2	0.6	0.4			2.7	0.1		0.4	0.1			
Delay (s)	20.2	21.9			35.0	30.2		5.3	0.5			
Level of Service	C	C			C	C		A	A			
Approach Delay (s/veh)		21.4			32.5			4.9			0.0	
Approach LOS		C			C			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	14.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	79.4%	ICU Level of Service	D
Analysis Period (min)	15		

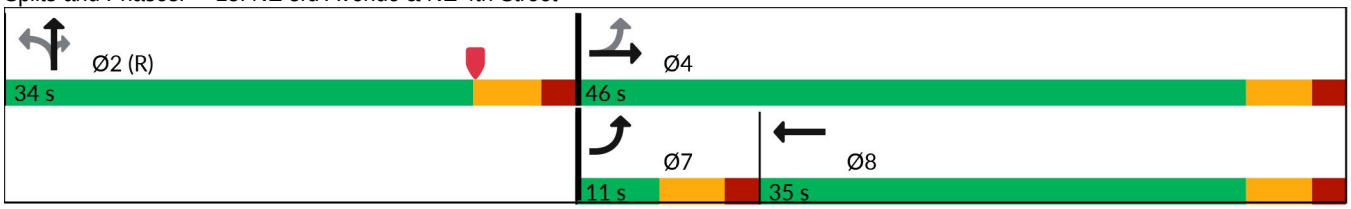
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	77	217	187	720	91
Future Volume (vph)	77	217	187	720	91
Turn Type	pm+pt	NA	NA	NA	Perm
Protected Phases	7	4	8	2	
Permitted Phases	4				2
Detector Phase	7	4	8	2	2
Switch Phase					
Minimum Initial (s)	5.0	6.0	6.0	10.0	10.0
Minimum Split (s)	11.0	32.0	32.0	27.0	27.0
Total Split (s)	11.0	46.0	35.0	34.0	34.0
Total Split (%)	13.8%	57.5%	43.8%	42.5%	42.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 78 (98%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 18: NE 3rd Avenue & NE 4th Street



Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	82	231	278	830	97
v/c Ratio	0.28	0.41	0.78	0.39	0.14
Control Delay (s/veh)	15.6	19.0	40.5	8.4	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.6	19.0	40.5	8.4	0.6
Queue Length 50th (ft)	24	76	117	52	0
Queue Length 95th (ft)	46	120	179	69	0
Internal Link Dist (ft)		908	191	262	
Turn Bay Length (ft)	120				150
Base Capacity (vph)	295	747	535	2148	682
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.28	0.31	0.52	0.39	0.14

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	217	0	0	187	74	60	720	91	0	0	0
Future Volume (vph)	77	217	0	0	187	74	60	720	91	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0			6.0	6.0			
Lane Util. Factor	1.00	1.00			1.00			0.91	1.00			
Frpb, ped/bikes	1.00	1.00			0.99			1.00	0.92			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.96			1.00	0.85			
Flt Protected	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (prot)	1575	1494			1427			4508	1296			
Flt Permitted	0.32	1.00			1.00			1.00	1.00			
Satd. Flow (perm)	533	1494			1427			4508	1296			
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	82	231	0	0	199	79	64	766	97	0	0	0
RTOR Reduction (vph)	0	0	0	0	21	0	0	0	52	0	0	0
Lane Group Flow (vph)	82	231	0	0	257	0	0	830	45	0	0	0
Confl. Peds. (#/hr)	12		3	3		12	11		33	33		11
Confl. Bikes (#/hr)						2						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)		0	0		0	0						
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			
Protected Phases	7	4			8			2				
Permitted Phases	4						2		2			
Actuated Green, G (s)	31.0	31.0			18.7			37.0	37.0			
Effective Green, g (s)	31.0	31.0			18.7			37.0	37.0			
Actuated g/C Ratio	0.39	0.39			0.23			0.46	0.46			
Clearance Time (s)	6.0	6.0			6.0			6.0	6.0			
Vehicle Extension (s)	3.0	2.0			2.0			3.0	3.0			
Lane Grp Cap (vph)	288	578			333			2084	599			
v/s Ratio Prot	0.02	c0.15			c0.18							
v/s Ratio Perm	0.09							0.18	0.03			
v/c Ratio	0.28	0.40			0.77			0.40	0.07			
Uniform Delay, d1	16.7	17.8			28.6			14.2	12.0			
Progression Factor	1.00	1.00			1.00			0.52	0.14			
Incremental Delay, d2	0.5	0.2			9.6			0.6	0.2			
Delay (s)	17.2	17.9			38.3			7.9	1.9			
Level of Service	B	B			D			A	A			
Approach Delay (s/veh)		17.7			38.3			7.3			0.0	
Approach LOS		B			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	15.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	77.2%	ICU Level of Service	D
Analysis Period (min)	15		

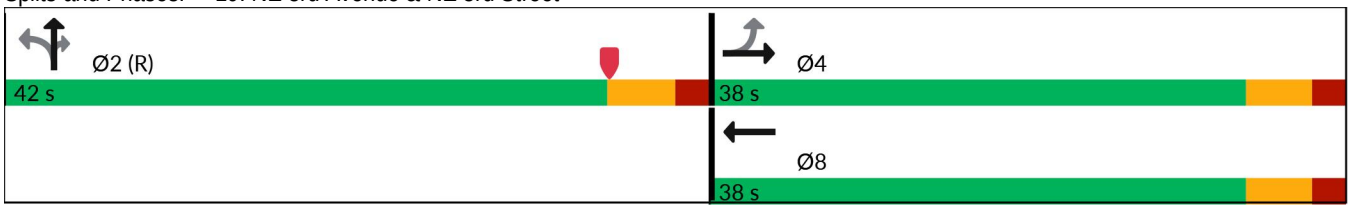
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	7	27	24	762	45
Future Volume (vph)	7	27	24	762	45
Turn Type	Perm	NA	NA	NA	Perm
Protected Phases		4	8	2	
Permitted Phases	4				2
Detector Phase	4	4	8	2	2
Switch Phase					
Minimum Initial (s)	6.0	6.0	6.0	7.0	7.0
Minimum Split (s)	31.0	31.0	31.0	28.0	28.0
Total Split (s)	38.0	38.0	38.0	42.0	42.0
Total Split (%)	47.5%	47.5%	47.5%	52.5%	52.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 12 (15%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 19: NE 3rd Avenue & NE 3rd Street



Lane Group	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	35	116	809	47
v/c Ratio	0.23	0.56	0.23	0.05
Control Delay (s/veh)	35.4	23.9	2.0	0.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.4	23.9	2.0	0.6
Queue Length 50th (ft)	17	17	19	1
Queue Length 95th (ft)	41	62	13	0
Internal Link Dist (ft)	415	157	266	
Turn Bay Length (ft)				150
Base Capacity (vph)	597	575	3594	1029
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.06	0.20	0.23	0.05

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	27	0	0	24	86	7	762	45	0	0	0
Future Volume (vph)	7	27	0	0	24	86	7	762	45	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0	6.0			
Lane Util. Factor		1.00			1.00			0.91	1.00			
Frpb, ped/bikes		1.00			0.99			1.00	0.91			
Flpb, ped/bikes		1.00			1.00			1.00	1.00			
Frt		1.00			0.89			1.00	0.85			
Flt Protected		0.99			1.00			1.00	1.00			
Satd. Flow (prot)		1642			1317			4529	1287			
Flt Permitted		0.90			1.00			1.00	1.00			
Satd. Flow (perm)		1493			1317			4529	1287			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	7	28	0	0	25	91	7	802	47	0	0	0
RTOR Reduction (vph)	0	0	0	0	74	0	0	0	11	0	0	0
Lane Group Flow (vph)	0	35	0	0	42	0	0	809	36	0	0	0
Confl. Peds. (#/hr)	6		9	9		6	14		38	38		14
Confl. Bikes (#/hr)									1			3
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)					0	0						
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4						2		2			
Actuated Green, G (s)		6.9			6.9			61.1	61.1			
Effective Green, g (s)		6.9			6.9			61.1	61.1			
Actuated g/C Ratio		0.09			0.09			0.76	0.76			
Clearance Time (s)		6.0			6.0			6.0	6.0			
Vehicle Extension (s)		2.0			2.0			1.0	1.0			
Lane Grp Cap (vph)		128			113			3459	982			
v/s Ratio Prot					c0.03							
v/s Ratio Perm		0.02						0.18	0.03			
v/c Ratio		0.27			0.37			0.23	0.04			
Uniform Delay, d1		34.2			34.5			2.7	2.3			
Progression Factor		1.00			1.00			0.62	0.61			
Incremental Delay, d2		0.4			0.8			0.2	0.1			
Delay (s)		34.6			35.3			1.8	1.5			
Level of Service		C			D			A	A			
Approach Delay (s/veh)		34.6			35.3			1.8			0.0	
Approach LOS		C			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	6.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.25		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	40.3%	ICU Level of Service	A
Analysis Period (min)	15		

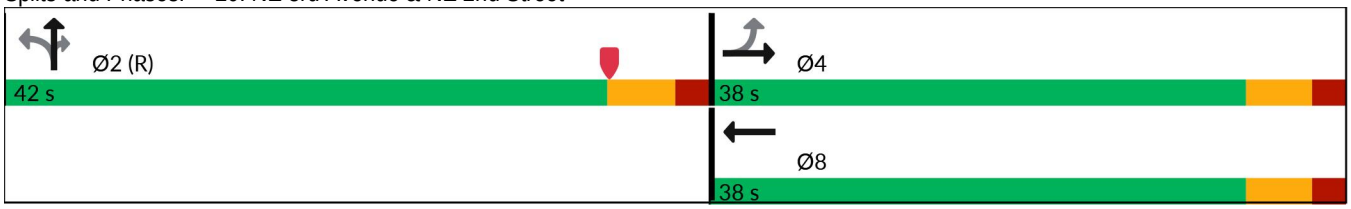
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	25	45	29	736	79
Future Volume (vph)	25	45	29	736	79
Turn Type	Perm	NA	NA	NA	Perm
Protected Phases		4	8	2	
Permitted Phases	4				2
Detector Phase	4	4	8	2	2
Switch Phase					
Minimum Initial (s)	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	33.0	33.0	33.0	25.0	25.0
Total Split (s)	38.0	38.0	38.0	42.0	42.0
Total Split (%)	47.5%	47.5%	47.5%	52.5%	52.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 19 (24%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 20: NE 3rd Avenue & NE 2nd Street



Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	27	48	72	808	85
v/c Ratio	0.25	0.32	0.41	0.22	0.08
Control Delay (s/veh)	38.9	39.0	25.1	1.3	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.9	39.0	25.1	1.3	0.3
Queue Length 50th (ft)	13	23	15	14	0
Queue Length 95th (ft)	36	53	52	32	m2
Internal Link Dist (ft)		909	241	605	
Turn Bay Length (ft)	50				150
Base Capacity (vph)	468	664	631	3634	1026
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.06	0.07	0.11	0.22	0.08

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	45	0	0	29	38	16	736	79	0	0	0
Future Volume (vph)	25	45	0	0	29	38	16	736	79	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0			6.0	6.0			
Lane Util. Factor	1.00	1.00			1.00			0.91	1.00			
Frpb, ped/bikes	1.00	1.00			0.99			1.00	0.89			
Flpb, ped/bikes	0.99	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.92			1.00	0.85			
Flt Protected	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (prot)	1568	1660			1517			4524	1257			
Flt Permitted	0.71	1.00			1.00			1.00	1.00			
Satd. Flow (perm)	1172	1660			1517			4524	1257			
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	27	48	0	0	31	41	17	791	85	0	0	0
RTOR Reduction (vph)	0	0	0	0	38	0	0	0	19	0	0	0
Lane Group Flow (vph)	27	48	0	0	34	0	0	808	66	0	0	0
Confl. Peds. (#/hr)	7		6	6		7	19		43	43		19
Confl. Bikes (#/hr)			1						1			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4						2		2			
Actuated Green, G (s)	6.1	6.1			6.1			61.9	61.9			
Effective Green, g (s)	6.1	6.1			6.1			61.9	61.9			
Actuated g/C Ratio	0.08	0.08			0.08			0.77	0.77			
Clearance Time (s)	6.0	6.0			6.0			6.0	6.0			
Vehicle Extension (s)	2.0	2.0			2.0			3.0	3.0			
Lane Grp Cap (vph)	89	126			115			3500	972			
v/s Ratio Prot		c0.03			0.02							
v/s Ratio Perm	0.02							0.18	0.05			
v/c Ratio	0.30	0.38			0.30			0.23	0.07			
Uniform Delay, d1	34.9	35.2			34.9			2.5	2.2			
Progression Factor	1.00	1.00			1.00			0.44	0.30			
Incremental Delay, d2	0.7	0.7			0.5			0.1	0.1			
Delay (s)	35.6	35.9			35.5			1.2	0.8			
Level of Service	D	D			D			A	A			
Approach Delay (s/veh)		35.8			35.5			1.2			0.0	
Approach LOS		D			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	6.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.3%	ICU Level of Service	C
Analysis Period (min)	15		

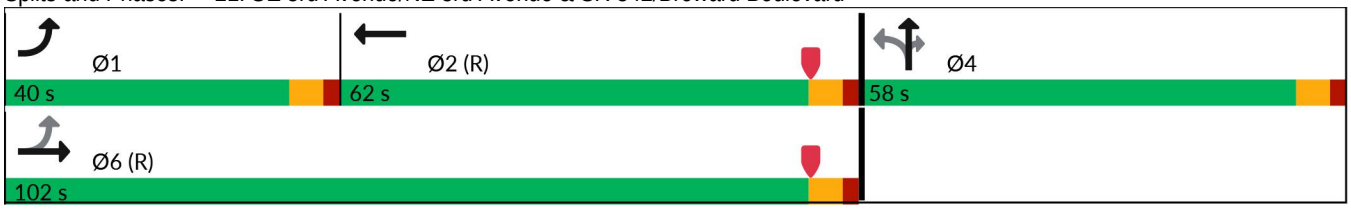
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	238	990	819	596	146
Future Volume (vph)	238	990	819	596	146
Turn Type	pm+pt	NA	NA	NA	Perm
Protected Phases	1	6	2	4	
Permitted Phases	6				4
Detector Phase	1	6	2	4	4
Switch Phase					
Minimum Initial (s)	4.0	7.0	7.0	6.0	6.0
Minimum Split (s)	10.0	40.0	40.0	43.0	43.0
Total Split (s)	40.0	102.0	62.0	58.0	58.0
Total Split (%)	25.0%	63.8%	38.8%	36.3%	36.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated

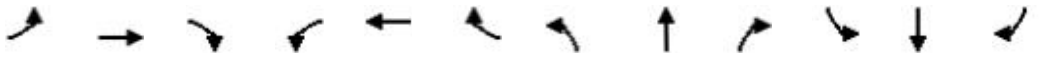
Splits and Phases: 21: SE 3rd Avenue/NE 3rd Avenue & SR 842/Broward Boulevard



Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	245	1021	1020	949	151
v/c Ratio	0.69	0.34	0.44	0.83	0.36
Control Delay (s/veh)	25.8	7.9	25.0	62.1	18.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.8	7.9	25.0	62.1	18.3
Queue Length 50th (ft)	75	94	221	345	40
Queue Length 95th (ft)	m83	m99	335	376	101
Internal Link Dist (ft)		909	213	543	
Turn Bay Length (ft)	140				150
Base Capacity (vph)	492	3004	2315	1423	498
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.50	0.34	0.44	0.67	0.30

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	238	990	0	0	819	171	325	596	146	0	0	0
Future Volume (veh/h)	238	990	0	0	819	171	325	596	146	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1670	1670	0	0	1670	1670	1670	1670	1670			
Adj Flow Rate, veh/h	245	1021	0	0	844	144	335	614	47			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	420	3117	0	0	2224	377	384	734	321			
Arrive On Green	0.10	0.91	0.00	0.00	0.76	0.76	0.24	0.24	0.24			
Sat Flow, veh/h	1590	4709	0	0	4066	664	1590	3039	1329			
Grp Volume(v), veh/h	245	1021	0	0	654	334	335	614	47			
Grp Sat Flow(s),veh/h/ln	1590	1520	0	0	1520	1540	1590	1520	1329			
Q Serve(g_s), s	10.3	4.6	0.0	0.0	11.8	11.9	32.4	30.7	4.4			
Cycle Q Clear(g_c), s	10.3	4.6	0.0	0.0	11.8	11.9	32.4	30.7	4.4			
Prop In Lane	1.00		0.00	0.00		0.43	1.00		1.00			
Lane Grp Cap(c), veh/h	420	3117	0	0	1726	875	384	734	321			
V/C Ratio(X)	0.58	0.33	0.00	0.00	0.38	0.38	0.87	0.84	0.15			
Avail Cap(c_a), veh/h	634	3117	0	0	1726	875	517	988	432			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.33	1.33	1.00	1.00	1.00			
Upstream Filter(I)	0.15	0.15	0.00	0.00	1.00	1.00	0.87	0.87	0.87			
Uniform Delay (d), s/veh	11.9	2.5	0.0	0.0	9.9	9.9	58.3	57.7	47.7			
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	0.6	1.3	8.6	3.2	0.1			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.4	1.2	0.0	0.0	3.6	3.8	14.0	12.2	1.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.0	2.6	0.0	0.0	10.5	11.2	66.9	60.9	47.8			
LnGrp LOS	B	A			B	B	E	E	D			
Approach Vol, veh/h		1266			988			996				
Approach Delay, s/veh		4.4			10.7			62.3				
Approach LOS		A			B			E				
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	18.5	96.9		44.6		115.4						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	34.0	56.0		52.0		96.0						
Max Q Clear Time (g_c+I1), s	12.3	13.9		34.4		6.6						
Green Ext Time (p_c), s	0.2	1.4		4.2		1.7						
Intersection Summary												
HCM 7th Control Delay, s/veh			24.1									
HCM 7th LOS			C									

Lane Group	EBT	WBT	WBR	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	183	8	182	851	223
Future Volume (vph)	183	8	182	851	223
Turn Type	NA	NA	Perm	NA	Perm
Protected Phases	4	8		2	
Permitted Phases			8		2
Detector Phase	4	8	8	2	2
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	15.0	15.0
Minimum Split (s)	32.0	34.0	34.0	31.0	31.0
Total Split (s)	32.0	34.0	34.0	34.0	34.0
Total Split (%)	32.0%	34.0%	34.0%	34.0%	34.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 56 (56%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 22: SE 3rd Avenue & SE 2nd Street

Lane Group	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	246	8	190	1053	232
v/c Ratio	0.70	0.05	0.61	0.47	0.31
Control Delay (s/veh)	46.9	34.8	13.8	11.4	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	46.9	34.8	13.8	11.4	2.2
Queue Length 50th (ft)	137	5	0	54	0
Queue Length 95th (ft)	218	15	51	266	64
Internal Link Dist (ft)	582	245		436	
Turn Bay Length (ft)					150
Base Capacity (vph)	426	464	522	2255	759
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.58	0.02	0.36	0.47	0.31

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	183	0	0	8	182	160	851	223	0	0	0
Future Volume (vph)	53	183	0	0	8	182	160	851	223	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0	6.0		6.0	6.0			
Lane Util. Factor		1.00			1.00	1.00		0.91	1.00			
Frpb, ped/bikes		1.00			1.00	0.98		1.00	0.92			
Flpb, ped/bikes		1.00			1.00	1.00		0.99	1.00			
Frt		1.00			1.00	0.85		1.00	0.85			
Flt Protected		0.99			1.00	1.00		0.99	1.00			
Satd. Flow (prot)		1642			1660	1379		4466	1300			
Flt Permitted		0.99			1.00	1.00		0.99	1.00			
Satd. Flow (perm)		1642			1660	1379		4466	1300			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	55	191	0	0	8	190	167	886	232	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	171	0	0	104	0	0	0
Lane Group Flow (vph)	0	246	0	0	8	19	0	1053	128	0	0	0
Confl. Peds. (#/hr)	10		40	40		10	36		29	29		36
Confl. Bikes (#/hr)									3			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Split	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	4	4			8			2				
Permitted Phases						8	2		2			
Actuated Green, G (s)		21.3			10.2	10.2		50.5	50.5			
Effective Green, g (s)		21.3			10.2	10.2		50.5	50.5			
Actuated g/C Ratio		0.21			0.10	0.10		0.51	0.51			
Clearance Time (s)		6.0			6.0	6.0		6.0	6.0			
Vehicle Extension (s)		2.0			2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)		349			169	140		2255	656			
v/s Ratio Prot		c0.15			0.00							
v/s Ratio Perm						c0.01		0.24	0.10			
v/c Ratio		0.70			0.05	0.14		0.47	0.20			
Uniform Delay, d1		36.4			40.5	40.9		16.0	13.6			
Progression Factor		1.00			1.00	1.00		0.55	0.28			
Incremental Delay, d2		5.2			0.0	0.2		0.6	0.6			
Delay (s)		41.7			40.6	41.1		9.4	4.4			
Level of Service		D			D	D		A	A			
Approach Delay (s/veh)		41.7			41.0			8.5			0.0	
Approach LOS		D			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	16.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	72.8%	ICU Level of Service	C
Analysis Period (min)	15		

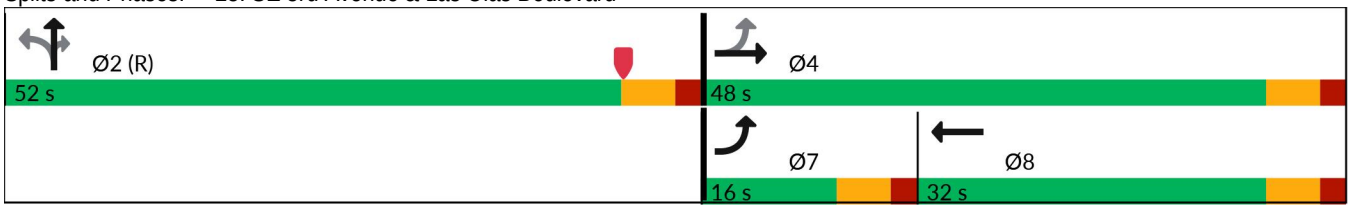
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	123	183	230	951	453
Future Volume (vph)	123	183	230	951	453
Turn Type	pm+pt	NA	NA	NA	Perm
Protected Phases	7	4	8	2	
Permitted Phases	4				2
Detector Phase	7	4	8	2	2
Switch Phase					
Minimum Initial (s)	4.0	6.0	6.0	10.0	10.0
Minimum Split (s)	11.0	32.0	32.0	33.0	33.0
Total Split (s)	16.0	48.0	32.0	52.0	52.0
Total Split (%)	16.0%	48.0%	32.0%	52.0%	52.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 47 (47%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 23: SE 3rd Avenue & Las Olas Boulevard



Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	134	199	407	1175	492
v/c Ratio	0.45	0.17	0.57	0.53	0.60
Control Delay (s/veh)	24.6	19.6	26.4	8.7	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.6	19.6	26.4	8.7	3.9
Queue Length 50th (ft)	52	40	81	130	4
Queue Length 95th (ft)	94	64	128	72	3
Internal Link Dist (ft)		238	474	1522	
Turn Bay Length (ft)	110				150
Base Capacity (vph)	305	1329	793	2241	824
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.44	0.15	0.51	0.52	0.60

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	183	0	0	230	144	130	951	453	0	0	0
Future Volume (vph)	123	183	0	0	230	144	130	951	453	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0			6.0	6.0			
Lane Util. Factor	1.00	0.95			0.95			0.91	1.00			
Frpb, ped/bikes	1.00	1.00			0.96			1.00	0.95			
Flpb, ped/bikes	0.99	1.00			1.00			0.99	1.00			
Frt	1.00	1.00			0.94			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.99	1.00			
Satd. Flow (prot)	1558	3154			2710			4475	1344			
Flt Permitted	0.33	1.00			1.00			0.99	1.00			
Satd. Flow (perm)	536	3154			2710			4475	1344			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	134	199	0	0	250	157	141	1034	492	0	0	0
RTOR Reduction (vph)	0	0	0	0	93	0	0	0	152	0	0	0
Lane Group Flow (vph)	134	199	0	0	314	0	0	1175	340	0	0	0
Confl. Peds. (#/hr)	81		108	108		81	50		32	32		50
Confl. Bikes (#/hr)			8			1			2			3
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)					0	0						
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			
Protected Phases	7	4			8			2				
Permitted Phases	4						2		2			
Actuated Green, G (s)	38.1	38.1			22.8			49.9	49.9			
Effective Green, g (s)	38.1	38.1			22.8			49.9	49.9			
Actuated g/C Ratio	0.38	0.38			0.23			0.50	0.50			
Clearance Time (s)	6.0	6.0			6.0			6.0	6.0			
Vehicle Extension (s)	1.5	2.5			2.5			3.0	3.0			
Lane Grp Cap (vph)	299	1201			617			2233	670			
v/s Ratio Prot	c0.04	0.06			c0.12							
v/s Ratio Perm	0.13							0.26	0.25			
v/c Ratio	0.45	0.17			0.51			0.53	0.51			
Uniform Delay, d1	21.6	20.4			33.7			17.0	16.8			
Progression Factor	1.00	1.00			1.00			0.44	0.17			
Incremental Delay, d2	0.4	0.0			0.5			0.7	2.3			
Delay (s)	22.0	20.5			34.2			8.1	5.1			
Level of Service	C	C			C			A	A			
Approach Delay (s/veh)		21.1			34.2			7.3			0.0	
Approach LOS		C			C			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	13.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	93.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBT	WBR	NBT	NBR
Lane Configurations				
Traffic Volume (vph)	4	233	1459	77
Future Volume (vph)	4	233	1459	77
Turn Type	NA	Perm	NA	Perm
Protected Phases	8		2	
Permitted Phases		8		2
Detector Phase	8	8	2	2
Switch Phase				
Minimum Initial (s)	6.0	6.0	10.0	10.0
Minimum Split (s)	36.0	36.0	37.0	37.0
Total Split (s)	40.0	40.0	60.0	60.0
Total Split (%)	40.0%	40.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 16 (16%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 24: SE 3rd Avenue & SE 6th Street

Lane Group	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	4	251	1698	83
v/c Ratio	0.01	0.73	0.58	0.09
Control Delay (s/veh)	24.5	42.0	3.3	0.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.5	42.0	3.3	0.1
Queue Length 50th (ft)	1	118	31	0
Queue Length 95th (ft)	5	202	34	m0
Internal Link Dist (ft)	462		566	
Turn Bay Length (ft)		360		150
Base Capacity (vph)	1072	476	2905	904
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.00	0.53	0.58	0.09

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	4	233	120	1459	77	0	0	0
Future Volume (vph)	0	0	0	0	4	233	120	1459	77	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					6.0	6.0		6.0	6.0			
Lane Util. Factor					0.95	1.00		0.91	1.00			
Frpb, ped/bikes					1.00	0.95		1.00	0.97			
Flpb, ped/bikes					1.00	1.00		1.00	1.00			
Frt					1.00	0.85		1.00	0.85			
Flt Protected					1.00	1.00		1.00	1.00			
Satd. Flow (prot)					3154	1336		4513	1369			
Flt Permitted					1.00	1.00		1.00	1.00			
Satd. Flow (perm)					3154	1336		4513	1369			
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	0	0	4	251	129	1569	83	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	25	0	12	26	0	0	0
Lane Group Flow (vph)	0	0	0	0	4	226	0	1686	57	0	0	0
Confl. Peds. (#/hr)	42		20	20		42	7		18	18		7
Confl. Bikes (#/hr)			1						2			3
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type					NA	Perm	Perm	NA	Perm			
Protected Phases					8			2				
Permitted Phases						8	2		2			
Actuated Green, G (s)					23.9	23.9		64.1	64.1			
Effective Green, g (s)					23.9	23.9		64.1	64.1			
Actuated g/C Ratio					0.24	0.24		0.64	0.64			
Clearance Time (s)					6.0	6.0		6.0	6.0			
Vehicle Extension (s)					2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)					753	319		2892	877			
v/s Ratio Prot					0.00							
v/s Ratio Perm						c0.17		0.37	0.04			
v/c Ratio					0.01	0.71		0.58	0.06			
Uniform Delay, d1					29.0	34.9		10.3	6.7			
Progression Factor					1.00	1.00		0.24	0.00			
Incremental Delay, d2					0.0	5.8		0.6	0.1			
Delay (s)					29.0	40.6		3.1	0.1			
Level of Service					C	D		A	A			
Approach Delay (s/veh)		0.0			40.4			2.9			0.0	
Approach LOS		A			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	7.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	71.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	NBT	NBR
Lane Configurations				
Traffic Volume (vph)	91	51	1622	92
Future Volume (vph)	91	51	1622	92
Turn Type	NA	NA	NA	Perm
Protected Phases	4	8	2	
Permitted Phases				2
Detector Phase	4	8	2	2
Switch Phase				
Minimum Initial (s)	5.0	5.0	10.0	10.0
Minimum Split (s)	33.0	33.0	25.0	25.0
Total Split (s)	33.0	33.0	34.0	34.0
Total Split (%)	33.0%	33.0%	34.0%	34.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 96 (96%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 25: SE 3rd Avenue & SE 7th Street

Lane Group	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	198	129	1791	97
v/c Ratio	0.72	0.63	0.71	0.12
Control Delay (s/veh)	53.2	35.1	20.4	3.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	53.2	35.1	20.4	3.7
Queue Length 50th (ft)	121	37	288	0
Queue Length 95th (ft)	182	92	#471	29
Internal Link Dist (ft)	568	243	1897	
Turn Bay Length (ft)				150
Base Capacity (vph)	437	459	2506	794
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.45	0.28	0.71	0.12

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	91	0	0	51	71	80	1622	92	0	0	0
Future Volume (vph)	97	91	0	0	51	71	80	1622	92	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0	6.0			
Lane Util. Factor		1.00			1.00			0.91	1.00			
Frpb, ped/bikes		1.00			0.99			1.00	0.96			
Flpb, ped/bikes		1.00			1.00			1.00	1.00			
Frt		1.00			0.92			1.00	0.85			
Flt Protected		0.97			1.00			1.00	1.00			
Satd. Flow (prot)		1619			1517			4517	1356			
Flt Permitted		0.97			1.00			1.00	1.00			
Satd. Flow (perm)		1619			1517			4517	1356			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	102	96	0	0	54	75	84	1707	97	0	0	0
RTOR Reduction (vph)	0	0	0	0	62	0	0	0	43	0	0	0
Lane Group Flow (vph)	0	198	0	0	67	0	0	1791	54	0	0	0
Confl. Peds. (#/hr)	2		2	2		2	8		7	7		8
Confl. Bikes (#/hr)									2			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Split	NA			NA		Perm	NA	Perm			
Protected Phases	4	4			8			2				
Permitted Phases							2		2			
Actuated Green, G (s)		17.1			9.5			55.4	55.4			
Effective Green, g (s)		17.1			9.5			55.4	55.4			
Actuated g/C Ratio		0.17			0.10			0.55	0.55			
Clearance Time (s)		6.0			6.0			6.0	6.0			
Vehicle Extension (s)		2.5			2.5			3.0	3.0			
Lane Grp Cap (vph)		276			144			2502	751			
v/s Ratio Prot		c0.12			c0.04							
v/s Ratio Perm								0.40	0.04			
v/c Ratio		0.72			0.47			0.72	0.07			
Uniform Delay, d1		39.2			42.9			16.5	10.4			
Progression Factor		1.00			1.00			1.00	1.00			
Incremental Delay, d2		8.0			1.7			1.8	0.2			
Delay (s)		47.2			44.6			18.3	10.5			
Level of Service		D			D			B	B			
Approach Delay (s/veh)		47.2			44.6			17.9			0.0	
Approach LOS		D			D			B			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	22.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	74.7%	ICU Level of Service	D
Analysis Period (min)	15		

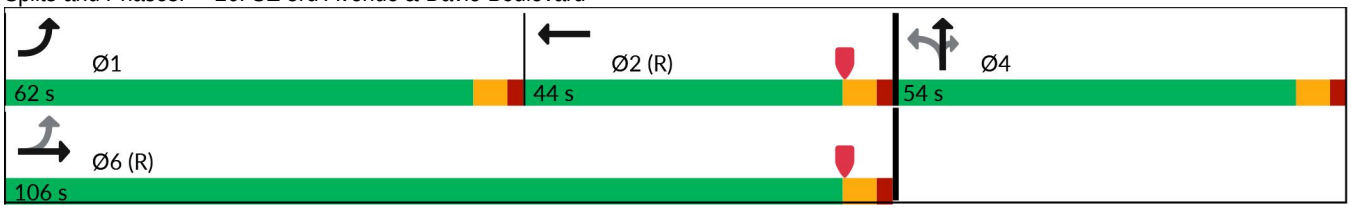
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	580	359	345	988	212
Future Volume (vph)	580	359	345	988	212
Turn Type	pm+pt	NA	NA	NA	Perm
Protected Phases	1	6	2	4	
Permitted Phases	6				4
Detector Phase	1	6	2	4	4
Switch Phase					
Minimum Initial (s)	4.0	12.0	12.0	6.0	6.0
Minimum Split (s)	10.0	33.0	33.0	33.0	33.0
Total Split (s)	62.0	106.0	44.0	54.0	54.0
Total Split (%)	38.8%	66.3%	27.5%	33.8%	33.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 26: SE 3rd Avenue & Davie Boulevard



Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	667	413	637	1356	244
v/c Ratio	0.98	0.19	0.76	0.90	0.45
Control Delay (s/veh)	83.5	9.4	57.9	52.5	21.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	83.5	9.4	57.9	52.5	21.3
Queue Length 50th (ft)	499	62	306	530	137
Queue Length 95th (ft)	#788	84	357	569	m159
Internal Link Dist (ft)		909	222	2382	
Turn Bay Length (ft)	140				150
Base Capacity (vph)	695	2203	869	1529	547
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.96	0.19	0.73	0.89	0.45

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	580	359	0	0	345	209	191	988	212	0	0	0
Future Volume (vph)	580	359	0	0	345	209	191	988	212	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0			6.0	6.0			
Lane Util. Factor	1.00	0.95			0.95			0.91	1.00			
Frpb, ped/bikes	1.00	1.00			0.99			1.00	0.98			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.94			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.99	1.00			
Satd. Flow (prot)	1752	3505			3287			4994	1537			
Flt Permitted	0.15	1.00			1.00			0.99	1.00			
Satd. Flow (perm)	281	3505			3287			4994	1537			
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	667	413	0	0	397	240	220	1136	244	0	0	0
RTOR Reduction (vph)	0	0	0	0	49	0	0	0	77	0	0	0
Lane Group Flow (vph)	667	413	0	0	588	0	0	1356	167	0	0	0
Confl. Peds. (#/hr)	1		2	2		1	1		4	4		1
Confl. Bikes (#/hr)						2			1			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			
Protected Phases	1	6			2			4				
Permitted Phases	6						4		4			
Actuated Green, G (s)	99.6	99.6			38.3			48.4	48.4			
Effective Green, g (s)	99.6	99.6			38.3			48.4	48.4			
Actuated g/C Ratio	0.62	0.62			0.24			0.30	0.30			
Clearance Time (s)	6.0	6.0			6.0			6.0	6.0			
Vehicle Extension (s)	1.5	3.0			3.0			2.0	2.0			
Lane Grp Cap (vph)	683	2181			786			1510	464			
v/s Ratio Prot	c0.34	0.12			0.18							
v/s Ratio Perm	c0.27							0.27	0.11			
v/c Ratio	0.98	0.19			0.75			0.90	0.36			
Uniform Delay, d1	40.5	12.9			56.4			53.4	43.7			
Progression Factor	1.57	0.71			1.00			0.90	0.83			
Incremental Delay, d2	24.2	0.1			6.4			3.5	0.1			
Delay (s)	87.6	9.3			62.8			51.7	36.5			
Level of Service	F	A			E			D	D			
Approach Delay (s/veh)		57.7			62.8			49.4			0.0	
Approach LOS		E			E			D			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	54.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	92.6%	ICU Level of Service	F
Analysis Period (min)	15		

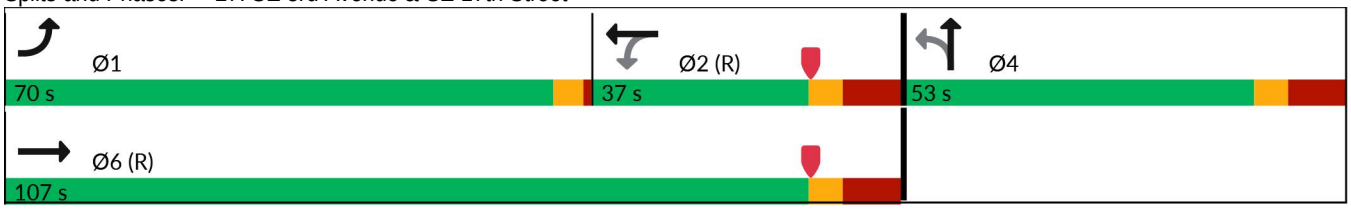
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT
Lane Configurations						
Traffic Volume (vph)	1189	585	23	200	5	400
Future Volume (vph)	1189	585	23	200	5	400
Turn Type	Prot	NA	Perm	NA	Perm	NA
Protected Phases	1	6		2		4
Permitted Phases			2		4	
Detector Phase	1	6	2	2	4	4
Switch Phase						
Minimum Initial (s)	5.0	12.0	12.0	12.0	6.0	6.0
Minimum Split (s)	9.5	36.0	36.0	36.0	43.0	43.0
Total Split (s)	70.0	107.0	37.0	37.0	53.0	53.0
Total Split (%)	43.8%	66.9%	23.1%	23.1%	33.1%	33.1%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	7.0	7.0	7.0	7.0	7.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	11.0	11.0	11.0	11.0	11.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Min	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 27: SE 3rd Avenue & SE 17th Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT
Lane Group Flow (vph)	1321	668	26	448	6	451
v/c Ratio	0.95	0.32	0.23	0.59	0.01	0.91
Control Delay (s/veh)	60.3	17.0	67.2	60.5	41.8	80.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	60.3	17.0	67.2	60.5	41.8	80.3
Queue Length 50th (ft)	662	186	25	152	5	448
Queue Length 95th (ft)	#837	219	58	189	18	#658
Internal Link Dist (ft)		905		220		753
Turn Bay Length (ft)	125		50		60	
Base Capacity (vph)	1407	2119	127	839	480	507
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.32	0.20	0.53	0.01	0.89

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1189	585	16	23	200	203	5	400	6	0	0	0
Future Volume (vph)	1189	585	16	23	200	203	5	400	6	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	11.0		11.0	11.0		11.0	11.0				
Lane Util. Factor	0.97	0.95		1.00	0.91		1.00	1.00				
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00				
Flpb, ped/bikes	1.00	1.00		0.99	1.00		1.00	1.00				
Frt	1.00	1.00		1.00	0.92		1.00	1.00				
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00				
Satd. Flow (prot)	3400	3487		1739	4589		1745	1839				
Flt Permitted	0.95	1.00		0.40	1.00		0.95	1.00				
Satd. Flow (perm)	3400	3487		728	4589		1745	1839				
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1321	650	18	26	222	226	6	444	7	0	0	0
RTOR Reduction (vph)	0	1	0	0	38	0	0	0	0	0	0	0
Lane Group Flow (vph)	1321	667	0	26	410	0	6	451	0	0	0	0
Confl. Peds. (#/hr)	7		6	6		7	3		19	19		3
Confl. Bikes (#/hr)			4			2						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA		Perm	NA		Perm	NA				
Protected Phases	1	6			2			4				
Permitted Phases				2			4					
Actuated Green, G (s)	65.5	95.1		25.1	25.1		42.9	42.9				
Effective Green, g (s)	65.5	95.1		25.1	25.1		42.9	42.9				
Actuated g/C Ratio	0.41	0.59		0.16	0.16		0.27	0.27				
Clearance Time (s)	4.5	11.0		11.0	11.0		11.0	11.0				
Vehicle Extension (s)	3.0	2.5		2.5	2.5		2.0	2.0				
Lane Grp Cap (vph)	1391	2072		114	719		467	493				
v/s Ratio Prot	c0.39	0.19			c0.09			c0.25				
v/s Ratio Perm				0.04			0.00					
v/c Ratio	0.95	0.32		0.23	0.57		0.01	0.91				
Uniform Delay, d1	45.7	16.3		59.0	62.5		43.0	56.8				
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00				
Incremental Delay, d2	13.7	0.4		4.6	3.3		0.0	21.2				
Delay (s)	59.4	16.7		63.6	65.7		43.0	77.9				
Level of Service	E	B		E	E		D	E				
Approach Delay (s/veh)		45.1			65.6			77.5			0.0	
Approach LOS		D			E			E			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	53.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.5
Intersection Capacity Utilization	100.7%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Network Totals

Number of Intersections	27
Total Delay (hr)	429
Stops (#)	31263
Average Speed (mph)	13
Total Travel Time (hr)	776
Distance Traveled (mi)	10406
Fuel Consumed (gal)	916
Fuel Economy (mpg)	11.4
Unserved Vehicles (#)	12
Vehicles in dilemma zone (#)	0
Performance Index	515.9

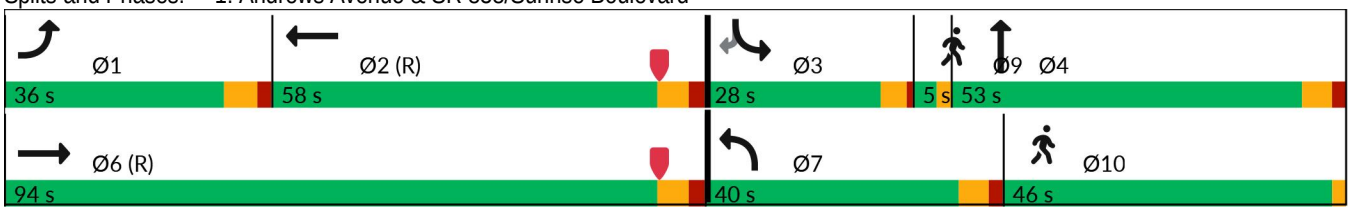
Scenario 2

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBR	Ø9	Ø10
Lane Configurations									
Traffic Volume (vph)	190	1757	841	332	652	325	121		
Future Volume (vph)	190	1757	841	332	652	325	121		
Turn Type	Prot	NA	NA	Prot	NA	Prot	Perm		
Protected Phases	1	6	2	7	4	3		9	10
Permitted Phases							3		
Detector Phase	1	6	2	7	4	3	3		
Switch Phase									
Minimum Initial (s)	5.0	12.0	12.0	4.0	6.0	5.0	5.0	1.0	1.0
Minimum Split (s)	11.5	36.5	37.5	10.0	43.0	22.5	22.5	5.0	5.0
Total Split (s)	36.0	94.0	58.0	40.0	53.0	28.0	28.0	5.0	46.0
Total Split (%)	20.0%	52.2%	32.2%	22.2%	29.4%	15.6%	15.6%	3%	26%
Yellow Time (s)	4.5	4.5	4.5	4.0	4.0	3.5	3.5	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	1.0	1.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.5	6.5	6.5	6.0	6.0	4.5	4.5		
Lead/Lag	Lead		Lag	Lead		Lead	Lead	Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes		
Recall Mode	None	C-Min	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 56 (31%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 1: Andrews Avenue & SR 838/Sunrise Boulevard



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBR
Lane Group Flow (vph)	198	1830	937	346	732	339	126
v/c Ratio	0.85	0.66	0.49	0.31	0.88	0.81	0.40
Control Delay (s/veh)	105.9	31.5	23.1	48.6	78.2	92.3	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	105.9	31.5	23.1	48.6	78.2	92.3	9.6
Queue Length 50th (ft)	232	557	140	143	441	203	0
Queue Length 95th (ft)	319	673	142	260	494	262	46
Internal Link Dist (ft)		645	1177		1806		
Turn Bay Length (ft)	475					95	
Base Capacity (vph)	293	2777	1905	1149	929	455	326
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	0.68	0.66	0.49	0.30	0.79	0.75	0.39

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	1757	0	0	841	59	332	652	51	325	0	121
Future Volume (vph)	190	1757	0	0	841	59	332	652	51	325	0	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5			6.5		6.0	6.0		4.5		4.5
Lane Util. Factor	1.00	0.91			0.91		0.97	0.95		0.97		1.00
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00		0.96
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00		1.00
Frt	1.00	1.00			0.99		1.00	0.99		1.00		0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95		1.00
Satd. Flow (prot)	1770	5085			5031		3433	3496		3433		1515
Flt Permitted	0.95	1.00			1.00		0.95	1.00		0.95		1.00
Satd. Flow (perm)	1770	5085			5031		3433	3496		3433		1515
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	198	1830	0	0	876	61	346	679	53	339	0	126
RTOR Reduction (vph)	0	0	0	0	4	0	0	3	0	0	0	111
Lane Group Flow (vph)	198	1830	0	0	933	0	346	729	0	339	0	15
Confl. Peds. (#/hr)	1		5	5		1	10		4	4		10
Confl. Bikes (#/hr)			4			3			1			1
Turn Type	Prot	NA			NA		Prot	NA		Prot		Perm
Protected Phases	1	6			2		7	4		3		
Permitted Phases												3
Actuated Green, G (s)	23.7	96.7			66.5		59.0	44.3		22.0		22.0
Effective Green, g (s)	23.7	96.7			66.5		59.0	44.3		22.0		22.0
Actuated g/C Ratio	0.13	0.54			0.37		0.33	0.25		0.12		0.12
Clearance Time (s)	6.5	6.5			6.5		6.0	6.0		4.5		4.5
Vehicle Extension (s)	1.5	3.0			3.0		1.5	2.0		3.0		3.0
Lane Grp Cap (vph)	233	2731			1858		1125	860		419		185
v/s Ratio Prot	c0.11	c0.36			0.19		0.10	c0.21		c0.10		
v/s Ratio Perm												0.01
v/c Ratio	0.85	0.67			0.50		0.31	0.85		0.81		0.08
Uniform Delay, d1	76.4	30.1			43.9		45.2	64.6		77.0		70.1
Progression Factor	1.00	1.00			0.50		1.00	1.00		1.00		1.00
Incremental Delay, d2	23.2	1.3			0.9		0.1	7.5		11.0		0.2
Delay (s)	99.6	31.4			22.7		45.3	72.1		87.9		70.3
Level of Service	F	C			C		D	E		F		E
Approach Delay (s/veh)		38.1			22.7			63.5			83.1	
Approach LOS		D			C			E			F	

Intersection Summary

HCM 2000 Control Delay (s/veh)	45.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	25.5
Intersection Capacity Utilization	86.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	16	0	0	3	13	2	955	31	0	0	0
Future Vol, veh/h	0	16	0	0	3	13	2	955	31	0	0	0
Conflicting Peds, #/hr	2	0	0	0	0	2	3	0	2	2	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	25	-	0	-	-	25	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	18	0	0	3	14	2	1049	34	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	431	1093	-	-	1059	529	3	0	0
Stage 1	3	3	-	-	1056	-	-	-	-
Stage 2	428	1090	-	-	3	-	-	-	-
Critical Hdwy	6.46	-	-	-	3.1	3.7	3.7	-	-
Critical Hdwy Stg 1	-	-	-	-	3.1	-	-	-	-
Critical Hdwy Stg 2	6.76	-	-	-	3.1	-	-	-	-
Follow-up Hdwy	3.83	-	-	-	3	2	2.9	-	-
Pot Cap-1 Maneuver	541	-	0	0	726	1206	1239	-	-
Stage 1	-	-	0	0	727	-	-	-	-
Stage 2	524	-	0	0	1198	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	529	-	-	-	721	1204	1236	-	-
Mov Cap-2 Maneuver	529	-	-	-	721	-	-	-	-
Stage 1	-	-	-	-	724	-	-	-	-
Stage 2	514	-	-	-	1195	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	8.4	0.03
HCM LOS	A	A	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2
Capacity (veh/h)	11	-	-	-	721	1204
HCM Lane V/C Ratio	0.002	-	-	-	0.005	0.012
HCM Control Delay (s/veh)	7.9	0	-	0	10	8
HCM Lane LOS	A	A	-	A	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0	0

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	73	897	182	0	0
Future Vol, veh/h	0	73	897	182	0	0
Conflicting Peds, #/hr	2	3	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	78	954	194	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	-	483	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	3.7	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	2	-	-
Pot Cap-1 Maneuver	0	1249	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	1246	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s/v	8.08	0
HCM LOS	A	

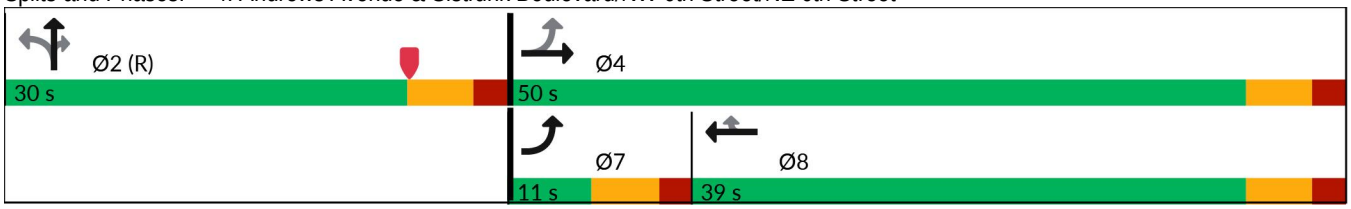
Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	1246
HCM Lane V/C Ratio	-	-	0.062
HCM Control Delay (s/veh)	-	-	8.1
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.2

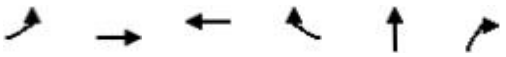
Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	130	682	202	153	747	74
Future Volume (vph)	130	682	202	153	747	74
Turn Type	pm+pt	NA	NA	Perm	NA	Perm
Protected Phases	7	4	8		2	
Permitted Phases	4			8		2
Detector Phase	7	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	11.0	28.0	28.0	28.0	29.0	29.0
Total Split (s)	11.0	50.0	39.0	39.0	30.0	30.0
Total Split (%)	13.8%	62.5%	48.8%	48.8%	37.5%	37.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 7 (9%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

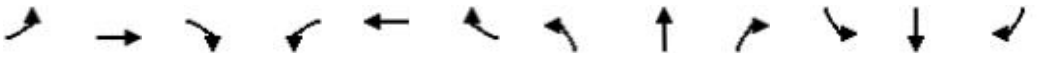
Splits and Phases: 4: Andrews Avenue & Sistrunk Boulevard/NW 6th Street/NE 6th Street





Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	135	710	210	159	902	77
v/c Ratio	0.27	0.83	0.19	0.28	0.47	0.12
Control Delay (s/veh)	12.3	26.9	19.2	5.7	9.7	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.3	26.9	19.2	5.7	9.7	0.4
Queue Length 50th (ft)	36	284	41	9	37	0
Queue Length 95th (ft)	57	369	55	42	50	1
Internal Link Dist (ft)		281	911		1290	
Turn Bay Length (ft)	155			130		150
Base Capacity (vph)	496	1014	1445	712	1917	657
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.70	0.15	0.22	0.47	0.12

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	682	0	0	202	153	119	747	74	0	0	0
Future Volume (vph)	130	682	0	0	202	153	119	747	74	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Lane Util. Factor	1.00	1.00			0.95	1.00		0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00	0.97			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (prot)	1748	1845			3505	1536		4996	1516			
Flt Permitted	0.50	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (perm)	917	1845			3505	1536		4996	1516			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	135	710	0	0	210	159	124	778	77	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	93	0	0	47	0	0	0
Lane Group Flow (vph)	135	710	0	0	210	66	0	902	30	0	0	0
Confl. Peds. (#/hr)	8		2	2		8	8		7	7		8
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	7	4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)	37.3	37.3			24.6	24.6		30.7	30.7			
Effective Green, g (s)	37.3	37.3			24.6	24.6		30.7	30.7			
Actuated g/C Ratio	0.47	0.47			0.31	0.31		0.38	0.38			
Clearance Time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Vehicle Extension (s)	3.0	2.0			2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)	497	860			1077	472		1917	581			
v/s Ratio Prot	0.02	c0.38			0.06							
v/s Ratio Perm	0.10					0.04		0.18	0.02			
v/c Ratio	0.27	0.83			0.19	0.14		0.47	0.05			
Uniform Delay, d1	12.6	18.5			20.4	20.0		18.5	15.5			
Progression Factor	1.00	1.00			1.00	1.00		0.45	0.20			
Incremental Delay, d2	0.3	6.2			0.0	0.0		0.8	0.2			
Delay (s)	12.9	24.7			20.4	20.1		9.2	3.2			
Level of Service	B	C			C	C		A	A			
Approach Delay (s/veh)		22.8			20.3			8.7			0.0	
Approach LOS		C			C			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	16.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	65.1%	ICU Level of Service	C
Analysis Period (min)	15		

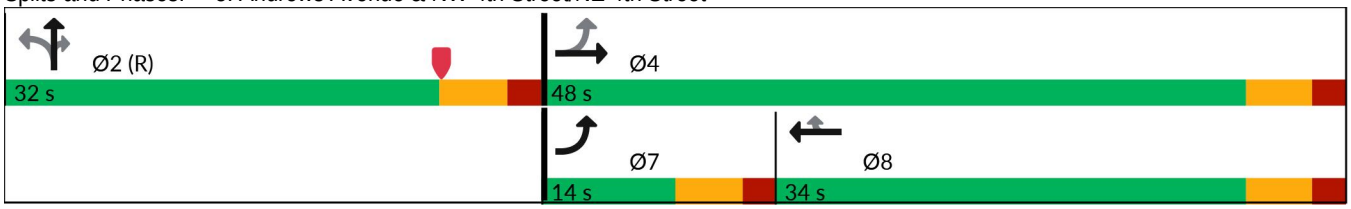
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	77	231	241	74	720	91
Future Volume (vph)	77	231	241	74	720	91
Turn Type	pm+pt	NA	NA	Perm	NA	Perm
Protected Phases	7	4	8		2	
Permitted Phases	4			8		2
Detector Phase	7	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	11.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	14.0	48.0	34.0	34.0	32.0	32.0
Total Split (%)	17.5%	60.0%	42.5%	42.5%	40.0%	40.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 62 (78%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 5: Andrews Avenue & NW 4th Street/NE 4th Street



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	80	241	251	77	813	95
v/c Ratio	0.25	0.39	0.75	0.21	0.38	0.13
Control Delay (s/veh)	15.1	18.4	42.4	2.7	7.7	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.1	18.4	42.4	2.7	7.7	0.4
Queue Length 50th (ft)	24	80	117	0	64	0
Queue Length 95th (ft)	43	116	175	12	59	0
Internal Link Dist (ft)		119	908		605	
Turn Bay Length (ft)	100					150
Base Capacity (vph)	322	871	522	515	2159	718
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.28	0.48	0.15	0.38	0.13

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	231	0	0	241	74	60	720	91	0	0	0
Future Volume (vph)	77	231	0	0	241	74	60	720	91	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Lane Util. Factor	1.00	1.00			1.00	1.00		0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00	0.97			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		1.00	1.00			
Satd. Flow (prot)	1575	1660			1494	1243		4511	1368			
Flt Permitted	0.35	1.00			1.00	1.00		1.00	1.00			
Satd. Flow (perm)	579	1660			1494	1243		4511	1368			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	80	241	0	0	251	77	62	750	95	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	60	0	0	51	0	0	0
Lane Group Flow (vph)	80	241	0	0	251	17	0	813	44	0	0	0
Confl. Peds. (#/hr)	6		5	5		6	5		5	5		5
Confl. Bikes (#/hr)						2						2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)					0	0						
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	7	4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)	30.9	30.9			17.9	17.9		37.1	37.1			
Effective Green, g (s)	30.9	30.9			17.9	17.9		37.1	37.1			
Actuated g/C Ratio	0.39	0.39			0.22	0.22		0.46	0.46			
Clearance Time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Vehicle Extension (s)	3.0	2.0			2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)	310	641			334	278		2091	634			
v/s Ratio Prot	0.02	c0.15			c0.17							
v/s Ratio Perm	0.08					0.01		0.18	0.03			
v/c Ratio	0.26	0.38			0.75	0.06		0.39	0.07			
Uniform Delay, d1	16.6	17.6			29.0	24.4		14.0	11.9			
Progression Factor	1.00	1.00			1.00	1.00		0.48	0.04			
Incremental Delay, d2	0.4	0.1			8.2	0.0		0.5	0.2			
Delay (s)	17.0	17.8			37.2	24.5		7.3	0.7			
Level of Service	B	B			D	C		A	A			
Approach Delay (s/veh)		17.6			34.2			6.6			0.0	
Approach LOS		B			C			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	14.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	53.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	25	19	49	38	736	79
Future Volume (vph)	25	19	49	38	736	79
Turn Type	Perm	NA	NA	Perm	NA	Perm
Protected Phases		4	8		2	
Permitted Phases	4			8		2
Detector Phase	4	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	31.0	31.0	31.0	31.0	49.0	49.0
Total Split (%)	38.8%	38.8%	38.8%	38.8%	61.3%	61.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 26 (33%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 6: Andrews Avenue & NW 2nd Street/NE 2nd Street

Lane Group	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	47	52	40	800	84
v/c Ratio	0.38	0.33	0.24	0.22	0.08
Control Delay (s/veh)	42.5	39.1	14.7	1.5	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.5	39.1	14.7	1.5	0.5
Queue Length 50th (ft)	23	25	0	9	0
Queue Length 95th (ft)	54	57	27	43	5
Internal Link Dist (ft)	113	909		606	
Turn Bay Length (ft)					150
Base Capacity (vph)	425	539	475	3714	1116
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.11	0.10	0.08	0.22	0.08

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	19	0	0	49	38	16	736	79	0	0	0
Future Volume (vph)	25	19	0	0	49	38	16	736	79	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0	5.0		5.0	5.0			
Lane Util. Factor		1.00			1.00	1.00		0.91	1.00			
Frpb, ped/bikes		1.00			1.00	0.98		1.00	0.95			
Flpb, ped/bikes		1.00			1.00	1.00		1.00	1.00			
Frt		1.00			1.00	0.85		1.00	0.85			
Flt Protected		0.97			1.00	1.00		1.00	1.00			
Satd. Flow (prot)		1606			1660	1381		4525	1342			
Flt Permitted		0.79			1.00	1.00		1.00	1.00			
Satd. Flow (perm)		1310			1660	1381		4525	1342			
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	27	20	0	0	52	40	17	783	84	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	37	0	0	17	0	0	0
Lane Group Flow (vph)	0	47	0	0	52	3	0	800	67	0	0	0
Confl. Peds. (#/hr)	7		6	6		7	11		13	13		11
Confl. Bikes (#/hr)									1			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)		6.3			6.3	6.3		63.7	63.7			
Effective Green, g (s)		6.3			6.3	6.3		63.7	63.7			
Actuated g/C Ratio		0.08			0.08	0.08		0.80	0.80			
Clearance Time (s)		5.0			5.0	5.0		5.0	5.0			
Vehicle Extension (s)		2.0			2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)		103			130	108		3603	1068			
v/s Ratio Prot					0.03							
v/s Ratio Perm		c0.04				0.00		0.18	0.05			
v/c Ratio		0.46			0.40	0.03		0.22	0.06			
Uniform Delay, d1		35.2			35.1	34.0		2.0	1.7			
Progression Factor		1.00			1.00	1.00		0.66	0.76			
Incremental Delay, d2		1.2			0.7	0.0		0.1	0.1			
Delay (s)		36.4			35.8	34.1		1.5	1.4			
Level of Service		D			D	C		A	A			
Approach Delay (s/veh)		36.4			35.0			1.5			0.0	
Approach LOS		D			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	6.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	42.6%	ICU Level of Service	A
Analysis Period (min)	15		

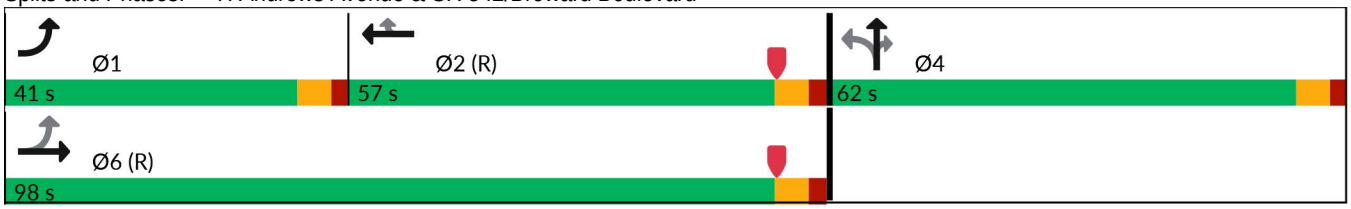
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	238	1430	826	171	325	596	146
Future Volume (vph)	238	1430	826	171	325	596	146
Turn Type	pm+pt	NA	NA	Perm	Perm	NA	Perm
Protected Phases	1	6	2			4	
Permitted Phases	6			2	4		4
Detector Phase	1	6	2	2	4	4	4
Switch Phase							
Minimum Initial (s)	4.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	10.0	31.0	29.0	29.0	41.0	41.0	41.0
Total Split (s)	41.0	98.0	57.0	57.0	62.0	62.0	62.0
Total Split (%)	25.6%	61.3%	35.6%	35.6%	38.8%	38.8%	38.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?							
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 155 (97%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 7: Andrews Avenue & SR 842/Broward Boulevard



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	248	1490	860	178	339	621	152
v/c Ratio	0.63	0.50	0.36	0.23	0.82	0.52	0.37
Control Delay (s/veh)	19.9	15.5	16.8	2.5	55.8	36.0	14.2
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay (s/veh)	19.9	15.5	16.8	2.5	55.9	36.0	14.2
Queue Length 50th (ft)	99	272	94	4	351	200	48
Queue Length 95th (ft)	179	386	310	17	437	207	100
Internal Link Dist (ft)		264	909			539	
Turn Bay Length (ft)	80			160	150		150
Base Capacity (vph)	536	2995	2398	778	546	1586	519
Starvation Cap Reductn	0	0	0	0	7	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	0.46	0.50	0.36	0.23	0.63	0.39	0.29

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	238	1430	0	0	826	171	325	596	146	0	0	0
Future Volume (veh/h)	238	1430	0	0	826	171	325	596	146	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1670	1670	0	0	1670	1670	1670	1670	1670			
Adj Flow Rate, veh/h	248	1490	0	0	860	34	339	621	88			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	452	3121	0	0	2590	797	382	1096	331			
Arrive On Green	0.10	0.91	0.00	0.00	0.76	0.76	0.24	0.24	0.24			
Sat Flow, veh/h	1590	4709	0	0	4709	1403	1590	4559	1378			
Grp Volume(v), veh/h	248	1490	0	0	860	34	339	621	88			
Grp Sat Flow(s),veh/h/ln	1590	1520	0	0	1520	1403	1590	1520	1378			
Q Serve(g_s), s	10.4	8.3	0.0	0.0	9.8	1.0	32.9	19.2	8.3			
Cycle Q Clear(g_c), s	10.4	8.3	0.0	0.0	9.8	1.0	32.9	19.2	8.3			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	452	3121	0	0	2590	797	382	1096	331			
V/C Ratio(X)	0.55	0.48	0.00	0.00	0.33	0.04	0.89	0.57	0.27			
Avail Cap(c_a), veh/h	674	3121	0	0	2590	797	557	1596	482			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.33	1.33	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.95	0.95	0.93	0.93	0.93			
Uniform Delay (d), s/veh	11.5	2.6	0.0	0.0	9.6	8.6	58.6	53.4	49.3			
Incr Delay (d2), s/veh	0.4	0.5	0.0	0.0	0.3	0.1	8.2	0.2	0.1			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.5	1.9	0.0	0.0	3.0	0.3	14.2	7.4	2.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.9	3.2	0.0	0.0	10.0	8.7	66.9	53.6	49.4			
LnGrp LOS	B	A			A	A	E	D	D			
Approach Vol, veh/h		1738			894			1048				
Approach Delay, s/veh		4.4			9.9			57.5				
Approach LOS		A			A			E				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	18.6	96.9		44.5		115.5			
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0			
Max Green Setting (Gmax), s	35.0	51.0		56.0		92.0			
Max Q Clear Time (g_c+I1), s	12.4	11.8		34.9		10.3			
Green Ext Time (p_c), s	0.2	7.4		3.6		18.2			

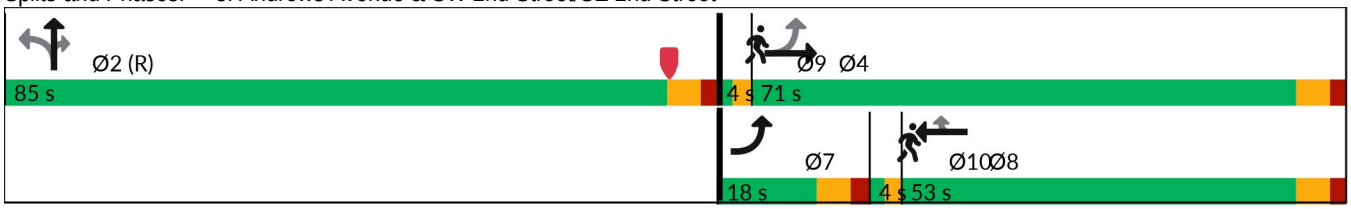
Intersection Summary			
HCM 7th Control Delay, s/veh		20.9	
HCM 7th LOS		C	

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR	Ø9	Ø10
Lane Configurations								
Traffic Volume (vph)	53	158	64	182	851	223		
Future Volume (vph)	53	158	64	182	851	223		
Turn Type	pm+pt	NA	NA	Perm	NA	Perm		
Protected Phases	7	4	8		2		9	10
Permitted Phases	4			8		2		
Detector Phase	7	4	8	8	2	2		
Switch Phase								
Minimum Initial (s)	5.0	6.0	6.0	6.0	7.0	7.0	1.0	1.0
Minimum Split (s)	11.0	33.0	33.0	33.0	26.0	26.0	4.0	4.0
Total Split (s)	18.0	71.0	53.0	53.0	85.0	85.0	4.0	4.0
Total Split (%)	11.3%	44.4%	33.1%	33.1%	53.1%	53.1%	3%	3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lead							Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 72 (45%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 8: Andrews Avenue & SW 2nd Street/SE 2nd Street



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	58	172	70	198	1099	242
v/c Ratio	0.23	0.42	0.28	0.58	0.37	0.26
Control Delay (s/veh)	43.8	52.1	61.7	17.4	5.8	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.4
Total Delay (s/veh)	43.8	52.1	61.7	17.4	5.9	2.4
Queue Length 50th (ft)	44	145	64	15	10	0
Queue Length 95th (ft)	82	219	116	99	12	0
Internal Link Dist (ft)		237	244		322	
Turn Bay Length (ft)	80					150
Base Capacity (vph)	261	680	492	493	2983	925
Starvation Cap Reductn	0	0	0	0	766	323
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.25	0.14	0.40	0.50	0.40

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	158	0	0	64	182	160	851	223	0	0	0
Future Volume (vph)	53	158	0	0	64	182	160	851	223	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Lane Util. Factor	1.00	1.00			1.00	1.00		0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00	0.87		1.00	0.91			
Flpb, ped/bikes	0.96	1.00			1.00	1.00		0.99	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (prot)	1528	1676			1676	1244		4498	1299			
Flt Permitted	0.50	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (perm)	799	1676			1676	1244		4498	1299			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	58	172	0	0	70	198	174	925	242	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	154	0	0	65	0	0	0
Lane Group Flow (vph)	58	172	0	0	70	44	0	1099	177	0	0	0
Confl. Peds. (#/hr)	66		24	24		66	15		17	17		15
Confl. Bikes (#/hr)			3						3			3
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	7	4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)	43.5	40.3			24.3	24.3		104.5	104.5			
Effective Green, g (s)	43.5	40.3			24.3	24.3		104.5	104.5			
Actuated g/C Ratio	0.27	0.25			0.15	0.15		0.65	0.65			
Clearance Time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Vehicle Extension (s)	3.0	2.0			2.0	2.0		0.2	0.2			
Lane Grp Cap (vph)	256	422			254	188		2937	848			
v/s Ratio Prot	c0.01	c0.10			0.04							
v/s Ratio Perm	0.05					0.04		0.24	0.14			
v/c Ratio	0.23	0.41			0.28	0.24		0.37	0.21			
Uniform Delay, d1	44.4	49.9			60.1	59.7		12.7	11.1			
Progression Factor	1.00	1.00			1.00	1.00		0.40	0.41			
Incremental Delay, d2	0.5	0.2			0.2	0.2		0.3	0.5			
Delay (s)	44.9	50.1			60.3	59.9		5.5	5.1			
Level of Service	D	D			E	E		A	A			
Approach Delay (s/veh)		48.8			60.0			5.4			0.0	
Approach LOS		D			E			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	18.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	63.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	NBT	NBR
Lane Configurations				
Traffic Volume (vph)	64	0	1081	453
Future Volume (vph)	64	0	1081	453
Turn Type	NA	NA	NA	Perm
Protected Phases	8	4	2	
Permitted Phases				2
Detector Phase	8	4	2	2
Switch Phase				
Minimum Initial (s)	6.0	6.0	7.0	7.0
Minimum Split (s)	39.0	39.0	39.0	39.0
Total Split (s)	41.0	39.0	80.0	80.0
Total Split (%)	25.6%	24.4%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		
Lead-Lag Optimize?				
Recall Mode	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 39 (24%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 9: Andrews Avenue & Las Olas Boulevard

Lane Group	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	199	15	1150	482
v/c Ratio	0.43	0.04	0.42	0.51
Control Delay (s/veh)	62.4	0.2	13.1	4.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	62.4	0.2	13.1	4.4
Queue Length 50th (ft)	94	0	319	172
Queue Length 95th (ft)	135	0	287	146
Internal Link Dist (ft)	104	384	1642	
Turn Bay Length (ft)				150
Base Capacity (vph)	667	431	2768	952
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.30	0.03	0.42	0.51

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	64	0	0	0	14	0	1081	453	0	0	0
Future Volume (vph)	123	64	0	0	0	14	0	1081	453	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0	6.0			
Lane Util. Factor		0.95			1.00			0.91	1.00			
Frpb, ped/bikes		1.00			0.96			1.00	0.96			
Flpb, ped/bikes		1.00			1.00			1.00	1.00			
Frt		1.00			0.87			1.00	0.85			
Flt Protected		0.97			1.00			1.00	1.00			
Satd. Flow (prot)		3054			1382			4532	1348			
Flt Permitted		0.97			1.00			1.00	1.00			
Satd. Flow (perm)		3054			1382			4532	1348			
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	131	68	0	0	0	15	0	1150	482	0	0	0
RTOR Reduction (vph)	0	0	0	0	13	0	0	0	133	0	0	0
Lane Group Flow (vph)	0	199	0	0	2	0	0	1150	349	0	0	0
Confl. Peds. (#/hr)	18		28	28		18	22		22	22		22
Confl. Bikes (#/hr)			2						4			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)						0						
Turn Type	Split	NA			NA			NA	Perm			
Protected Phases	8	8			4			2				
Permitted Phases									2			
Actuated Green, G (s)		24.5			21.0			96.5	96.5			
Effective Green, g (s)		24.5			21.0			96.5	96.5			
Actuated g/C Ratio		0.15			0.13			0.60	0.60			
Clearance Time (s)		6.0			6.0			6.0	6.0			
Vehicle Extension (s)		2.0			2.0			1.0	1.0			
Lane Grp Cap (vph)		467			181			2733	813			
v/s Ratio Prot		c0.07			c0.00			0.25				
v/s Ratio Perm									c0.26			
v/c Ratio		0.43			0.01			0.42	0.43			
Uniform Delay, d1		61.4			60.5			16.9	17.0			
Progression Factor		1.00			1.00			0.60	0.41			
Incremental Delay, d2		0.2			0.0			0.3	1.1			
Delay (s)		61.6			60.5			10.5	8.1			
Level of Service		E			E			B	A			
Approach Delay (s/veh)		61.6			60.5			9.8			0.0	
Approach LOS		E			E			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	15.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	62.9%	ICU Level of Service	B
Analysis Period (min)	15		

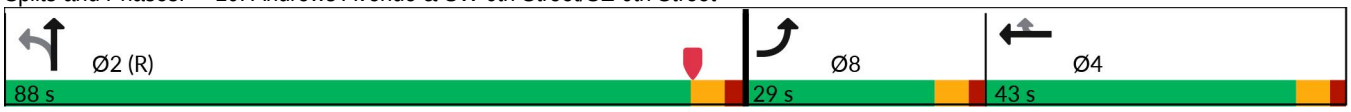
c Critical Lane Group

Lane Group	EBL	WBT	WBR	NBT
Lane Configurations				
Traffic Volume (vph)	242	38	233	1536
Future Volume (vph)	242	38	233	1536
Turn Type	Prot	NA	Perm	NA
Protected Phases	8	4		2
Permitted Phases			4	
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	6.0	6.0	6.0	12.0
Minimum Split (s)	29.0	27.0	27.0	26.0
Total Split (s)	29.0	43.0	43.0	88.0
Total Split (%)	18.1%	26.9%	26.9%	55.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 144 (90%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 10: Andrews Avenue & SW 6th Street/SE 6th Street



Lane Group	EBL	WBT	WBR	NBT
Lane Group Flow (vph)	275	43	265	1969
v/c Ratio	0.68	0.14	0.91	0.78
Control Delay (s/veh)	75.0	52.8	81.6	18.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	75.0	52.8	81.6	18.3
Queue Length 50th (ft)	141	38	215	629
Queue Length 95th (ft)	189	71	308	181
Internal Link Dist (ft)		899		562
Turn Bay Length (ft)				
Base Capacity (vph)	439	383	353	2532
Starvation Cap Reductn	0	0	0	5
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.63	0.11	0.75	0.78

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	242	0	0	0	38	233	120	1536	77	0	0	0
Future Volume (vph)	242	0	0	0	38	233	120	1536	77	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0				6.0	6.0		6.0				
Lane Util. Factor	0.97				1.00	1.00		0.91				
Frpb, ped/bikes	1.00				1.00	0.94		1.00				
Flpb, ped/bikes	1.00				1.00	1.00		1.00				
Frt	1.00				1.00	0.85		0.99				
Flt Protected	0.95				1.00	1.00		1.00				
Satd. Flow (prot)	3060				1660	1326		4423				
Flt Permitted	0.95				1.00	1.00		1.00				
Satd. Flow (perm)	3060				1660	1326		4423				
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	275	0	0	0	43	265	136	1745	88	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	50	0	0	0	0	0	0
Lane Group Flow (vph)	275	0	0	0	43	215	0	1969	0	0	0	0
Confl. Peds. (#/hr)	21		40	40		21	18		2	2		18
Confl. Bikes (#/hr)						1						1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	6	0	0	0	0
Parking (#/hr)				0								
Turn Type	Prot				NA	Perm	Perm	NA				
Protected Phases	8				4			2				
Permitted Phases						4	2					
Actuated Green, G (s)	21.1				29.3	29.3		91.6				
Effective Green, g (s)	21.1				29.3	29.3		91.6				
Actuated g/C Ratio	0.13				0.18	0.18		0.57				
Clearance Time (s)	6.0				6.0	6.0		6.0				
Vehicle Extension (s)	2.0				2.0	2.0		3.0				
Lane Grp Cap (vph)	403				303	242		2532				
v/s Ratio Prot	c0.09				0.03							
v/s Ratio Perm						c0.16		0.45				
v/c Ratio	0.68				0.14	0.89		0.78				
Uniform Delay, d1	66.3				54.8	63.8		26.4				
Progression Factor	1.00				1.00	1.00		0.57				
Incremental Delay, d2	3.8				0.1	29.4		2.2				
Delay (s)	70.0				54.9	93.2		17.1				
Level of Service	E				D	F		B				
Approach Delay (s/veh)		70.0			87.8			17.1			0.0	
Approach LOS		E			F			B			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	31.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	78.3%	ICU Level of Service	D
Analysis Period (min)	15		

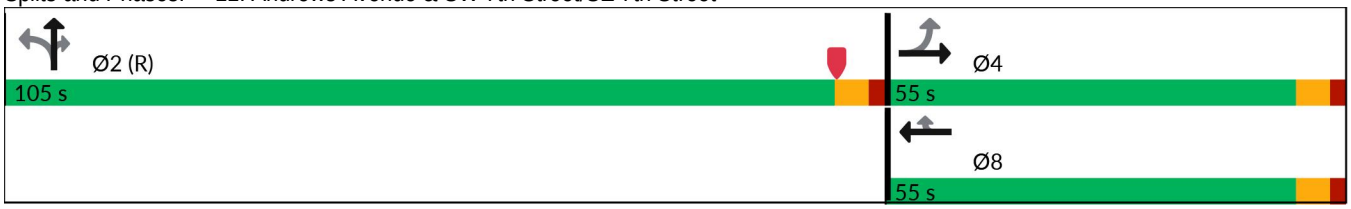
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	97	217	43	71	1622	92
Future Volume (vph)	97	217	43	71	1622	92
Turn Type	Perm	NA	NA	Perm	NA	Perm
Protected Phases		4	8		2	
Permitted Phases	4			8		2
Detector Phase	4	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	12.0	12.0
Minimum Split (s)	27.0	27.0	27.0	27.0	25.0	25.0
Total Split (s)	55.0	55.0	55.0	55.0	105.0	105.0
Total Split (%)	34.4%	34.4%	34.4%	34.4%	65.6%	65.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 28 (18%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 11: Andrews Avenue & SW 7th Street/SE 7th Street



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	102	228	45	75	1791	97
v/c Ratio	0.47	0.84	0.15	0.27	0.53	0.09
Control Delay (s/veh)	63.8	87.6	53.1	37.3	9.3	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.8	87.6	53.1	37.3	9.4	2.7
Queue Length 50th (ft)	97	233	40	44	84	0
Queue Length 95th (ft)	151	314	73	89	m539	m30
Internal Link Dist (ft)		244	248		1907	
Turn Bay Length (ft)	95					150
Base Capacity (vph)	368	457	508	442	3355	1029
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	177	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.50	0.09	0.17	0.56	0.09

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	217	0	0	43	71	80	1622	92	0	0	0
Future Volume (vph)	97	217	0	0	43	71	80	1622	92	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Lane Util. Factor	1.00	1.00			1.00	1.00		0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00	0.97			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		1.00	1.00			
Satd. Flow (prot)	1570	1494			1660	1386		4517	1365			
Flt Permitted	0.73	1.00			1.00	1.00		1.00	1.00			
Satd. Flow (perm)	1203	1494			1660	1386		4517	1365			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	102	228	0	0	45	75	84	1707	97	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	21	0	0	16	0	0	0
Lane Group Flow (vph)	102	228	0	0	45	54	0	1791	81	0	0	0
Confl. Peds. (#/hr)	2		2	2		2	5		3	3		5
Confl. Bikes (#/hr)						1						2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)		0										
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)	29.2	29.2			29.2	29.2		118.8	118.8			
Effective Green, g (s)	29.2	29.2			29.2	29.2		118.8	118.8			
Actuated g/C Ratio	0.18	0.18			0.18	0.18		0.74	0.74			
Clearance Time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Vehicle Extension (s)	2.0	2.0			2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)	219	272			302	252		3353	1013			
v/s Ratio Prot		c0.15			0.03							
v/s Ratio Perm	0.08					0.04		0.40	0.06			
v/c Ratio	0.47	0.84			0.15	0.21		0.53	0.08			
Uniform Delay, d1	58.4	63.1			55.0	55.6		8.8	5.6			
Progression Factor	1.00	1.00			1.00	1.00		0.96	0.87			
Incremental Delay, d2	0.6	18.9			0.1	0.2		0.2	0.0			
Delay (s)	59.0	82.0			55.0	55.8		8.6	4.9			
Level of Service	E	F			E	E		A	A			
Approach Delay (s/veh)		74.9			55.5			8.4			0.0	
Approach LOS		E			E			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	20.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.5%	ICU Level of Service	B
Analysis Period (min)	15		

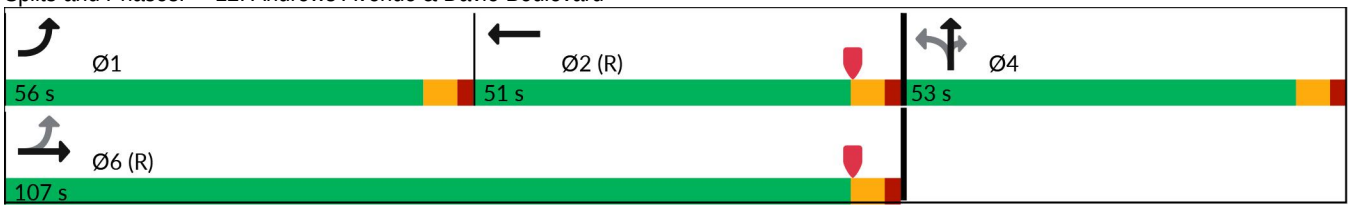
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	580	422	498	988	212
Future Volume (vph)	580	422	498	988	212
Turn Type	pm+pt	NA	NA	NA	Perm
Protected Phases	1	6	2	4	
Permitted Phases	6				4
Detector Phase	1	6	2	4	4
Switch Phase					
Minimum Initial (s)	4.0	12.0	12.0	6.0	6.0
Minimum Split (s)	12.0	40.0	40.0	34.0	34.0
Total Split (s)	56.0	107.0	51.0	53.0	53.0
Total Split (%)	35.0%	66.9%	31.9%	33.1%	33.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?					
Recall Mode	None	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 137 (86%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 12: Andrews Avenue & Davie Boulevard



Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	682	496	832	1387	249
v/c Ratio	1.12	0.23	0.90	0.94	0.46
Control Delay (s/veh)	115.3	13.2	68.3	66.9	28.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	115.3	13.2	68.3	66.9	28.2
Queue Length 50th (ft)	~782	112	435	523	119
Queue Length 95th (ft)	#937	131	476	543	188
Internal Link Dist (ft)		223	909	2503	
Turn Bay Length (ft)	140				150
Base Capacity (vph)	610	2213	967	1484	536
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.12	0.22	0.86	0.93	0.46

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.

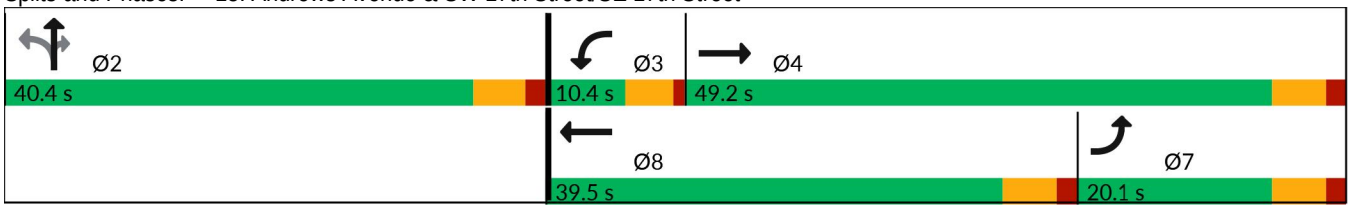
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	580	422	0	0	498	209	191	988	212	0	0	0
Future Volume (veh/h)	580	422	0	0	498	209	191	988	212	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	682	496	0	0	586	199	225	1162	121			
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	657	2252	0	0	744	252	241	1245	448			
Arrive On Green	0.42	0.85	0.00	0.00	0.38	0.38	0.29	0.29	0.29			
Sat Flow, veh/h	1767	3618	0	0	2668	873	842	4349	1564			
Grp Volume(v), veh/h	682	496	0	0	401	384	485	902	121			
Grp Sat Flow(s),veh/h/ln	1767	1763	0	0	1763	1685	1813	1689	1564			
Q Serve(g_s), s	50.0	4.2	0.0	0.0	32.1	32.3	41.6	41.6	9.6			
Cycle Q Clear(g_c), s	50.0	4.2	0.0	0.0	32.1	32.3	41.6	41.6	9.6			
Prop In Lane	1.00		0.00	0.00		0.52	0.46		1.00			
Lane Grp Cap(c), veh/h	657	2252	0	0	509	487	519	967	448			
V/C Ratio(X)	1.04	0.22	0.00	0.00	0.79	0.79	0.93	0.93	0.27			
Avail Cap(c_a), veh/h	657	2252	0	0	509	487	533	992	459			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.33	1.33	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.95	0.95	0.47	0.47	0.47			
Uniform Delay (d), s/veh	32.3	4.7	0.0	0.0	44.9	45.0	55.6	55.6	44.2			
Incr Delay (d2), s/veh	45.4	0.2	0.0	0.0	11.1	11.7	13.2	8.1	0.1			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	32.5	1.5	0.0	0.0	15.1	14.6	21.0	18.8	3.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	77.7	4.9	0.0	0.0	56.1	56.7	68.9	63.7	44.2			
LnGrp LOS	F	A			E	E	E	E	D			
Approach Vol, veh/h		1178			785			1508				
Approach Delay, s/veh		47.1			56.4			63.8				
Approach LOS		D			E			E				
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	56.0	52.2		51.8		108.2						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	50.0	45.0		47.0		101.0						
Max Q Clear Time (g_c+I1), s	52.0	34.3		43.6		6.2						
Green Ext Time (p_c), s	0.0	3.8		2.1		3.8						
Intersection Summary												
HCM 7th Control Delay, s/veh			56.4									
HCM 7th LOS			E									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	451	37	78	235	48	1138	413
Future Volume (vph)	451	37	78	235	48	1138	413
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm
Protected Phases	7	4	3	8		2	
Permitted Phases					2		2
Detector Phase	7	4	3	8	2	2	2
Switch Phase							
Minimum Initial (s)	5.0	6.0	5.0	6.0	10.0	10.0	10.0
Minimum Split (s)	10.5	39.5	9.5	39.5	39.5	39.5	39.5
Total Split (s)	20.1	49.2	10.4	39.5	40.4	40.4	40.4
Total Split (%)	20.1%	49.2%	10.4%	39.5%	40.4%	40.4%	40.4%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.0	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	4.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	None	None	None	Min	Min	Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 82.2
Natural Cycle: 100
Control Type: Actuated-Uncoordinated

Splits and Phases: 13: Andrews Avenue & SW 17th Street/SE 17th Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	485	89	84	471	52	1224	444
v/c Ratio	0.80	0.08	0.35	0.74	0.07	0.82	0.58
Control Delay (s/veh)	44.8	10.4	41.7	37.7	15.6	27.4	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.8	10.4	41.7	37.7	15.6	27.4	13.6
Queue Length 50th (ft)	124	7	21	118	15	282	87
Queue Length 95th (ft)	#218	23	46	168	40	#453	201
Internal Link Dist (ft)		226		905		784	
Turn Bay Length (ft)	60		70		145		105
Base Capacity (vph)	605	1719	244	1345	742	1490	770
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	0.80	0.05	0.34	0.35	0.07	0.82	0.58

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	451	37	46	78	235	203	48	1138	413	0	0	0
Future Volume (vph)	451	37	46	78	235	203	48	1138	413	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5		4.5	5.5		5.5	5.5	5.5			
Lane Util. Factor	0.97	0.95		0.97	0.95		1.00	0.95	1.00			
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00	0.99			
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00			
Frt	1.00	0.92		1.00	0.93		1.00	1.00	0.85			
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00			
Satd. Flow (prot)	3400	3186		3400	3235		1747	3505	1545			
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00			
Satd. Flow (perm)	3400	3186		3400	3235		1747	3505	1545			
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	485	40	49	84	253	218	52	1224	444	0	0	0
RTOR Reduction (vph)	0	33	0	0	7	0	0	0	115	0	0	0
Lane Group Flow (vph)	485	56	0	84	464	0	52	1224	329	0	0	0
Confl. Peds. (#/hr)	5		2	2		5	4		4	4		4
Confl. Bikes (#/hr)			5			2						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA		Prot	NA		Perm	NA	Perm			
Protected Phases	7	4		3	8			2				
Permitted Phases							2		2			
Actuated Green, G (s)	15.6	28.0		4.7	16.1		35.0	35.0	35.0			
Effective Green, g (s)	15.6	28.0		4.7	16.1		35.0	35.0	35.0			
Actuated g/C Ratio	0.19	0.34		0.06	0.19		0.42	0.42	0.42			
Clearance Time (s)	5.5	5.5		4.5	5.5		5.5	5.5	5.5			
Vehicle Extension (s)	3.0	2.0		3.0	2.0		3.0	3.0	3.0			
Lane Grp Cap (vph)	637	1072		192	626		734	1474	649			
v/s Ratio Prot	c0.14	0.02		0.02	c0.14			c0.35				
v/s Ratio Perm							0.03		0.21			
v/c Ratio	0.76	0.05		0.44	0.74		0.07	0.83	0.51			
Uniform Delay, d1	32.0	18.6		38.0	31.6		14.4	21.5	17.8			
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00			
Incremental Delay, d2	5.4	0.0		1.6	4.1		0.0	4.1	0.6			
Delay (s)	37.4	18.6		39.6	35.7		14.4	25.6	18.4			
Level of Service	D	B		D	D		B	C	B			
Approach Delay (s/veh)		34.5			36.3			23.4			0.0	
Approach LOS		C			D			C			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	28.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	83.2	Sum of lost time (s)	16.5
Intersection Capacity Utilization	73.6%	ICU Level of Service	D
Analysis Period (min)	15		

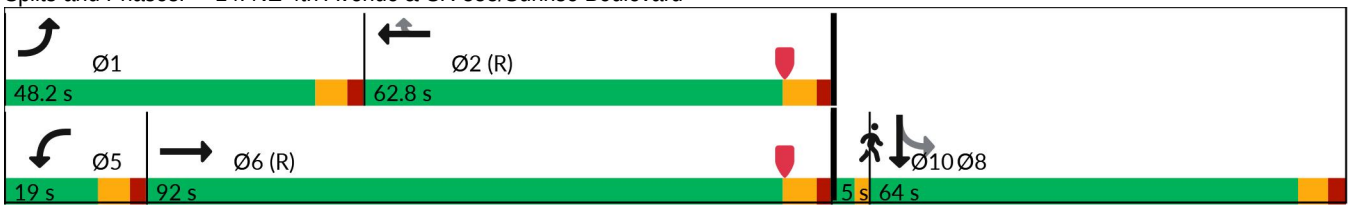
c Critical Lane Group

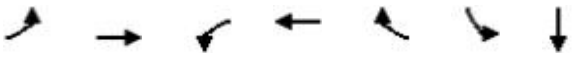
Lane Group	EBL	EBT	WBL	WBT	WBR	SBL	SBT	Ø10
Lane Configurations								
Traffic Volume (vph)	190	1108	96	748	61	114	730	
Future Volume (vph)	190	1108	96	748	61	114	730	
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	
Protected Phases	1	6	5	2			8	10
Permitted Phases					2	8		
Detector Phase	1	6	5	2	2	8	8	
Switch Phase								
Minimum Initial (s)	5.0	12.0	5.0	12.0	12.0	6.0	6.0	1.0
Minimum Split (s)	11.5	49.5	11.5	47.5	47.5	47.5	47.5	5.0
Total Split (s)	48.2	92.0	19.0	62.8	62.8	64.0	64.0	5.0
Total Split (%)	26.8%	51.1%	10.6%	34.9%	34.9%	35.6%	35.6%	3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.5	2.5	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag			
Lead-Lag Optimize?								
Recall Mode	None	C-Min	None	C-Min	C-Min	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 63 (35%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 14: NE 4th Avenue & SR 838/Sunrise Boulevard



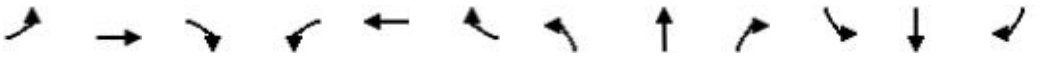


Lane Group	EBL	EBT	WBL	WBT	WBR	SBL	SBT
Lane Group Flow (vph)	200	1886	101	787	64	120	909
v/c Ratio	0.84	0.75	0.75	0.34	0.08	0.23	0.88
Control Delay (s/veh)	127.9	18.9	99.4	33.3	8.3	47.4	69.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	127.9	18.9	99.4	33.3	8.3	47.4	69.4
Queue Length 50th (ft)	250	168	119	247	9	108	535
Queue Length 95th (ft)	m341	225	m#222	317	m36	156	581
Internal Link Dist (ft)		1177		617			421
Turn Bay Length (ft)	260		190		210	330	
Base Capacity (vph)	410	2517	139	2331	768	569	1128
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	0.49	0.75	0.73	0.34	0.08	0.21	0.81

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	1108	684	96	748	61	0	0	0	114	730	134
Future Volume (vph)	190	1108	684	96	748	61	0	0	0	114	730	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5	6.5				6.5	6.5	
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00				1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.98				1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00				0.99	1.00	
Frt	1.00	0.94		1.00	1.00	0.85				1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00				0.95	1.00	
Satd. Flow (prot)	1770	4760		1770	5085	1545				1753	3446	
Flt Permitted	0.95	1.00		0.95	1.00	1.00				0.95	1.00	
Satd. Flow (perm)	1770	4760		1770	5085	1545				1753	3446	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	200	1166	720	101	787	64	0	0	0	120	768	141
RTOR Reduction (vph)	0	50	0	0	0	35	0	0	0	0	8	0
Lane Group Flow (vph)	200	1836	0	101	787	29	0	0	0	120	901	0
Confl. Peds. (#/hr)	6		3	3		6	5		6	6		5
Confl. Bikes (#/hr)			4			2			3			
Turn Type	Prot	NA		Prot	NA	Perm				Perm	NA	
Protected Phases	1	6		5	2						8	
Permitted Phases						2				8		
Actuated Green, G (s)	24.4	93.3		13.6	82.5	82.5				53.6	53.6	
Effective Green, g (s)	24.4	93.3		13.6	82.5	82.5				53.6	53.6	
Actuated g/C Ratio	0.14	0.52		0.08	0.46	0.46				0.30	0.30	
Clearance Time (s)	6.5	6.5		6.5	6.5	6.5				6.5	6.5	
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0				2.0	2.0	
Lane Grp Cap (vph)	239	2467		133	2330	708				522	1026	
v/s Ratio Prot	c0.11	c0.39		0.06	0.15						c0.26	
v/s Ratio Perm						0.02				0.07		
v/c Ratio	0.84	0.74		0.76	0.34	0.04				0.23	0.88	
Uniform Delay, d1	75.9	34.0		81.6	31.2	26.9				47.6	60.1	
Progression Factor	1.42	0.52		0.84	0.99	1.00				1.00	1.00	
Incremental Delay, d2	16.0	1.5		19.1	0.4	0.1				0.1	8.4	
Delay (s)	123.5	19.2		88.0	31.4	27.0				47.7	68.5	
Level of Service	F	B		F	C	C				D	E	
Approach Delay (s/veh)		29.2			37.1			0.0			66.0	
Approach LOS		C			D			A			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	40.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	83.7%	ICU Level of Service	E
Analysis Period (min)	15		

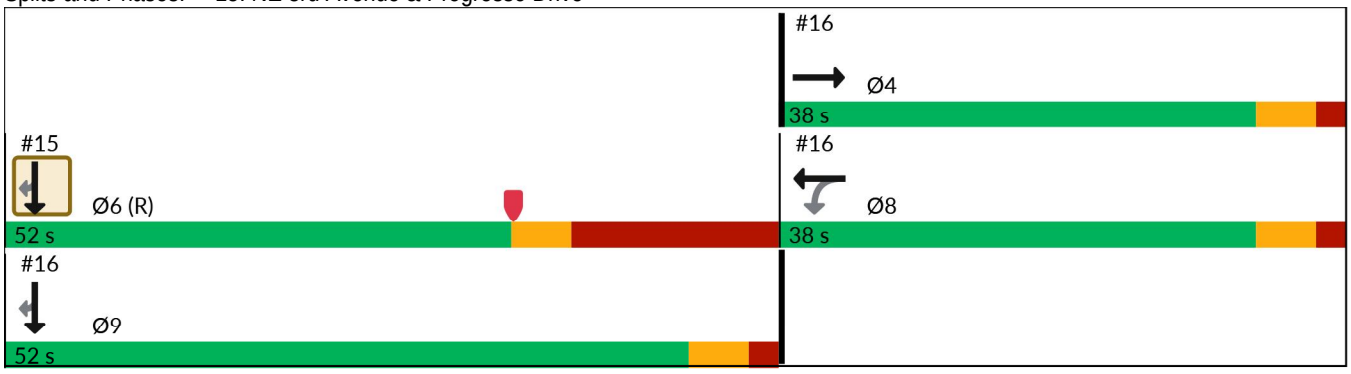
c Critical Lane Group

Lane Group	EBR	SBT	SBR	Ø4	Ø8	Ø9
Lane Configurations						
Traffic Volume (vph)	33	1454	7			
Future Volume (vph)	33	1454	7			
Turn Type	Free	NA	Perm			
Protected Phases		6		4	8	9
Permitted Phases	Free		6			
Detector Phase		6	6			
Switch Phase						
Minimum Initial (s)		10.0	10.0	6.0	6.0	10.0
Minimum Split (s)		45.0	45.0	38.0	38.0	33.0
Total Split (s)		52.0	52.0	38.0	38.0	52.0
Total Split (%)		57.8%	57.8%	42%	42%	58%
Yellow Time (s)		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)		14.0	14.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0			
Total Lost Time (s)		18.0	18.0			
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		C-Min	C-Min	None	None	Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 47 (52%), Referenced to phase 6:SBT, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 15: NE 3rd Avenue & Progresso Drive



Lane Group	EBR	SBT	SBR
Lane Group Flow (vph)	36	1598	8
v/c Ratio	0.02	0.75	0.01
Control Delay (s/veh)	0.0	12.9	4.4
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	0.0	12.9	4.4
Queue Length 50th (ft)	0	143	0
Queue Length 95th (ft)	0	497	m1
Internal Link Dist (ft)		214	
Turn Bay Length (ft)			150
Base Capacity (vph)	1591	2118	949
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.02	0.75	0.01

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	33	0	0	1454	7
Future Volume (vph)	0	33	0	0	1454	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			18.0	18.0
Lane Util. Factor		1.00			0.95	1.00
Frpb, ped/bikes		0.99			1.00	1.00
Flpb, ped/bikes		1.00			1.00	1.00
Frt		0.87			1.00	0.85
Flt Protected		1.00			1.00	1.00
Satd. Flow (prot)		1591			3539	1583
Flt Permitted		1.00			1.00	1.00
Satd. Flow (perm)		1591			3539	1583
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	36	0	0	1598	8
RTOR Reduction (vph)	0	0	0	0	0	2
Lane Group Flow (vph)	0	36	0	0	1598	6
Confl. Peds. (#/hr)		1	3			
Confl. Bikes (#/hr)				1		
Turn Type		Free			NA	Perm
Protected Phases					6	
Permitted Phases		Free				6
Actuated Green, G (s)		90.0			53.9	53.9
Effective Green, g (s)		90.0			53.9	53.9
Actuated g/C Ratio		1.00			0.60	0.60
Clearance Time (s)					18.0	18.0
Vehicle Extension (s)					3.0	3.0
Lane Grp Cap (vph)		1591			2119	948
v/s Ratio Prot					c0.45	
v/s Ratio Perm		c0.02				0.00
v/c Ratio		0.02			0.75	0.01
Uniform Delay, d1		0.0			13.2	7.3
Progression Factor		1.00			0.81	0.68
Incremental Delay, d2		0.0			1.6	0.0
Delay (s)		0.0			12.3	4.9
Level of Service		A			B	A
Approach Delay (s/veh)	0.0			0.0	12.3	
Approach LOS	A			A	B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	12.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	62.2%	ICU Level of Service	B
Analysis Period (min)	15		

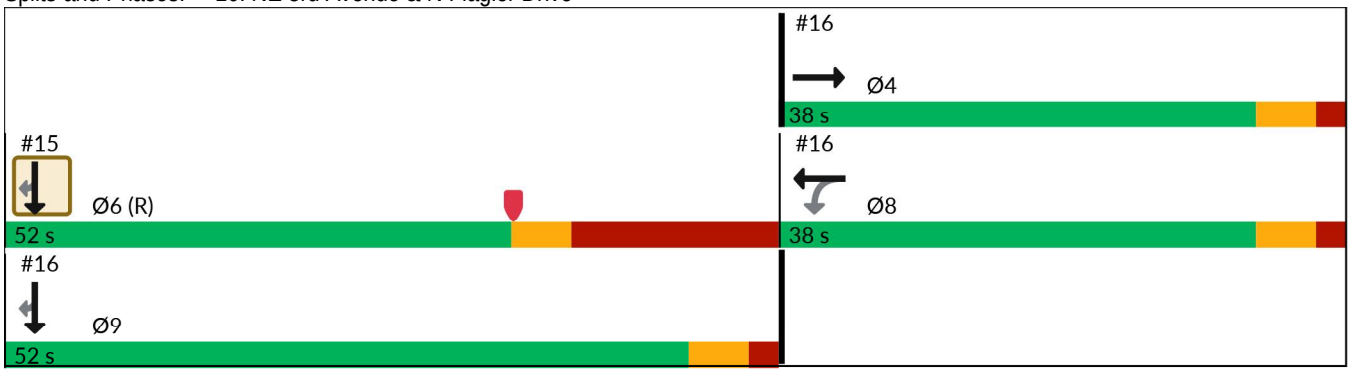
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR	Ø6
Lane Configurations						
Traffic Volume (vph)	117	81	23	1481	19	
Future Volume (vph)	117	81	23	1481	19	
Turn Type	NA	Perm	NA	NA	Perm	
Protected Phases	4		8	9		6
Permitted Phases		8			9	
Detector Phase	4	8	8	9	9	
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	10.0	10.0	10.0
Minimum Split (s)	38.0	38.0	38.0	33.0	33.0	45.0
Total Split (s)	38.0	38.0	38.0	52.0	52.0	52.0
Total Split (%)	42.2%	42.2%	42.2%	57.8%	57.8%	58%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	14.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	Min	Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 47 (52%), Referenced to phase 6:SBT, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 16: NE 3rd Avenue & N Flagler Drive



Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	157	88	25	1610	21
v/c Ratio	0.62	0.61	0.10	0.62	0.02
Control Delay (s/veh)	43.1	52.1	34.5	1.0	0.0
Queue Delay	0.0	0.0	0.0	0.2	0.0
Total Delay (s/veh)	43.1	52.1	34.5	1.2	0.0
Queue Length 50th (ft)	78	39	11	2	0
Queue Length 95th (ft)	131	m97	m33	3	m0
Internal Link Dist (ft)	1124		224	145	
Turn Bay Length (ft)		165			25
Base Capacity (vph)	652	382	662	2590	1137
Starvation Cap Reductn	0	0	0	268	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.24	0.23	0.04	0.69	0.02

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	117	28	81	23	0	0	0	0	0	1481	19
Future Volume (vph)	0	117	28	81	23	0	0	0	0	0	1481	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	6.0
Lane Util. Factor		1.00		1.00	1.00						0.95	1.00
Frpb, ped/bikes		1.00		1.00	1.00						1.00	0.97
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.97		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		1809		1765	1863						3539	1541
Flt Permitted		1.00		0.58	1.00						1.00	1.00
Satd. Flow (perm)		1809		1076	1863						3539	1541
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	127	30	88	25	0	0	0	0	0	1610	21
RTOR Reduction (vph)	0	12	0	0	0	0	0	0	0	0	0	6
Lane Group Flow (vph)	0	145	0	88	25	0	0	0	0	0	1610	15
Confl. Peds. (#/hr)	2		4	4		2	4		2	2		4
Confl. Bikes (#/hr)						2						
Turn Type		NA		Perm	NA						NA	Perm
Protected Phases		4			8						9	
Permitted Phases				8								9
Actuated Green, G (s)		12.1		12.1	12.1						65.9	65.9
Effective Green, g (s)		12.1		12.1	12.1						65.9	65.9
Actuated g/C Ratio		0.13		0.13	0.13						0.73	0.73
Clearance Time (s)		6.0		6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.5		2.5	2.5						3.0	3.0
Lane Grp Cap (vph)		243		144	250						2591	1128
v/s Ratio Prot		0.08			0.01						c0.45	
v/s Ratio Perm				c0.08								0.01
v/c Ratio		0.60		0.61	0.10						0.62	0.01
Uniform Delay, d1		36.7		36.7	34.2						5.9	3.3
Progression Factor		1.00		0.98	1.05						0.04	0.00
Incremental Delay, d2		3.3		6.1	0.1						0.3	0.0
Delay (s)		39.9		42.1	35.9						0.6	0.0
Level of Service		D		D	D						A	A
Approach Delay (s/veh)		39.9			40.7			0.0			0.5	
Approach LOS		D			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	6.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	71.2%	ICU Level of Service	C
Analysis Period (min)	15		

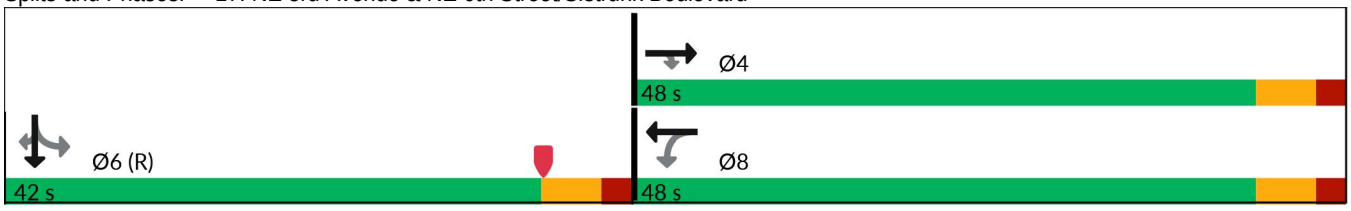
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	245	503	97	199	1294	99
Future Volume (vph)	245	503	97	199	1294	99
Turn Type	NA	Perm	Perm	NA	NA	Perm
Protected Phases	4			8	6	
Permitted Phases		4	8			6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	28.0	28.0
Total Split (s)	48.0	48.0	48.0	48.0	42.0	42.0
Total Split (%)	53.3%	53.3%	53.3%	53.3%	46.7%	46.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 88 (98%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 17: NE 3rd Avenue & NE 6th Street/Sistrunk Boulevard



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	266	547	105	216	1547	108
v/c Ratio	0.36	0.87	0.27	0.30	0.66	0.14
Control Delay (s/veh)	19.5	38.3	18.5	18.4	8.9	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.5	38.3	18.5	18.4	8.9	1.4
Queue Length 50th (ft)	100	254	38	79	221	7
Queue Length 95th (ft)	145	366	69	118	188	10
Internal Link Dist (ft)	911			651	1514	
Turn Bay Length (ft)		140	140			150
Base Capacity (vph)	861	731	458	861	2351	759
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.75	0.23	0.25	0.66	0.14

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	245	503	97	199	0	0	0	0	129	1294	99
Future Volume (vph)	0	245	503	97	199	0	0	0	0	129	1294	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		1.00	1.00	1.00	1.00						0.91	1.00
Frpb, ped/bikes		1.00	0.97	1.00	1.00						1.00	0.97
Flpb, ped/bikes		1.00	1.00	0.99	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						1.00	1.00
Satd. Flow (prot)		1845	1526	1736	1845						5007	1515
Flt Permitted		1.00	1.00	0.54	1.00						1.00	1.00
Satd. Flow (perm)		1845	1526	984	1845						5007	1515
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	266	547	105	216	0	0	0	0	140	1407	108
RTOR Reduction (vph)	0	0	22	0	0	0	0	0	0	0	0	47
Lane Group Flow (vph)	0	266	525	105	216	0	0	0	0	0	1547	61
Confl. Peds. (#/hr)	3		14	14		3	7		7	7		7
Confl. Bikes (#/hr)			1			1						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4	8						6		6
Actuated Green, G (s)		35.7	35.7	35.7	35.7						42.3	42.3
Effective Green, g (s)		35.7	35.7	35.7	35.7						42.3	42.3
Actuated g/C Ratio		0.40	0.40	0.40	0.40						0.47	0.47
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0	2.0						3.0	3.0
Lane Grp Cap (vph)		731	605	390	731						2353	712
v/s Ratio Prot		0.14			0.12							
v/s Ratio Perm			c0.34	0.11							0.31	0.04
v/c Ratio		0.36	0.87	0.27	0.30						0.66	0.09
Uniform Delay, d1		19.1	25.0	18.3	18.6						18.3	13.2
Progression Factor		1.00	1.00	1.00	1.00						0.40	0.26
Incremental Delay, d2		0.1	12.2	0.1	0.1						1.2	0.2
Delay (s)		19.3	37.2	18.5	18.6						8.5	3.6
Level of Service		B	D	B	B						A	A
Approach Delay (s/veh)		31.3			18.6			0.0			8.2	
Approach LOS		C			B			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	16.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	80.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	154	123	138	1654	122
Future Volume (vph)	154	123	138	1654	122
Turn Type	NA	pm+pt	NA	NA	Perm
Protected Phases	4	3	8	6	
Permitted Phases		8			6
Detector Phase	4	3	8	6	6
Switch Phase					
Minimum Initial (s)	6.0	5.0	6.0	10.0	10.0
Minimum Split (s)	32.0	11.0	32.0	27.0	27.0
Total Split (s)	32.0	11.0	43.0	47.0	47.0
Total Split (%)	35.6%	12.2%	47.8%	52.2%	52.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 22 (24%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 18: NE 3rd Avenue & NE 4th Street

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	398	131	147	1924	130
v/c Ratio	0.97	0.61	0.24	0.93	0.19
Control Delay (s/veh)	67.2	31.7	18.8	25.0	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	67.2	31.7	18.8	25.0	1.7
Queue Length 50th (ft)	202	47	53	355	1
Queue Length 95th (ft)	#385	#91	96	192	m7
Internal Link Dist (ft)	908		191	1288	
Turn Bay Length (ft)		90			150
Base Capacity (vph)	421	214	614	2075	683
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.95	0.61	0.24	0.93	0.19

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	154	220	123	138	0	0	0	0	154	1654	122
Future Volume (vph)	0	154	220	123	138	0	0	0	0	154	1654	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	6.0
Lane Util. Factor		1.00		1.00	1.00						0.91	1.00
Frpb, ped/bikes		0.99		1.00	1.00						1.00	0.96
Flpb, ped/bikes		1.00		1.00	1.00						0.99	1.00
Frt		0.92		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		1363		1577	1494						4486	1350
Flt Permitted		1.00		0.22	1.00						1.00	1.00
Satd. Flow (perm)		1363		364	1494						4486	1350
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	164	234	131	147	0	0	0	0	164	1760	130
RTOR Reduction (vph)	0	28	0	0	0	0	0	0	0	0	0	59
Lane Group Flow (vph)	0	370	0	131	147	0	0	0	0	0	1924	71
Confl. Peds. (#/hr)	12		3	3		12	11		33	33		11
Confl. Bikes (#/hr)						2						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)		0	0		0	0						
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		4		3	8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)		25.4		36.4	36.4						41.6	41.6
Effective Green, g (s)		25.4		36.4	36.4						41.6	41.6
Actuated g/C Ratio		0.28		0.40	0.40						0.46	0.46
Clearance Time (s)		6.0		6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0		3.0	2.0						3.0	3.0
Lane Grp Cap (vph)		384		214	604						2073	624
v/s Ratio Prot		c0.27		c0.03	0.10							
v/s Ratio Perm				0.21							0.43	0.05
v/c Ratio		0.96		0.61	0.24						0.93	0.11
Uniform Delay, d1		31.8		19.6	17.7						22.8	13.7
Progression Factor		1.00		1.00	1.00						0.77	0.36
Incremental Delay, d2		36.0		5.1	0.1						6.9	0.3
Delay (s)		67.8		24.7	17.8						24.5	5.3
Level of Service		E		C	B						C	A
Approach Delay (s/veh)		67.8			21.0			0.0			23.3	
Approach LOS		E			C			A			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	29.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	87.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	27	42	24	1905	21
Future Volume (vph)	27	42	24	1905	21
Turn Type	NA	Perm	NA	NA	Perm
Protected Phases	4		8	6	
Permitted Phases		8			6
Detector Phase	4	8	8	6	6
Switch Phase					
Minimum Initial (s)	6.0	6.0	6.0	7.0	7.0
Minimum Split (s)	31.0	31.0	31.0	28.0	28.0
Total Split (s)	31.0	31.0	31.0	59.0	59.0
Total Split (%)	34.4%	34.4%	34.4%	65.6%	65.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 32 (36%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 19: NE 3rd Avenue & NE 3rd Street

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	56	44	25	2071	22
v/c Ratio	0.38	0.41	0.18	0.56	0.02
Control Delay (s/veh)	40.2	49.1	39.7	0.9	0.0
Queue Delay	0.0	0.0	0.0	0.1	0.0
Total Delay (s/veh)	40.2	49.1	39.7	1.0	0.0
Queue Length 50th (ft)	26	24	13	24	0
Queue Length 95th (ft)	61	56	36	31	m0
Internal Link Dist (ft)	415		157	262	
Turn Bay Length (ft)		160			150
Base Capacity (vph)	431	329	415	3679	1100
Starvation Cap Reductn	0	0	0	442	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.13	0.13	0.06	0.64	0.02

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	27	27	42	24	0	0	0	0	63	1905	21
Future Volume (vph)	0	27	27	42	24	0	0	0	0	63	1905	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	6.0
Lane Util. Factor		1.00		1.00	1.00						0.91	1.00
Frpb, ped/bikes		0.99		1.00	1.00						1.00	0.95
Flpb, ped/bikes		1.00		0.99	1.00						1.00	1.00
Frt		0.93		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		1531		1563	1494						4514	1341
Flt Permitted		1.00		0.72	1.00						1.00	1.00
Satd. Flow (perm)		1531		1185	1494						4514	1341
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	28	28	44	25	0	0	0	0	66	2005	22
RTOR Reduction (vph)	0	8	0	0	0	0	0	0	0	0	0	5
Lane Group Flow (vph)	0	48	0	44	25	0	0	0	0	0	2071	17
Confl. Peds. (#/hr)	6		9	9		6	14		38	38		14
Confl. Bikes (#/hr)									1			3
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)					0	0						
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)		7.0		7.0	7.0						71.0	71.0
Effective Green, g (s)		7.0		7.0	7.0						71.0	71.0
Actuated g/C Ratio		0.08		0.08	0.08						0.79	0.79
Clearance Time (s)		6.0		6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0		2.0	2.0						1.0	1.0
Lane Grp Cap (vph)		119		92	116						3561	1057
v/s Ratio Prot		0.03			0.02							
v/s Ratio Perm				c0.04							0.46	0.01
v/c Ratio		0.40		0.48	0.22						0.58	0.02
Uniform Delay, d1		39.5		39.8	38.9						3.7	2.0
Progression Factor		1.00		1.00	1.00						0.17	0.00
Incremental Delay, d2		0.8		1.4	0.3						0.3	0.0
Delay (s)		40.3		41.2	39.3						0.9	0.0
Level of Service		D		D	D						A	A
Approach Delay (s/veh)		40.3			40.5			0.0			0.9	
Approach LOS		D			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	3.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	3	34	33	1716	74
Future Volume (vph)	3	34	33	1716	74
Turn Type	NA	Perm	NA	NA	Perm
Protected Phases	4		8	6	
Permitted Phases		8			6
Detector Phase	4	8	8	6	6
Switch Phase					
Minimum Initial (s)	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	33.0	33.0	33.0	25.0	25.0
Total Split (s)	33.0	33.0	33.0	57.0	57.0
Total Split (%)	36.7%	36.7%	36.7%	63.3%	63.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 38 (42%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 20: NE 3rd Avenue & NE 2nd Street

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	75	37	35	2045	80
v/c Ratio	0.50	0.32	0.21	0.57	0.07
Control Delay (s/veh)	44.1	44.0	39.1	1.1	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.1	44.0	39.1	1.1	0.1
Queue Length 50th (ft)	35	20	19	17	0
Queue Length 95th (ft)	76	48	45	20	m0
Internal Link Dist (ft)	909		241	266	
Turn Bay Length (ft)		105			150
Base Capacity (vph)	433	350	498	3606	1078
Starvation Cap Reductn	0	0	0	101	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.17	0.11	0.07	0.58	0.07

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	3	67	34	33	0	0	0	0	186	1716	74
Future Volume (vph)	0	3	67	34	33	0	0	0	0	186	1716	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	6.0
Lane Util. Factor		1.00		1.00	1.00						0.91	1.00
Frpb, ped/bikes		0.98		1.00	1.00						1.00	0.93
Flpb, ped/bikes		1.00		0.99	1.00						0.99	1.00
Frt		0.87		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		1417		1569	1660						4465	1319
Flt Permitted		1.00		0.71	1.00						1.00	1.00
Satd. Flow (perm)		1417		1169	1660						4465	1319
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	3	72	37	35	0	0	0	0	200	1845	80
RTOR Reduction (vph)	0	10	0	0	0	0	0	0	0	0	0	15
Lane Group Flow (vph)	0	65	0	37	35	0	0	0	0	0	2045	65
Confl. Peds. (#/hr)	7		6	6		7	19		43	43		19
Confl. Bikes (#/hr)			1						1			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)		7.7		7.7	7.7						70.3	70.3
Effective Green, g (s)		7.7		7.7	7.7						70.3	70.3
Actuated g/C Ratio		0.09		0.09	0.09						0.78	0.78
Clearance Time (s)		6.0		6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0		2.0	2.0						3.0	3.0
Lane Grp Cap (vph)		121		100	142						3487	1030
v/s Ratio Prot		c0.05			0.02							
v/s Ratio Perm				0.03							0.46	0.05
v/c Ratio		0.54		0.37	0.25						0.59	0.06
Uniform Delay, d1		39.4		38.9	38.4						4.0	2.3
Progression Factor		1.00		1.00	1.00						0.12	0.00
Incremental Delay, d2		2.3		0.8	0.3						0.6	0.1
Delay (s)		41.7		39.7	38.8						1.1	0.1
Level of Service		D		D	D						A	A
Approach Delay (s/veh)		41.7			39.2			0.0			1.1	
Approach LOS		D			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	3.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.9%	ICU Level of Service	C
Analysis Period (min)	15		

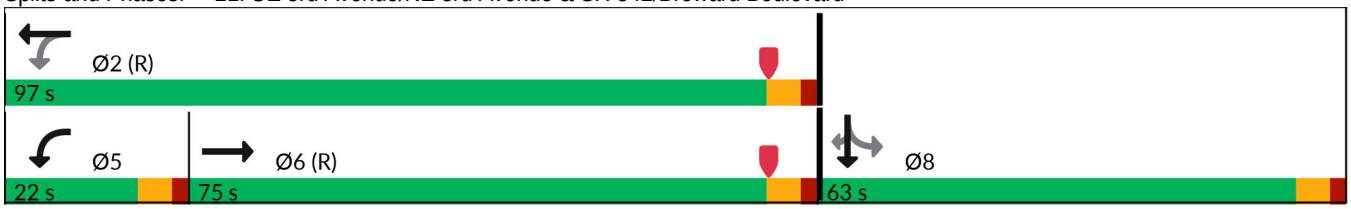
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	853	207	783	1177	223
Future Volume (vph)	853	207	783	1177	223
Turn Type	NA	pm+pt	NA	NA	Perm
Protected Phases	6	5	2	8	
Permitted Phases		2			8
Detector Phase	6	5	2	8	8
Switch Phase					
Minimum Initial (s)	7.0	4.0	7.0	6.0	6.0
Minimum Split (s)	40.0	10.0	40.0	39.0	39.0
Total Split (s)	75.0	22.0	97.0	63.0	63.0
Total Split (%)	46.9%	13.8%	60.6%	39.4%	39.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	C-Max	None	C-Max	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 154 (96%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 21: SE 3rd Avenue/NE 3rd Avenue & SR 842/Broward Boulevard



Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	1695	213	807	1505	230
v/c Ratio	1.30dr	1.07	0.31	0.95	0.43
Control Delay (s/veh)	42.7	127.0	18.4	64.3	23.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.7	127.0	18.4	64.3	23.8
Queue Length 50th (ft)	615	~201	157	561	99
Queue Length 95th (ft)	#704	#378	186	#664	181
Internal Link Dist (ft)	909		213	269	
Turn Bay Length (ft)		175			150
Base Capacity (vph)	1799	200	2582	1581	535
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.94	1.07	0.31	0.95	0.43

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

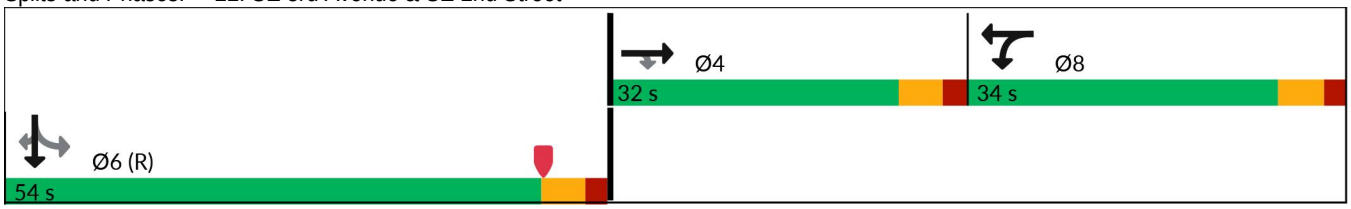
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	853	792	207	783	0	0	0	0	283	1177	223
Future Volume (veh/h)	0	853	792	207	783	0	0	0	0	283	1177	223
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1670	1670	1670	1670	0				1670	1670	1670
Adj Flow Rate, veh/h	0	879	784	213	807	0				292	1213	125
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	1345	620	204	2645	0				312	1297	466
Arrive On Green	0.00	0.59	0.59	0.13	0.77	0.00				0.34	0.34	0.34
Sat Flow, veh/h	0	3190	1402	1590	4709	0				905	3759	1352
Grp Volume(v), veh/h	0	879	784	213	807	0				524	981	125
Grp Sat Flow(s),veh/h/ln	0	1520	1402	1590	1520	0				1625	1520	1352
Q Serve(g_s), s	0.0	30.9	70.8	16.0	8.5	0.0				50.0	49.9	10.7
Cycle Q Clear(g_c), s	0.0	30.9	70.8	16.0	8.5	0.0				50.0	49.9	10.7
Prop In Lane	0.00		1.00	1.00		0.00				0.56		1.00
Lane Grp Cap(c), veh/h	0	1345	620	204	2645	0				560	1048	466
V/C Ratio(X)	0.00	0.65	1.26	1.04	0.31	0.00				0.94	0.94	0.27
Avail Cap(c_a), veh/h	0	1345	620	204	2645	0				579	1083	481
HCM Platoon Ratio	1.00	1.33	1.33	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.87	0.87	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	24.7	32.9	51.9	8.6	0.0				50.7	50.7	37.8
Incr Delay (d2), s/veh	0.0	2.2	129.7	75.0	0.3	0.0				22.0	13.9	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.7	44.1	12.4	2.6	0.0				23.7	21.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	26.9	162.6	126.9	8.9	0.0				72.7	64.6	37.9
LnGrp LOS		C	F	F	A					E	E	D
Approach Vol, veh/h		1663			1020						1630	
Approach Delay, s/veh		90.8			33.6						65.2	
Approach LOS		F			C						E	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		98.8			22.0	76.8		61.2				
Change Period (Y+Rc), s		6.0			6.0	6.0		6.0				
Max Green Setting (Gmax), s		91.0			16.0	69.0		57.0				
Max Q Clear Time (g_c+I1), s		10.5			18.0	72.8		52.0				
Green Ext Time (p_c), s		1.3			0.0	0.0		3.2				
Intersection Summary												
HCM 7th Control Delay, s/veh			67.6									
HCM 7th LOS			E									

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	95	98	42	148	1500	226
Future Volume (vph)	95	98	42	148	1500	226
Turn Type	NA	Perm	Split	NA	NA	Perm
Protected Phases	4		8	8	6	
Permitted Phases		4				6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	15.0	15.0
Minimum Split (s)	32.0	32.0	34.0	34.0	31.0	31.0
Total Split (s)	32.0	32.0	34.0	34.0	54.0	54.0
Total Split (%)	26.7%	26.7%	28.3%	28.3%	45.0%	45.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 96 (80%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 22: SE 3rd Avenue & SE 2nd Street



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	99	102	40	158	1887	235
v/c Ratio	0.38	0.35	0.18	0.69	0.78	0.30
Control Delay (s/veh)	47.1	10.9	43.9	63.3	27.1	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	47.1	10.9	43.9	63.3	27.1	10.8
Queue Length 50th (ft)	64	0	29	125	454	48
Queue Length 95th (ft)	116	47	57	181	#686	127
Internal Link Dist (ft)	582			245	543	
Turn Bay Length (ft)						150
Base Capacity (vph)	359	365	349	367	2433	778
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.28	0.11	0.43	0.78	0.30

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	95	98	42	148	0	0	0	0	311	1500	226
Future Volume (vph)	0	95	98	42	148	0	0	0	0	311	1500	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		1.00	1.00	0.95	0.95						0.91	1.00
Frpb, ped/bikes		1.00	0.93	1.00	1.00						1.00	0.94
Flpb, ped/bikes		1.00	1.00	1.00	1.00						0.99	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.99	1.00
Satd. Flow (prot)		1660	1318	1498	1575						4440	1322
Flt Permitted		1.00	1.00	0.95	1.00						0.99	1.00
Satd. Flow (perm)		1660	1318	1498	1575						4440	1322
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	99	102	44	154	0	0	0	0	324	1562	235
RTOR Reduction (vph)	0	0	86	0	0	0	0	0	0	0	0	54
Lane Group Flow (vph)	0	99	16	40	158	0	0	0	0	0	1887	181
Confl. Peds. (#/hr)	10		40	40		10	36		29	29		36
Confl. Bikes (#/hr)									3			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA	Perm	Split	NA					Perm	NA	Perm
Protected Phases		4		8	8						6	
Permitted Phases			4							6		6
Actuated Green, G (s)		18.8	18.8	17.4	17.4						65.8	65.8
Effective Green, g (s)		18.8	18.8	17.4	17.4						65.8	65.8
Actuated g/C Ratio		0.16	0.16	0.14	0.14						0.55	0.55
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0	2.0						3.0	3.0
Lane Grp Cap (vph)		260	206	217	228						2434	724
v/s Ratio Prot		c0.06		0.03	c0.10							
v/s Ratio Perm			0.01								0.42	0.14
v/c Ratio		0.38	0.08	0.18	0.69						0.78	0.25
Uniform Delay, d1		45.4	43.2	45.1	48.8						21.3	14.2
Progression Factor		1.00	1.00	1.00	1.00						1.00	1.00
Incremental Delay, d2		0.3	0.1	0.1	7.1						2.5	0.8
Delay (s)		45.7	43.3	45.2	55.9						23.8	15.0
Level of Service		D	D	D	E						C	B
Approach Delay (s/veh)		44.5			53.8			0.0			22.8	
Approach LOS		D			D			A			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	27.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	85.7%	ICU Level of Service	E
Analysis Period (min)	15		

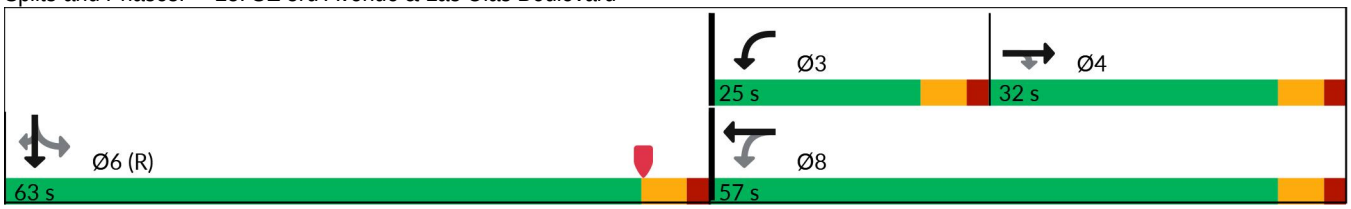
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	289	135	260	114	1292	43
Future Volume (vph)	289	135	260	114	1292	43
Turn Type	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		3	8	6	
Permitted Phases		4	8			6
Detector Phase	4	4	3	8	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	4.0	6.0	10.0	10.0
Minimum Split (s)	32.0	32.0	11.0	32.0	33.0	33.0
Total Split (s)	32.0	32.0	25.0	57.0	63.0	63.0
Total Split (%)	26.7%	26.7%	20.8%	47.5%	52.5%	52.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 108 (90%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 23: SE 3rd Avenue & Las Olas Boulevard



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	314	147	283	124	1734	47
v/c Ratio	0.46	0.46	0.73	0.10	0.79	0.07
Control Delay (s/veh)	43.5	23.9	37.5	21.5	10.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.3	0.0
Total Delay (s/veh)	43.5	23.9	37.5	21.5	10.4	0.1
Queue Length 50th (ft)	112	42	151	30	60	0
Queue Length 95th (ft)	158	108	228	50	49	m0
Internal Link Dist (ft)	450			474	436	
Turn Bay Length (ft)		110				150
Base Capacity (vph)	683	319	401	1273	2183	678
Starvation Cap Reductn	0	0	0	0	106	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.46	0.71	0.10	0.83	0.07

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	289	135	260	114	0	0	0	0	304	1292	43
Future Volume (vph)	0	289	135	260	114	0	0	0	0	304	1292	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		0.95	1.00	1.00	0.95						0.91	1.00
Frpb, ped/bikes		1.00	0.84	1.00	1.00						1.00	0.92
Flpb, ped/bikes		1.00	1.00	0.97	1.00						0.99	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.99	1.00
Satd. Flow (prot)		3154	1179	1532	2997						4453	1300
Flt Permitted		1.00	1.00	0.39	1.00						0.99	1.00
Satd. Flow (perm)		3154	1179	636	2997						4453	1300
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	314	147	283	124	0	0	0	0	330	1404	47
RTOR Reduction (vph)	0	0	64	0	0	0	0	0	0	0	0	24
Lane Group Flow (vph)	0	314	83	283	124	0	0	0	0	0	1734	23
Confl. Peds. (#/hr)	81		108	108		81	50		32	32		50
Confl. Bikes (#/hr)			8			1			2			3
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)					0	0						
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	Perm
Protected Phases		4		3	8						6	
Permitted Phases			4	8						6		6
Actuated Green, G (s)		26.0	26.0	49.2	49.2						58.8	58.8
Effective Green, g (s)		26.0	26.0	49.2	49.2						58.8	58.8
Actuated g/C Ratio		0.22	0.22	0.41	0.41						0.49	0.49
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.5	2.5	1.5	2.5						3.0	3.0
Lane Grp Cap (vph)		683	255	389	1228						2181	637
v/s Ratio Prot		0.10		c0.10	0.04							
v/s Ratio Perm			0.07	c0.19							0.39	0.02
v/c Ratio		0.46	0.32	0.73	0.10						0.80	0.04
Uniform Delay, d1		40.9	39.6	26.2	21.8						25.6	15.9
Progression Factor		1.00	1.00	1.00	1.00						0.30	0.00
Incremental Delay, d2		0.4	0.5	5.7	0.0						2.2	0.1
Delay (s)		41.2	40.1	31.8	21.8						9.8	0.1
Level of Service		D	D	C	C						A	A
Approach Delay (s/veh)		40.9			28.8			0.0			9.6	
Approach LOS		D			C			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	18.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	89.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBL	WBT	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	64	173	1173	206
Future Volume (vph)	64	173	1173	206
Turn Type	Perm	NA	NA	Perm
Protected Phases		8	6	
Permitted Phases	8			6
Detector Phase	8	8	6	6
Switch Phase				
Minimum Initial (s)	6.0	6.0	10.0	10.0
Minimum Split (s)	36.0	36.0	37.0	37.0
Total Split (s)	40.0	40.0	80.0	80.0
Total Split (%)	33.3%	33.3%	66.7%	66.7%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 47 (39%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 24: SE 3rd Avenue & SE 6th Street

Lane Group	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	69	186	1587	222
v/c Ratio	0.21	0.28	0.52	0.22
Control Delay (s/veh)	38.0	39.0	5.2	0.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.0	39.0	5.2	0.3
Queue Length 50th (ft)	42	60	92	0
Queue Length 95th (ft)	83	93	113	m0
Internal Link Dist (ft)		462	1522	
Turn Bay Length (ft)	160			150
Base Capacity (vph)	436	893	3069	1013
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.16	0.21	0.52	0.22

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	64	173	0	0	0	0	303	1173	206
Future Volume (vph)	0	0	0	64	173	0	0	0	0	303	1173	206
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				6.0	6.0						6.0	6.0
Lane Util. Factor				1.00	0.95						0.91	1.00
Frpb, ped/bikes				1.00	1.00						1.00	0.98
Flpb, ped/bikes				0.98	1.00						1.00	1.00
Frt				1.00	1.00						1.00	0.85
Flt Protected				0.95	1.00						0.99	1.00
Satd. Flow (prot)				1539	3154						4467	1382
Flt Permitted				0.95	1.00						0.99	1.00
Satd. Flow (perm)				1539	3154						4467	1382
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	0	69	186	0	0	0	0	326	1261	222
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	65
Lane Group Flow (vph)	0	0	0	69	186	0	0	0	0	0	1587	157
Confl. Peds. (#/hr)	42		20	20		42	7		18	18		7
Confl. Bikes (#/hr)			1						2			3
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type				Perm	NA					Perm	NA	Perm
Protected Phases					8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)				25.6	25.6						82.4	82.4
Effective Green, g (s)				25.6	25.6						82.4	82.4
Actuated g/C Ratio				0.21	0.21						0.69	0.69
Clearance Time (s)				6.0	6.0						6.0	6.0
Vehicle Extension (s)				2.0	2.0						3.0	3.0
Lane Grp Cap (vph)				328	672						3067	948
v/s Ratio Prot					c0.06							
v/s Ratio Perm				0.04							0.36	0.11
v/c Ratio				0.21	0.28						0.52	0.17
Uniform Delay, d1				38.9	39.5						9.1	6.6
Progression Factor				1.00	1.00						0.47	0.00
Incremental Delay, d2				0.1	0.1						0.4	0.2
Delay (s)				39.0	39.5						4.7	0.3
Level of Service				D	D						A	A
Approach Delay (s/veh)		0.0			39.4			0.0			4.2	
Approach LOS		A			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	8.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.3%	ICU Level of Service	C
Analysis Period (min)	15		

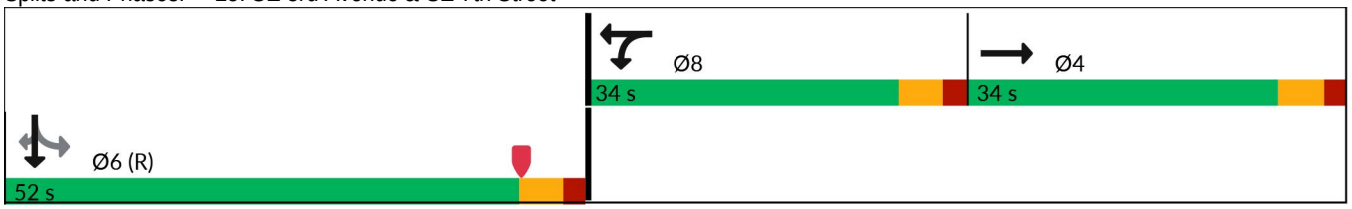
c Critical Lane Group

Lane Group	EBT	WBT	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	103	102	1074	42
Future Volume (vph)	103	102	1074	42
Turn Type	NA	NA	NA	Perm
Protected Phases	4	8	6	
Permitted Phases				6
Detector Phase	4	8	6	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	10.0	10.0
Minimum Split (s)	33.0	33.0	25.0	25.0
Total Split (s)	34.0	34.0	52.0	52.0
Total Split (%)	28.3%	28.3%	43.3%	43.3%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 39 (33%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 25: SE 3rd Avenue & SE 7th Street



Lane Group	EBT	WBT	SBT	SBR
Lane Group Flow (vph)	200	128	1215	44
v/c Ratio	0.77	0.66	0.46	0.05
Control Delay (s/veh)	59.2	65.9	5.8	0.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.2	65.9	5.8	0.1
Queue Length 50th (ft)	126	96	49	0
Queue Length 95th (ft)	196	155	58	m0
Internal Link Dist (ft)	568	243	566	
Turn Bay Length (ft)				150
Base Capacity (vph)	386	384	2623	817
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.52	0.33	0.46	0.05

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	103	87	20	102	0	0	0	0	80	1074	42
Future Volume (vph)	0	103	87	20	102	0	0	0	0	80	1074	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0						6.0	6.0
Lane Util. Factor		1.00			1.00						0.91	1.00
Frpb, ped/bikes		0.99			1.00						1.00	0.95
Flpb, ped/bikes		1.00			1.00						1.00	1.00
Frt		0.94			1.00						1.00	0.85
Flt Protected		1.00			0.99						1.00	1.00
Satd. Flow (prot)		1547			1647						4510	1347
Flt Permitted		1.00			0.99						1.00	1.00
Satd. Flow (perm)		1547			1647						4510	1347
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	108	92	21	107	0	0	0	0	84	1131	44
RTOR Reduction (vph)	0	28	0	0	0	0	0	0	0	0	0	18
Lane Group Flow (vph)	0	172	0	0	128	0	0	0	0	0	1215	26
Confl. Peds. (#/hr)	2		2	2		2	8		7	7		8
Confl. Bikes (#/hr)									2			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA		Split	NA					Perm	NA	Perm
Protected Phases		4		8	8						6	
Permitted Phases										6		6
Actuated Green, G (s)		18.0			14.2						69.8	69.8
Effective Green, g (s)		18.0			14.2						69.8	69.8
Actuated g/C Ratio		0.15			0.12						0.58	0.58
Clearance Time (s)		6.0			6.0						6.0	6.0
Vehicle Extension (s)		2.5			2.5						3.0	3.0
Lane Grp Cap (vph)		232			194						2623	783
v/s Ratio Prot		c0.11			c0.08							
v/s Ratio Perm											0.27	0.02
v/c Ratio		0.74			0.66						0.46	0.03
Uniform Delay, d1		48.8			50.6						14.4	10.7
Progression Factor		1.00			1.00						0.33	0.01
Incremental Delay, d2		11.4			7.1						0.5	0.1
Delay (s)		60.2			57.6						5.3	0.1
Level of Service		E			E						A	A
Approach Delay (s/veh)		60.2			57.6			0.0			5.1	
Approach LOS		E			E			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	16.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	62.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	370	110	444	612	269
Future Volume (vph)	370	110	444	612	269
Turn Type	NA	pm+pt	NA	NA	Perm
Protected Phases	6	5	2	8	
Permitted Phases		2			8
Detector Phase	6	5	2	8	8
Switch Phase					
Minimum Initial (s)	12.0	4.0	12.0	6.0	6.0
Minimum Split (s)	33.0	10.0	33.0	33.0	33.0
Total Split (s)	69.0	28.0	97.0	63.0	63.0
Total Split (%)	43.1%	17.5%	60.6%	39.4%	39.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	C-Min	None	C-Min	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 153 (96%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 26: SE 3rd Avenue & Davie Boulevard

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	705	126	510	934	309
v/c Ratio	0.35	0.27	0.21	0.78	0.57
Control Delay (s/veh)	12.0	11.0	10.2	61.2	18.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.0	11.0	10.2	61.2	18.7
Queue Length 50th (ft)	145	42	96	338	77
Queue Length 95th (ft)	170	76	138	351	154
Internal Link Dist (ft)	909		222	1897	
Turn Bay Length (ft)		185			150
Base Capacity (vph)	1995	562	2394	1769	692
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.35	0.22	0.21	0.53	0.45

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	370	244	110	444	0	0	0	0	201	612	269
Future Volume (vph)	0	370	244	110	444	0	0	0	0	201	612	269
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	6.0
Lane Util. Factor		0.95		1.00	0.95						0.91	1.00
Frpb, ped/bikes		0.99		1.00	1.00						1.00	0.99
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.94		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						0.99	1.00
Satd. Flow (prot)		3276		1752	3505						4966	1545
Flt Permitted		1.00		0.32	1.00						0.99	1.00
Satd. Flow (perm)		3276		590	3505						4966	1545
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	0	425	280	126	510	0	0	0	0	231	703	309
RTOR Reduction (vph)	0	46	0	0	0	0	0	0	0	0	0	168
Lane Group Flow (vph)	0	659	0	126	510	0	0	0	0	0	934	141
Confl. Peds. (#/hr)	1		2	2		1	1		4	4		1
Confl. Bikes (#/hr)						2			1			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		6		5	2						8	
Permitted Phases				2						8		8
Actuated Green, G (s)		95.2		109.3	109.3						38.7	38.7
Effective Green, g (s)		95.2		109.3	109.3						38.7	38.7
Actuated g/C Ratio		0.60		0.68	0.68						0.24	0.24
Clearance Time (s)		6.0		6.0	6.0						6.0	6.0
Vehicle Extension (s)		3.0		1.5	3.0						2.0	2.0
Lane Grp Cap (vph)		1949		461	2394						1201	373
v/s Ratio Prot		c0.20		c0.01	0.15							
v/s Ratio Perm				0.17							0.19	0.09
v/c Ratio		0.34		0.27	0.21						0.78	0.38
Uniform Delay, d1		16.4		9.7	9.4						56.6	50.6
Progression Factor		0.79		1.00	1.00						1.00	1.00
Incremental Delay, d2		0.5		0.1	0.2						3.0	0.2
Delay (s)		13.5		9.8	9.6						59.6	50.9
Level of Service		B		A	A						E	D
Approach Delay (s/veh)		13.5			9.7			0.0			57.4	
Approach LOS		B			A			A			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	33.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	61.8%	ICU Level of Service	B
Analysis Period (min)	15		

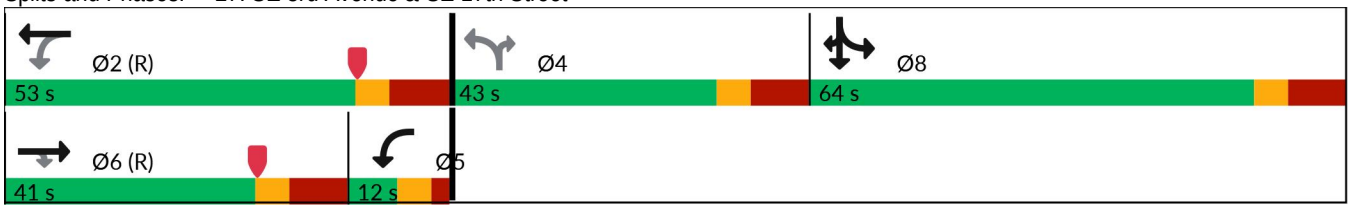
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	370	16	23	403	5	6	215	356	123
Future Volume (vph)	370	16	23	403	5	6	215	356	123
Turn Type	NA	Perm	pm+pt	NA	Perm	Perm	Split	NA	Prot
Protected Phases	6		5	2			8	8	8
Permitted Phases		6	2		4	4			
Detector Phase	6	6	5	2	4	4	8	8	8
Switch Phase									
Minimum Initial (s)	12.0	12.0	5.0	12.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	36.0	36.0	12.0	36.0	43.0	43.0	43.0	43.0	43.0
Total Split (s)	41.0	41.0	12.0	53.0	43.0	43.0	64.0	64.0	64.0
Total Split (%)	25.6%	25.6%	7.5%	33.1%	26.9%	26.9%	40.0%	40.0%	40.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	7.0	7.0	2.0	7.0	7.0	7.0	7.0	7.0	7.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	11.0	11.0	6.0	11.0	11.0	11.0	11.0	11.0	11.0
Lead/Lag	Lead	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes						
Recall Mode	C-Min	C-Min	None	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 35 (22%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 27: SE 3rd Avenue & SE 17th Street



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	411	18	26	448	6	7	239	396	137
v/c Ratio	0.29	0.02	0.06	0.20	0.12	0.02	0.54	0.85	0.16
Control Delay (s/veh)	41.1	0.1	34.8	32.7	58.0	0.2	55.0	72.6	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	41.1	0.1	34.8	32.7	58.0	0.2	55.0	72.6	14.8
Queue Length 50th (ft)	188	0	17	124	5	0	238	401	25
Queue Length 95th (ft)	267	0	45	173	21	0	329	534	46
Internal Link Dist (ft)	905			223				2382	
Turn Bay Length (ft)			50		60		150		150
Base Capacity (vph)	1422	728	476	2264	76	465	580	611	1051
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.02	0.05	0.20	0.08	0.02	0.41	0.65	0.13

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	370	16	23	403	0	5	0	6	215	356	123
Future Volume (vph)	0	370	16	23	403	0	5	0	6	215	356	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		11.0	11.0	6.0	11.0		11.0		11.0	11.0	11.0	11.0
Lane Util. Factor		0.95	1.00	1.00	0.91		1.00		1.00	1.00	1.00	0.88
Frpb, ped/bikes		1.00	0.96	1.00	1.00		1.00		0.96	1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00		1.00		0.85	1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00		0.95		1.00	0.95	1.00	1.00
Satd. Flow (prot)		3505	1501	1744	5036		1749		1505	1752	1845	2760
Flt Permitted		1.00	1.00	0.49	1.00		0.21		1.00	0.95	1.00	1.00
Satd. Flow (perm)		3505	1501	898	5036		384		1505	1752	1845	2760
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	411	18	26	448	0	6	0	7	239	396	137
RTOR Reduction (vph)	0	0	11	0	0	0	0	0	6	0	0	103
Lane Group Flow (vph)	0	411	7	26	448	0	6	0	1	239	396	34
Confl. Peds. (#/hr)	7		6	6		7	3		19	19		3
Confl. Bikes (#/hr)			4			2						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA	Perm	pm+pt	NA		Perm		Perm	Split	NA	Prot
Protected Phases		6		5	2					8	8	8
Permitted Phases			6	2			4		4			
Actuated Green, G (s)		58.2	58.2	71.0	67.6		19.2		19.2	40.2	40.2	40.2
Effective Green, g (s)		58.2	58.2	71.0	67.6		19.2		19.2	40.2	40.2	40.2
Actuated g/C Ratio		0.36	0.36	0.44	0.42		0.12		0.12	0.25	0.25	0.25
Clearance Time (s)		11.0	11.0	6.0	11.0		11.0		11.0	11.0	11.0	11.0
Vehicle Extension (s)		2.5	2.5	3.0	2.5		2.0		2.0	2.0	2.0	2.0
Lane Grp Cap (vph)		1274	545	416	2127		46		180	440	463	693
v/s Ratio Prot		c0.12		c0.00	0.09					0.14	c0.21	0.01
v/s Ratio Perm			0.00	0.03			c0.02		0.00			
v/c Ratio		0.32	0.01	0.06	0.21		0.13		0.00	0.54	0.86	0.05
Uniform Delay, d1		36.7	32.5	27.1	29.3		62.9		62.0	51.9	57.1	45.4
Progression Factor		1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00	88.89
Incremental Delay, d2		0.7	0.0	0.1	0.2		0.5		0.0	0.7	12.8	0.0
Delay (s)		37.4	32.6	27.2	29.5		63.4		62.0	52.6	69.8	4037.1
Level of Service		D	C	C	C		E		E	D	E	F
Approach Delay (s/veh)		37.2			29.4			62.6			768.5	
Approach LOS		D			C			E			F	

Intersection Summary

HCM 2000 Control Delay (s/veh)	369.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	39.0
Intersection Capacity Utilization	75.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Network Totals

Number of Intersections	32
Total Delay (hr)	553
Stops (#)	37673
Average Speed (mph)	13
Total Travel Time (hr)	950
Distance Traveled (mi)	11899
Fuel Consumed (gal)	1104
Fuel Economy (mpg)	10.8
Unserved Vehicles (#)	809
Vehicles in dilemma zone (#)	0
Performance Index	657.9

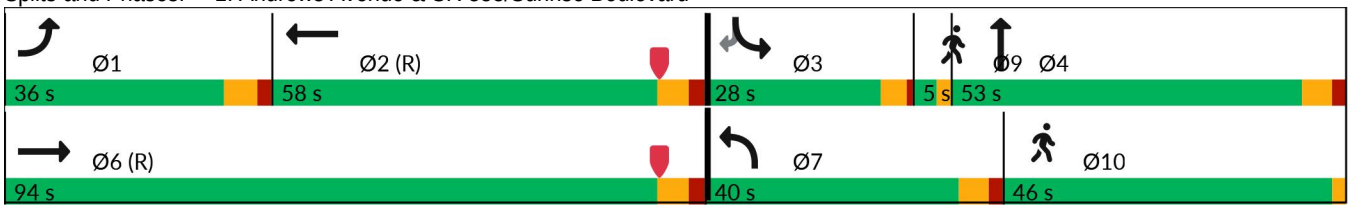
Scenario 3

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBR	Ø9	Ø10
Lane Configurations									
Traffic Volume (vph)	190	1757	964	209	490	411	121		
Future Volume (vph)	190	1757	964	209	490	411	121		
Turn Type	Prot	NA	NA	Prot	NA	Prot	Perm		
Protected Phases	1	6	2	7	4	3		9	10
Permitted Phases							3		
Detector Phase	1	6	2	7	4	3	3		
Switch Phase									
Minimum Initial (s)	5.0	12.0	12.0	4.0	6.0	5.0	5.0	1.0	1.0
Minimum Split (s)	11.5	36.5	37.5	10.0	43.0	22.5	22.5	5.0	5.0
Total Split (s)	36.0	94.0	58.0	40.0	53.0	28.0	28.0	5.0	46.0
Total Split (%)	20.0%	52.2%	32.2%	22.2%	29.4%	15.6%	15.6%	3%	26%
Yellow Time (s)	4.5	4.5	4.5	4.0	4.0	3.5	3.5	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	1.0	1.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.5	6.5	6.5	6.0	6.0	4.5	4.5		
Lead/Lag	Lead		Lag	Lead		Lead	Lead	Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes		
Recall Mode	None	C-Min	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 56 (31%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 1: Andrews Avenue & SR 838/Sunrise Boulevard



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBR
Lane Group Flow (vph)	198	1830	1065	218	616	428	126
v/c Ratio	0.84	0.65	0.55	0.20	0.87	0.83	0.36
Control Delay (s/veh)	104.3	30.4	32.8	48.6	80.7	87.3	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	104.3	30.4	32.8	48.6	80.7	87.3	8.6
Queue Length 50th (ft)	232	566	196	85	367	252	0
Queue Length 95th (ft)	317	623	m164	177	423	#375	46
Internal Link Dist (ft)		645	1177		1806		
Turn Bay Length (ft)	475					95	
Base Capacity (vph)	295	2801	1925	1157	906	516	351
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	0.67	0.65	0.55	0.19	0.68	0.83	0.36

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	1757	0	0	964	59	209	490	102	411	0	121
Future Volume (vph)	190	1757	0	0	964	59	209	490	102	411	0	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5			6.5		6.0	6.0		4.5		4.5
Lane Util. Factor	1.00	0.91			0.91		0.97	0.95		0.97		1.00
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00		0.96
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00		1.00
Frt	1.00	1.00			0.99		1.00	0.97		1.00		0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95		1.00
Satd. Flow (prot)	1770	5085			5037		3433	3437		3433		1516
Flt Permitted	0.95	1.00			1.00		0.95	1.00		0.95		1.00
Satd. Flow (perm)	1770	5085			5037		3433	3437		3433		1516
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	198	1830	0	0	1004	61	218	510	106	428	0	126
RTOR Reduction (vph)	0	0	0	0	3	0	0	10	0	0	0	107
Lane Group Flow (vph)	198	1830	0	0	1062	0	218	606	0	428	0	19
Confl. Peds. (#/hr)	1		5	5		1	10		4	4		10
Confl. Bikes (#/hr)			4			3			1			1
Turn Type	Prot	NA			NA		Prot	NA		Prot		Perm
Protected Phases	1	6			2		7	4		3		
Permitted Phases												3
Actuated Green, G (s)	24.0	97.6			67.1		57.8	38.3		27.1		27.1
Effective Green, g (s)	24.0	97.6			67.1		57.8	38.3		27.1		27.1
Actuated g/C Ratio	0.13	0.54			0.37		0.32	0.21		0.15		0.15
Clearance Time (s)	6.5	6.5			6.5		6.0	6.0		4.5		4.5
Vehicle Extension (s)	1.5	3.0			3.0		1.5	2.0		3.0		3.0
Lane Grp Cap (vph)	236	2757			1877		1102	731		516		228
v/s Ratio Prot	c0.11	c0.36			0.21		0.06	c0.18		c0.12		
v/s Ratio Perm												0.01
v/c Ratio	0.84	0.66			0.57		0.20	0.83		0.83		0.08
Uniform Delay, d1	76.1	29.5			44.9		44.3	67.7		74.2		65.8
Progression Factor	1.00	1.00			0.72		1.00	1.00		1.00		1.00
Incremental Delay, d2	21.3	1.3			0.1		0.0	7.4		10.6		0.2
Delay (s)	97.4	30.7			32.5		44.3	75.1		84.8		65.9
Level of Service	F	C			C		D	E		F		E
Approach Delay (s/veh)		37.3			32.5			67.0			80.5	
Approach LOS		D			C			E			F	

Intersection Summary

HCM 2000 Control Delay (s/veh)	47.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	25.5
Intersection Capacity Utilization	86.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	16	0	0	3	13	2	955	31	0	0	0
Future Vol, veh/h	0	16	0	0	3	13	2	955	31	0	0	0
Conflicting Peds, #/hr	2	0	0	0	0	2	3	0	2	2	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	25	-	0	-	-	25	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	18	0	0	3	14	2	1049	34	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	431	1093	-	-	1059	529	3	0	0
Stage 1	3	3	-	-	1056	-	-	-	-
Stage 2	428	1090	-	-	3	-	-	-	-
Critical Hdwy	6.46	-	-	-	3.1	3.7	3.7	-	-
Critical Hdwy Stg 1	-	-	-	-	3.1	-	-	-	-
Critical Hdwy Stg 2	6.76	-	-	-	3.1	-	-	-	-
Follow-up Hdwy	3.83	-	-	-	3	2	2.9	-	-
Pot Cap-1 Maneuver	541	-	0	0	726	1206	1239	-	-
Stage 1	-	-	0	0	727	-	-	-	-
Stage 2	524	-	0	0	1198	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	529	-	-	-	721	1204	1236	-	-
Mov Cap-2 Maneuver	529	-	-	-	721	-	-	-	-
Stage 1	-	-	-	-	724	-	-	-	-
Stage 2	514	-	-	-	1195	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	8.4	0.03
HCM LOS	A	A	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2
Capacity (veh/h)	11	-	-	-	721	1204
HCM Lane V/C Ratio	0.002	-	-	-	0.005	0.012
HCM Control Delay (s/veh)	7.9	0	-	0	10	8
HCM Lane LOS	A	A	-	A	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0	0

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	52	897	182	0	0
Future Vol, veh/h	0	52	897	182	0	0
Conflicting Peds, #/hr	2	3	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	55	954	194	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	-	483	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	3.7	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	2	-	-
Pot Cap-1 Maneuver	0	1249	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	1246	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s/v	8.02	0
HCM LOS	A	

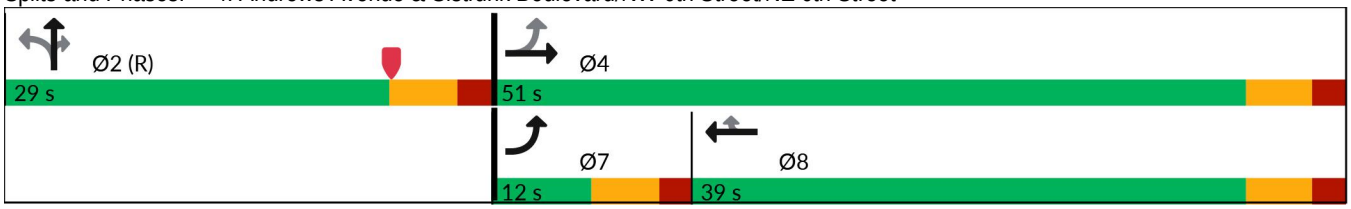
Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	1246
HCM Lane V/C Ratio	-	-	0.044
HCM Control Delay (s/veh)	-	-	8
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

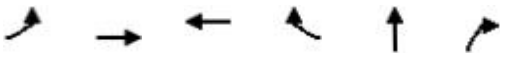
Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	130	682	202	153	747	74
Future Volume (vph)	130	682	202	153	747	74
Turn Type	pm+pt	NA	NA	Perm	NA	Perm
Protected Phases	7	4	8		2	
Permitted Phases	4			8		2
Detector Phase	7	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	11.0	28.0	28.0	28.0	29.0	29.0
Total Split (s)	12.0	51.0	39.0	39.0	29.0	29.0
Total Split (%)	15.0%	63.8%	48.8%	48.8%	36.3%	36.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 7 (9%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 4: Andrews Avenue & Sistrunk Boulevard/NW 6th Street/NE 6th Street





Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	135	710	210	159	902	77
v/c Ratio	0.27	0.82	0.19	0.27	0.48	0.12
Control Delay (s/veh)	12.0	25.9	19.2	4.4	11.5	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.0	25.9	19.2	4.4	11.5	1.2
Queue Length 50th (ft)	36	281	40	2	110	3
Queue Length 95th (ft)	55	358	55	35	127	0
Internal Link Dist (ft)		281	911		1290	
Turn Bay Length (ft)	155			130		150
Base Capacity (vph)	505	1037	1445	724	1889	649
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.68	0.15	0.22	0.48	0.12

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	682	0	0	202	153	119	747	74	0	0	0
Future Volume (vph)	130	682	0	0	202	153	119	747	74	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Lane Util. Factor	1.00	1.00			0.95	1.00		0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00	0.97			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (prot)	1748	1845			3505	1536		4996	1516			
Flt Permitted	0.50	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (perm)	918	1845			3505	1536		4996	1516			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	135	710	0	0	210	159	124	778	77	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	106	0	0	48	0	0	0
Lane Group Flow (vph)	135	710	0	0	210	53	0	902	29	0	0	0
Confl. Peds. (#/hr)	8		2	2		8	8		7	7		8
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	7	4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)	37.8	37.8			24.7	24.7		30.2	30.2			
Effective Green, g (s)	37.8	37.8			24.7	24.7		30.2	30.2			
Actuated g/C Ratio	0.47	0.47			0.31	0.31		0.38	0.38			
Clearance Time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Vehicle Extension (s)	3.0	2.0			2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)	507	871			1082	474		1885	572			
v/s Ratio Prot	0.02	c0.38			0.06							
v/s Ratio Perm	0.10					0.03		0.18	0.02			
v/c Ratio	0.27	0.82			0.19	0.11		0.48	0.05			
Uniform Delay, d1	12.3	18.1			20.3	19.8		18.9	15.8			
Progression Factor	1.00	1.00			1.00	1.00		0.53	2.33			
Incremental Delay, d2	0.3	5.6			0.0	0.0		0.8	0.2			
Delay (s)	12.6	23.7			20.4	19.8		10.9	36.9			
Level of Service	B	C			C	B		B	D			
Approach Delay (s/veh)		21.9			20.1			13.0			0.0	
Approach LOS		C			C			B			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	17.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	65.1%	ICU Level of Service	C
Analysis Period (min)	15		

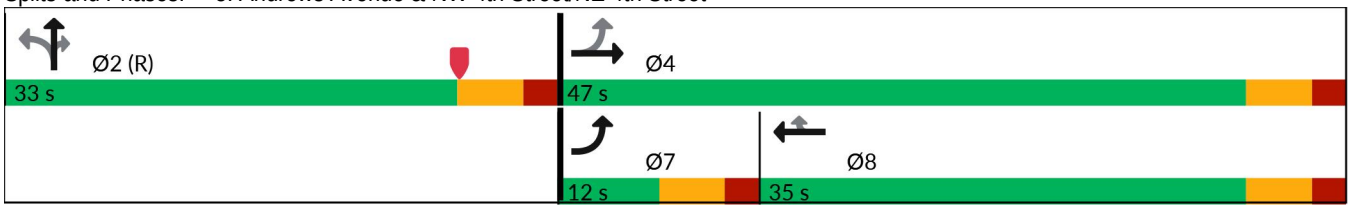
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	77	231	241	74	720	91
Future Volume (vph)	77	231	241	74	720	91
Turn Type	pm+pt	NA	NA	Perm	NA	Perm
Protected Phases	7	4	8		2	
Permitted Phases	4			8		2
Detector Phase	7	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	11.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	12.0	47.0	35.0	35.0	33.0	33.0
Total Split (%)	15.0%	58.8%	43.8%	43.8%	41.3%	41.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 58 (73%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 5: Andrews Avenue & NW 4th Street/NE 4th Street



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	80	241	251	77	813	95
v/c Ratio	0.26	0.40	0.75	0.21	0.37	0.13
Control Delay (s/veh)	15.6	18.9	42.1	2.7	9.3	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.6	18.9	42.1	2.7	9.3	0.8
Queue Length 50th (ft)	24	80	117	0	84	0
Queue Length 95th (ft)	46	122	175	12	95	0
Internal Link Dist (ft)		119	908		605	
Turn Bay Length (ft)	100					150
Base Capacity (vph)	309	850	541	529	2178	724
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.28	0.46	0.15	0.37	0.13

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	231	0	0	241	74	60	720	91	0	0	0
Future Volume (vph)	77	231	0	0	241	74	60	720	91	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Lane Util. Factor	1.00	1.00			1.00	1.00		0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00	0.97			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		1.00	1.00			
Satd. Flow (prot)	1575	1660			1494	1243		4511	1368			
Flt Permitted	0.35	1.00			1.00	1.00		1.00	1.00			
Satd. Flow (perm)	582	1660			1494	1243		4511	1368			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	80	241	0	0	251	77	62	750	95	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	60	0	0	51	0	0	0
Lane Group Flow (vph)	80	241	0	0	251	17	0	813	44	0	0	0
Confl. Peds. (#/hr)	6		5	5		6	5		5	5		5
Confl. Bikes (#/hr)						2						2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)					0	0						
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	7	4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)	30.6	30.6			18.0	18.0		37.4	37.4			
Effective Green, g (s)	30.6	30.6			18.0	18.0		37.4	37.4			
Actuated g/C Ratio	0.38	0.38			0.23	0.23		0.47	0.47			
Clearance Time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Vehicle Extension (s)	3.0	2.0			2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)	304	634			336	279		2108	639			
v/s Ratio Prot	0.02	c0.15			c0.17							
v/s Ratio Perm	0.08					0.01		0.18	0.03			
v/c Ratio	0.26	0.38			0.75	0.06		0.39	0.07			
Uniform Delay, d1	16.8	17.8			28.9	24.4		13.8	11.7			
Progression Factor	1.00	1.00			1.00	1.00		0.60	0.41			
Incremental Delay, d2	0.5	0.1			7.7	0.0		0.5	0.2			
Delay (s)	17.2	18.0			36.6	24.4		8.8	5.1			
Level of Service	B	B			D	C		A	A			
Approach Delay (s/veh)		17.8			33.7			8.4			0.0	
Approach LOS		B			C			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	15.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	53.2%	ICU Level of Service	A
Analysis Period (min)	15		

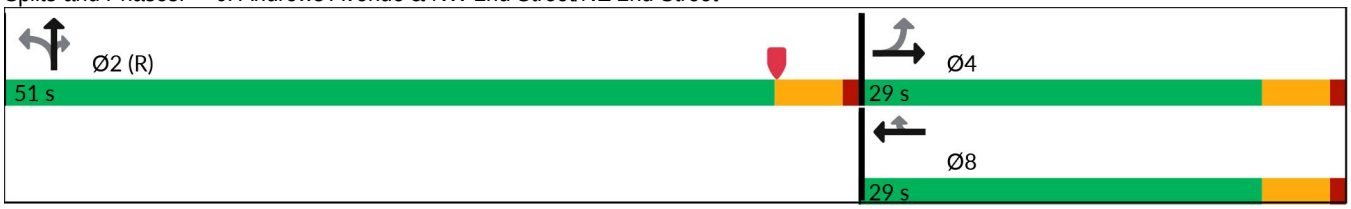
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	25	19	49	38	736	79
Future Volume (vph)	25	19	49	38	736	79
Turn Type	Perm	NA	NA	Perm	NA	Perm
Protected Phases		4	8		2	
Permitted Phases	4			8		2
Detector Phase	4	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	29.0	29.0	29.0	29.0	51.0	51.0
Total Split (%)	36.3%	36.3%	36.3%	36.3%	63.8%	63.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 13 (16%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 6: Andrews Avenue & NW 2nd Street/NE 2nd Street



Lane Group	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	47	52	40	800	84
v/c Ratio	0.38	0.33	0.24	0.22	0.08
Control Delay (s/veh)	42.3	39.0	14.7	1.2	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.3	39.0	14.7	1.2	0.3
Queue Length 50th (ft)	23	25	0	26	1
Queue Length 95th (ft)	54	57	27	21	2
Internal Link Dist (ft)	113	909		606	
Turn Bay Length (ft)					150
Base Capacity (vph)	393	498	442	3711	1116
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.12	0.10	0.09	0.22	0.08

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	19	0	0	49	38	16	736	79	0	0	0
Future Volume (vph)	25	19	0	0	49	38	16	736	79	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0	5.0		5.0	5.0			
Lane Util. Factor		1.00			1.00	1.00		0.91	1.00			
Frpb, ped/bikes		1.00			1.00	0.98		1.00	0.95			
Flpb, ped/bikes		1.00			1.00	1.00		1.00	1.00			
Frt		1.00			1.00	0.85		1.00	0.85			
Flt Protected		0.97			1.00	1.00		1.00	1.00			
Satd. Flow (prot)		1606			1660	1381		4525	1342			
Flt Permitted		0.79			1.00	1.00		1.00	1.00			
Satd. Flow (perm)		1310			1660	1381		4525	1342			
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	27	20	0	0	52	40	17	783	84	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	37	0	0	17	0	0	0
Lane Group Flow (vph)	0	47	0	0	52	3	0	800	67	0	0	0
Confl. Peds. (#/hr)	7		6	6		7	11		13	13		11
Confl. Bikes (#/hr)									1			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)		6.4			6.4	6.4		63.6	63.6			
Effective Green, g (s)		6.4			6.4	6.4		63.6	63.6			
Actuated g/C Ratio		0.08			0.08	0.08		0.80	0.80			
Clearance Time (s)		5.0			5.0	5.0		5.0	5.0			
Vehicle Extension (s)		2.0			2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)		104			132	110		3597	1066			
v/s Ratio Prot					0.03							
v/s Ratio Perm		c0.04				0.00		0.18	0.05			
v/c Ratio		0.45			0.39	0.03		0.22	0.06			
Uniform Delay, d1		35.1			35.0	33.9		2.0	1.8			
Progression Factor		1.00			1.00	1.00		0.50	0.36			
Incremental Delay, d2		1.1			0.7	0.0		0.1	0.1			
Delay (s)		36.3			35.7	34.0		1.2	0.7			
Level of Service		D			D	C		A	A			
Approach Delay (s/veh)		36.3			34.9			1.1			0.0	
Approach LOS		D			C			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	5.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	42.6%	ICU Level of Service	A
Analysis Period (min)	15		

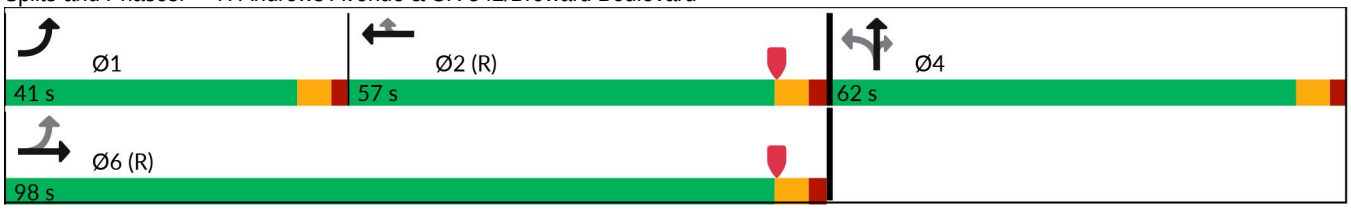
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	238	1430	826	171	325	596	146
Future Volume (vph)	238	1430	826	171	325	596	146
Turn Type	pm+pt	NA	NA	Perm	Perm	NA	Perm
Protected Phases	1	6	2			4	
Permitted Phases	6			2	4		4
Detector Phase	1	6	2	2	4	4	4
Switch Phase							
Minimum Initial (s)	4.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	10.0	31.0	29.0	29.0	41.0	41.0	41.0
Total Split (s)	41.0	98.0	57.0	57.0	62.0	62.0	62.0
Total Split (%)	25.6%	61.3%	35.6%	35.6%	38.8%	38.8%	38.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?							
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 155 (97%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 7: Andrews Avenue & SR 842/Broward Boulevard



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	248	1490	860	178	339	621	152
v/c Ratio	0.63	0.50	0.36	0.23	0.82	0.52	0.37
Control Delay (s/veh)	19.9	15.5	16.8	2.5	57.3	37.0	15.2
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay (s/veh)	19.9	15.5	16.8	2.5	57.4	37.0	15.2
Queue Length 50th (ft)	99	272	94	4	363	189	39
Queue Length 95th (ft)	179	386	310	17	456	195	90
Internal Link Dist (ft)		264	909			539	
Turn Bay Length (ft)	80			160	150		150
Base Capacity (vph)	536	2995	2398	778	546	1586	519
Starvation Cap Reductn	0	0	0	0	7	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	0.46	0.50	0.36	0.23	0.63	0.39	0.29

Intersection Summary

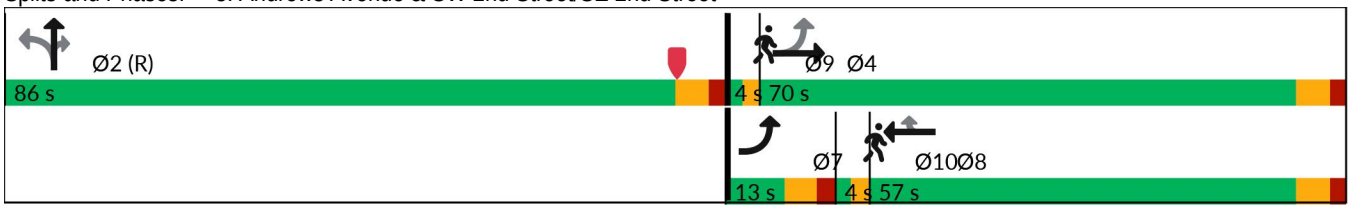
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	238	1430	0	0	826	171	325	596	146	0	0	0
Future Volume (veh/h)	238	1430	0	0	826	171	325	596	146	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1670	1670	0	0	1670	1670	1670	1670	1670			
Adj Flow Rate, veh/h	248	1490	0	0	860	34	339	621	88			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	452	3121	0	0	2590	797	382	1096	331			
Arrive On Green	0.10	0.91	0.00	0.00	0.76	0.76	0.24	0.24	0.24			
Sat Flow, veh/h	1590	4709	0	0	4709	1403	1590	4559	1378			
Grp Volume(v), veh/h	248	1490	0	0	860	34	339	621	88			
Grp Sat Flow(s),veh/h/ln	1590	1520	0	0	1520	1403	1590	1520	1378			
Q Serve(g_s), s	10.4	8.3	0.0	0.0	9.8	1.0	32.9	19.2	8.3			
Cycle Q Clear(g_c), s	10.4	8.3	0.0	0.0	9.8	1.0	32.9	19.2	8.3			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	452	3121	0	0	2590	797	382	1096	331			
V/C Ratio(X)	0.55	0.48	0.00	0.00	0.33	0.04	0.89	0.57	0.27			
Avail Cap(c_a), veh/h	674	3121	0	0	2590	797	557	1596	482			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.33	1.33	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.95	0.95	0.93	0.93	0.93			
Uniform Delay (d), s/veh	11.5	2.6	0.0	0.0	9.6	8.6	58.6	53.4	49.3			
Incr Delay (d2), s/veh	0.4	0.5	0.0	0.0	0.3	0.1	8.2	0.2	0.1			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.5	1.9	0.0	0.0	3.0	0.3	14.2	7.4	2.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.9	3.2	0.0	0.0	10.0	8.7	66.9	53.6	49.4			
LnGrp LOS	B	A			A	A	E	D	D			
Approach Vol, veh/h		1738			894			1048				
Approach Delay, s/veh		4.4			9.9			57.5				
Approach LOS		A			A			E				
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	18.6	96.9		44.5		115.5						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	35.0	51.0		56.0		92.0						
Max Q Clear Time (g_c+I1), s	12.4	11.8		34.9		10.3						
Green Ext Time (p_c), s	0.2	7.4		3.6		18.2						
Intersection Summary												
HCM 7th Control Delay, s/veh			20.9									
HCM 7th LOS			C									

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR	Ø9	Ø10
Lane Configurations								
Traffic Volume (vph)	53	158	64	182	851	223		
Future Volume (vph)	53	158	64	182	851	223		
Turn Type	pm+pt	NA	NA	Perm	NA	Perm		
Protected Phases	7	4	8		2		9	10
Permitted Phases	4			8		2		
Detector Phase	7	4	8	8	2	2		
Switch Phase								
Minimum Initial (s)	5.0	6.0	6.0	6.0	7.0	7.0	1.0	1.0
Minimum Split (s)	11.0	33.0	33.0	33.0	26.0	26.0	4.0	4.0
Total Split (s)	13.0	70.0	57.0	57.0	86.0	86.0	4.0	4.0
Total Split (%)	8.1%	43.8%	35.6%	35.6%	53.8%	53.8%	3%	3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lead							Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 71 (44%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 8: Andrews Avenue & SW 2nd Street/SE 2nd Street



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	58	172	70	198	1099	242
v/c Ratio	0.26	0.46	0.28	0.64	0.36	0.25
Control Delay (s/veh)	48.1	56.9	61.7	27.9	5.8	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.3
Total Delay (s/veh)	48.1	56.9	61.7	27.9	5.9	2.9
Queue Length 50th (ft)	46	152	64	49	11	0
Queue Length 95th (ft)	86	229	116	142	12	0
Internal Link Dist (ft)		237	244		322	
Turn Bay Length (ft)	80					150
Base Capacity (vph)	220	670	534	495	3095	953
Starvation Cap Reductn	0	0	0	0	720	312
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.26	0.13	0.40	0.46	0.38

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	158	0	0	64	182	160	851	223	0	0	0
Future Volume (vph)	53	158	0	0	64	182	160	851	223	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Lane Util. Factor	1.00	1.00			1.00	1.00		0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00	0.87		1.00	0.91			
Flpb, ped/bikes	0.96	1.00			1.00	1.00		0.99	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (prot)	1525	1676			1676	1244		4498	1299			
Flt Permitted	0.51	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (perm)	819	1676			1676	1244		4498	1299			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	58	172	0	0	70	198	174	925	242	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	123	0	0	61	0	0	0
Lane Group Flow (vph)	58	172	0	0	70	75	0	1099	181	0	0	0
Confl. Peds. (#/hr)	66		24	24		66	15		17	17		15
Confl. Bikes (#/hr)			3						3			3
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	7	4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)	39.5	36.3			24.3	24.3		108.5	108.5			
Effective Green, g (s)	39.5	36.3			24.3	24.3		108.5	108.5			
Actuated g/C Ratio	0.25	0.23			0.15	0.15		0.68	0.68			
Clearance Time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Vehicle Extension (s)	3.0	2.0			2.0	2.0		0.2	0.2			
Lane Grp Cap (vph)	226	380			254	188		3050	880			
v/s Ratio Prot	c0.01	c0.10			0.04							
v/s Ratio Perm	0.05					0.06		0.24	0.14			
v/c Ratio	0.26	0.45			0.28	0.40		0.36	0.21			
Uniform Delay, d1	47.5	53.3			60.1	61.3		11.0	9.6			
Progression Factor	1.00	1.00			1.00	1.00		0.48	0.72			
Incremental Delay, d2	0.6	0.3			0.2	0.5		0.3	0.5			
Delay (s)	48.1	53.6			60.3	61.8		5.6	7.4			
Level of Service	D	D			E	E		A	A			
Approach Delay (s/veh)		52.2			61.4			5.9			0.0	
Approach LOS		D			E			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	19.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	63.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	NBT	NBR
Lane Configurations				
Traffic Volume (vph)	64	0	1081	453
Future Volume (vph)	64	0	1081	453
Turn Type	NA	NA	NA	Perm
Protected Phases	8	4	2	
Permitted Phases				2
Detector Phase	8	4	2	2
Switch Phase				
Minimum Initial (s)	6.0	6.0	7.0	7.0
Minimum Split (s)	39.0	39.0	39.0	39.0
Total Split (s)	39.0	39.0	82.0	82.0
Total Split (%)	24.4%	24.4%	51.3%	51.3%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		
Lead-Lag Optimize?				
Recall Mode	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 42 (26%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 9: Andrews Avenue & Las Olas Boulevard

Lane Group	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	199	15	1150	482
v/c Ratio	0.43	0.04	0.42	0.50
Control Delay (s/veh)	62.4	0.2	15.9	7.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	62.4	0.2	15.9	7.4
Queue Length 50th (ft)	94	0	375	272
Queue Length 95th (ft)	135	0	375	m310
Internal Link Dist (ft)	104	384	1642	
Turn Bay Length (ft)				150
Base Capacity (vph)	629	420	2768	956
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.32	0.04	0.42	0.50

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	64	0	0	0	14	0	1081	453	0	0	0
Future Volume (vph)	123	64	0	0	0	14	0	1081	453	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0	6.0			
Lane Util. Factor		0.95			1.00			0.91	1.00			
Frpb, ped/bikes		1.00			0.96			1.00	0.96			
Flpb, ped/bikes		1.00			1.00			1.00	1.00			
Frt		1.00			0.87			1.00	0.85			
Flt Protected		0.97			1.00			1.00	1.00			
Satd. Flow (prot)		3054			1382			4532	1348			
Flt Permitted		0.97			1.00			1.00	1.00			
Satd. Flow (perm)		3054			1382			4532	1348			
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	131	68	0	0	0	15	0	1150	482	0	0	0
RTOR Reduction (vph)	0	0	0	0	13	0	0	0	136	0	0	0
Lane Group Flow (vph)	0	199	0	0	2	0	0	1150	346	0	0	0
Confl. Peds. (#/hr)	18		28	28		18	22		22	22		22
Confl. Bikes (#/hr)			2						4			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)						0						
Turn Type	Split	NA			NA			NA	Perm			
Protected Phases	8	8			4			2				
Permitted Phases									2			
Actuated Green, G (s)		24.5			21.0			96.5	96.5			
Effective Green, g (s)		24.5			21.0			96.5	96.5			
Actuated g/C Ratio		0.15			0.13			0.60	0.60			
Clearance Time (s)		6.0			6.0			6.0	6.0			
Vehicle Extension (s)		2.0			2.0			1.0	1.0			
Lane Grp Cap (vph)		467			181			2733	813			
v/s Ratio Prot		c0.07			c0.00			0.25				
v/s Ratio Perm									c0.26			
v/c Ratio		0.43			0.01			0.42	0.43			
Uniform Delay, d1		61.4			60.5			16.9	16.9			
Progression Factor		1.00			1.00			0.74	0.85			
Incremental Delay, d2		0.2			0.0			0.3	1.1			
Delay (s)		61.6			60.5			12.8	15.5			
Level of Service		E			E			B	B			
Approach Delay (s/veh)		61.6			60.5			13.6			0.0	
Approach LOS		E			E			B			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	19.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	62.9%	ICU Level of Service	B
Analysis Period (min)	15		

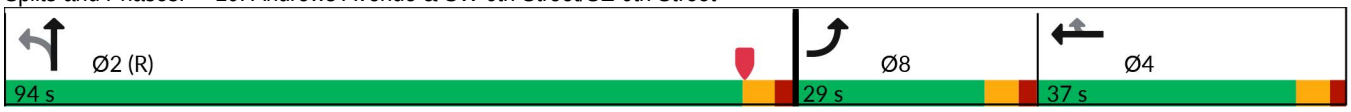
c Critical Lane Group

Lane Group	EBL	WBT	WBR	NBT
Lane Configurations				
Traffic Volume (vph)	242	38	233	1536
Future Volume (vph)	242	38	233	1536
Turn Type	Prot	NA	Perm	NA
Protected Phases	8	4		2
Permitted Phases			4	
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	6.0	6.0	6.0	12.0
Minimum Split (s)	29.0	27.0	27.0	26.0
Total Split (s)	29.0	37.0	37.0	94.0
Total Split (%)	18.1%	23.1%	23.1%	58.8%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 143 (89%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 10: Andrews Avenue & SW 6th Street/SE 6th Street



Lane Group	EBL	WBT	WBR	NBT
Lane Group Flow (vph)	275	43	265	1881
v/c Ratio	0.68	0.15	0.93	0.73
Control Delay (s/veh)	75.0	55.3	87.1	24.2
Queue Delay	0.0	0.0	0.0	0.6
Total Delay (s/veh)	75.0	55.3	87.1	24.8
Queue Length 50th (ft)	141	37	212	658
Queue Length 95th (ft)	189	75	#362	625
Internal Link Dist (ft)		899		562
Turn Bay Length (ft)				
Base Capacity (vph)	439	324	308	2584
Starvation Cap Reductn	0	0	0	310
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.63	0.13	0.86	0.83

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	242	0	0	0	38	233	120	1536	0	0	0	0
Future Volume (vph)	242	0	0	0	38	233	120	1536	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0				6.0	6.0		6.0				
Lane Util. Factor	0.97				1.00	1.00		0.91				
Frpb, ped/bikes	1.00				1.00	0.94		1.00				
Flpb, ped/bikes	1.00				1.00	1.00		0.99				
Frt	1.00				1.00	0.85		1.00				
Flt Protected	0.95				1.00	1.00		1.00				
Satd. Flow (prot)	3060				1660	1326		4457				
Flt Permitted	0.95				1.00	1.00		1.00				
Satd. Flow (perm)	3060				1660	1326		4457				
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	275	0	0	0	43	265	136	1745	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	50	0	0	0	0	0	0
Lane Group Flow (vph)	275	0	0	0	43	215	0	1881	0	0	0	0
Confl. Peds. (#/hr)	21		40	40		21	18		2	2		18
Confl. Bikes (#/hr)						1						1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	6	0	0	0	0
Parking (#/hr)				0								
Turn Type	Prot				NA	Perm	Perm	NA				
Protected Phases	8				4			2				
Permitted Phases						4	2					
Actuated Green, G (s)	21.1				28.3	28.3		92.6				
Effective Green, g (s)	21.1				28.3	28.3		92.6				
Actuated g/C Ratio	0.13				0.18	0.18		0.58				
Clearance Time (s)	6.0				6.0	6.0		6.0				
Vehicle Extension (s)	2.0				2.0	2.0		3.0				
Lane Grp Cap (vph)	403				293	234		2579				
v/s Ratio Prot	c0.09				0.03							
v/s Ratio Perm						c0.16		0.42				
v/c Ratio	0.68				0.15	0.92		0.73				
Uniform Delay, d1	66.3				55.6	64.7		24.6				
Progression Factor	1.00				1.00	1.00		0.87				
Incremental Delay, d2	3.8				0.1	36.3		1.6				
Delay (s)	70.0				55.7	101.0		23.1				
Level of Service	E				E	F		C				
Approach Delay (s/veh)		70.0			94.7			23.1			0.0	
Approach LOS		E			F			C			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	37.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	76.4%	ICU Level of Service	D
Analysis Period (min)	15		

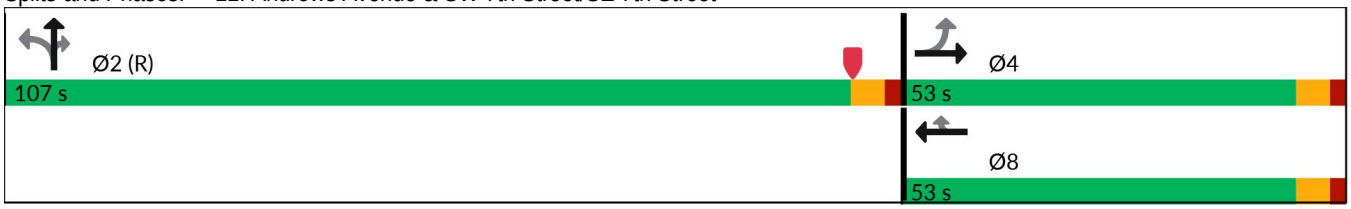
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	97	217	43	71	1622	92
Future Volume (vph)	97	217	43	71	1622	92
Turn Type	Perm	NA	NA	Perm	NA	Perm
Protected Phases		4	8		2	
Permitted Phases	4			8		2
Detector Phase	4	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	12.0	12.0
Minimum Split (s)	27.0	27.0	27.0	27.0	25.0	25.0
Total Split (s)	53.0	53.0	53.0	53.0	107.0	107.0
Total Split (%)	33.1%	33.1%	33.1%	33.1%	66.9%	66.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 148 (93%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 11: Andrews Avenue & SW 7th Street/SE 7th Street



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	102	228	45	75	1791	97
v/c Ratio	0.47	0.84	0.15	0.27	0.53	0.09
Control Delay (s/veh)	63.9	87.9	53.1	36.1	5.9	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.0
Total Delay (s/veh)	63.9	87.9	53.1	36.1	6.1	1.0
Queue Length 50th (ft)	97	233	40	42	168	5
Queue Length 95th (ft)	151	314	73	88	m103	m0
Internal Link Dist (ft)		244	248		1907	
Turn Bay Length (ft)	95					150
Base Capacity (vph)	353	438	487	427	3357	1030
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	3	597	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.52	0.09	0.18	0.65	0.09

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	217	0	0	43	71	80	1622	92	0	0	0
Future Volume (vph)	97	217	0	0	43	71	80	1622	92	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Lane Util. Factor	1.00	1.00			1.00	1.00		0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00	0.97			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		1.00	1.00			
Satd. Flow (prot)	1570	1494			1660	1386		4517	1365			
Flt Permitted	0.73	1.00			1.00	1.00		1.00	1.00			
Satd. Flow (perm)	1203	1494			1660	1386		4517	1365			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	102	228	0	0	45	75	84	1707	97	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	23	0	0	16	0	0	0
Lane Group Flow (vph)	102	228	0	0	45	52	0	1791	81	0	0	0
Confl. Peds. (#/hr)	2		2	2		2	5		3	3		5
Confl. Bikes (#/hr)						1						2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)		0										
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)	29.1	29.1			29.1	29.1		118.9	118.9			
Effective Green, g (s)	29.1	29.1			29.1	29.1		118.9	118.9			
Actuated g/C Ratio	0.18	0.18			0.18	0.18		0.74	0.74			
Clearance Time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Vehicle Extension (s)	2.0	2.0			2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)	218	271			301	252		3356	1014			
v/s Ratio Prot		c0.15			0.03							
v/s Ratio Perm	0.08					0.04		0.40	0.06			
v/c Ratio	0.47	0.84			0.15	0.21		0.53	0.08			
Uniform Delay, d1	58.5	63.2			55.0	55.6		8.7	5.6			
Progression Factor	1.00	1.00			1.00	1.00		0.60	0.31			
Incremental Delay, d2	0.6	19.7			0.1	0.1		0.2	0.0			
Delay (s)	59.1	82.9			55.1	55.8		5.4	1.8			
Level of Service	E	F			E	E		A	A			
Approach Delay (s/veh)		75.5			55.5			5.2			0.0	
Approach LOS		E			E			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	17.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.5%	ICU Level of Service	B
Analysis Period (min)	15		

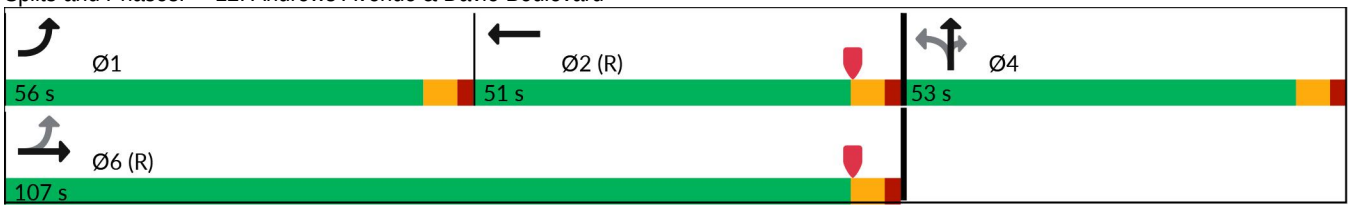
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	580	422	498	988	212
Future Volume (vph)	580	422	498	988	212
Turn Type	pm+pt	NA	NA	NA	Perm
Protected Phases	1	6	2	4	
Permitted Phases	6				4
Detector Phase	1	6	2	4	4
Switch Phase					
Minimum Initial (s)	4.0	12.0	12.0	6.0	6.0
Minimum Split (s)	12.0	40.0	40.0	34.0	34.0
Total Split (s)	56.0	107.0	51.0	53.0	53.0
Total Split (%)	35.0%	66.9%	31.9%	33.1%	33.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?					
Recall Mode	None	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 137 (86%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 12: Andrews Avenue & Davie Boulevard



Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	682	496	832	1387	249
v/c Ratio	1.12	0.23	0.90	0.94	0.46
Control Delay (s/veh)	115.3	13.2	68.3	58.2	22.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	115.3	13.2	68.3	58.2	22.0
Queue Length 50th (ft)	~782	112	435	541	79
Queue Length 95th (ft)	#937	131	476	506	168
Internal Link Dist (ft)		223	909	2503	
Turn Bay Length (ft)	140				150
Base Capacity (vph)	610	2213	967	1484	536
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.12	0.22	0.86	0.93	0.46

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.

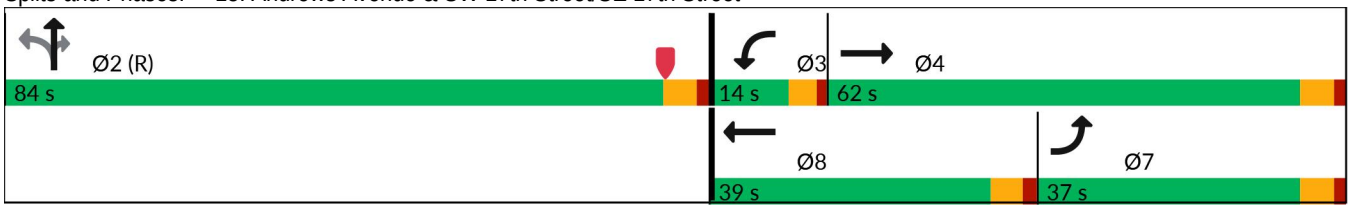
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	580	422	0	0	498	209	191	988	212	0	0	0
Future Volume (veh/h)	580	422	0	0	498	209	191	988	212	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	682	496	0	0	586	199	225	1162	121			
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	657	2252	0	0	744	252	241	1245	448			
Arrive On Green	0.42	0.85	0.00	0.00	0.38	0.38	0.29	0.29	0.29			
Sat Flow, veh/h	1767	3618	0	0	2668	873	842	4349	1564			
Grp Volume(v), veh/h	682	496	0	0	401	384	485	902	121			
Grp Sat Flow(s),veh/h/ln	1767	1763	0	0	1763	1685	1813	1689	1564			
Q Serve(g_s), s	50.0	4.2	0.0	0.0	32.1	32.3	41.6	41.6	9.6			
Cycle Q Clear(g_c), s	50.0	4.2	0.0	0.0	32.1	32.3	41.6	41.6	9.6			
Prop In Lane	1.00		0.00	0.00		0.52	0.46		1.00			
Lane Grp Cap(c), veh/h	657	2252	0	0	509	487	519	967	448			
V/C Ratio(X)	1.04	0.22	0.00	0.00	0.79	0.79	0.93	0.93	0.27			
Avail Cap(c_a), veh/h	657	2252	0	0	509	487	533	992	459			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.33	1.33	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.95	0.95	0.67	0.67	0.67			
Uniform Delay (d), s/veh	32.3	4.7	0.0	0.0	44.9	45.0	55.6	55.6	44.2			
Incr Delay (d2), s/veh	45.4	0.2	0.0	0.0	11.1	11.7	17.3	10.8	0.1			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	32.5	1.5	0.0	0.0	15.1	14.6	21.6	19.2	3.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	77.7	4.9	0.0	0.0	56.1	56.7	72.9	66.4	44.3			
LnGrp LOS	F	A			E	E	E	E	D			
Approach Vol, veh/h		1178			785			1508				
Approach Delay, s/veh		47.1			56.4			66.7				
Approach LOS		D			E			E				
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	56.0	52.2		51.8		108.2						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	50.0	45.0		47.0		101.0						
Max Q Clear Time (g_c+I1), s	52.0	34.3		43.6		6.2						
Green Ext Time (p_c), s	0.0	3.8		2.1		3.8						
Intersection Summary												
HCM 7th Control Delay, s/veh			57.7									
HCM 7th LOS			E									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	451	37	78	235	48	1138	413
Future Volume (vph)	451	37	78	235	48	1138	413
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm
Protected Phases	7	4	3	8		2	
Permitted Phases					2		2
Detector Phase	7	4	3	8	2	2	2
Switch Phase							
Minimum Initial (s)	5.0	6.0	5.0	6.0	10.0	10.0	10.0
Minimum Split (s)	10.5	39.5	9.5	39.5	39.5	39.5	39.5
Total Split (s)	37.0	62.0	14.0	39.0	84.0	84.0	84.0
Total Split (%)	23.1%	38.8%	8.8%	24.4%	52.5%	52.5%	52.5%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.0	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	4.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 25 (16%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 13: Andrews Avenue & SW 17th Street/SE 17th Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	485	89	84	471	52	1224	444
v/c Ratio	0.83	0.09	0.45	0.84	0.05	0.62	0.48
Control Delay (s/veh)	76.7	18.6	56.7	53.8	18.5	26.7	15.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	76.7	18.6	56.7	53.8	18.5	26.7	15.9
Queue Length 50th (ft)	255	15	41	240	24	444	171
Queue Length 95th (ft)	312	36	40	290	54	603	306
Internal Link Dist (ft)		226		905		784	
Turn Bay Length (ft)	60		70		145		105
Base Capacity (vph)	670	1155	205	706	978	1967	934
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	0.72	0.08	0.41	0.67	0.05	0.62	0.48

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	451	37	46	78	235	203	48	1138	413	0	0	0
Future Volume (vph)	451	37	46	78	235	203	48	1138	413	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5		4.5	5.5		5.5	5.5	5.5			
Lane Util. Factor	0.97	0.95		0.97	0.95		1.00	0.95	1.00			
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00	0.98			
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.99	1.00	1.00			
Frt	1.00	0.92		1.00	0.93		1.00	1.00	0.85			
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00			
Satd. Flow (prot)	3400	3182		3400	3229		1743	3505	1540			
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00			
Satd. Flow (perm)	3400	3182		3400	3229		1743	3505	1540			
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	485	40	49	84	253	218	52	1224	444	0	0	0
RTOR Reduction (vph)	0	35	0	0	32	0	0	0	69	0	0	0
Lane Group Flow (vph)	485	54	0	84	439	0	52	1224	375	0	0	0
Confl. Peds. (#/hr)	5		2	2		5	4		4	4		4
Confl. Bikes (#/hr)			5			2						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA		Prot	NA		Perm	NA	Perm			
Protected Phases	7	4		3	8			2				
Permitted Phases							2		2			
Actuated Green, G (s)	27.5	45.9		8.8	26.2		89.8	89.8	89.8			
Effective Green, g (s)	27.5	45.9		8.8	26.2		89.8	89.8	89.8			
Actuated g/C Ratio	0.17	0.29		0.06	0.16		0.56	0.56	0.56			
Clearance Time (s)	5.5	5.5		4.5	5.5		5.5	5.5	5.5			
Vehicle Extension (s)	3.0	2.0		3.0	2.0		3.0	3.0	3.0			
Lane Grp Cap (vph)	584	912		187	528		978	1967	864			
v/s Ratio Prot	c0.14	0.02		0.02	c0.14			c0.35				
v/s Ratio Perm							0.03		0.24			
v/c Ratio	0.83	0.06		0.45	0.83		0.05	0.62	0.43			
Uniform Delay, d1	64.0	41.4		73.3	64.8		15.9	23.7	20.4			
Progression Factor	1.00	1.00		0.67	0.67		1.00	1.00	1.00			
Incremental Delay, d2	9.7	0.0		1.7	10.2		0.1	1.5	1.6			
Delay (s)	73.7	41.4		51.0	53.7		16.0	25.2	21.9			
Level of Service	E	D		D	D		B	C	C			
Approach Delay (s/veh)		68.7			53.3			24.1			0.0	
Approach LOS		E			D			C			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	38.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	73.6%	ICU Level of Service	D
Analysis Period (min)	15		

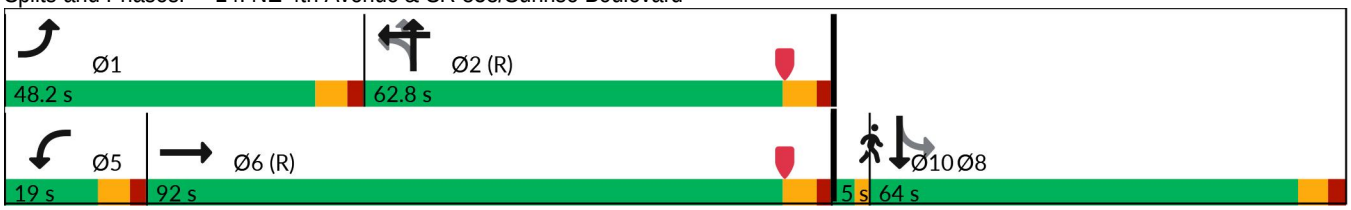
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	Ø10
Lane Configurations										
Traffic Volume (vph)	190	1736	29	706	61	165	264	366	392	
Future Volume (vph)	190	1736	29	706	61	165	264	366	392	
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA	
Protected Phases	1	6!	5!	2!			2!		8	10
Permitted Phases					2	2!		8		
Detector Phase	1	6	5	2	2	2	2	8	8	
Switch Phase										
Minimum Initial (s)	5.0	12.0	5.0	12.0	12.0	12.0	12.0	6.0	6.0	1.0
Minimum Split (s)	11.5	49.5	11.5	47.5	47.5	47.5	47.5	47.5	47.5	5.0
Total Split (s)	48.2	92.0	19.0	62.8	62.8	62.8	62.8	64.0	64.0	5.0
Total Split (%)	26.8%	51.1%	10.6%	34.9%	34.9%	34.9%	34.9%	35.6%	35.6%	3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.0	4.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.5	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lag			
Lead-Lag Optimize?										
Recall Mode	None	C-Min	None	C-Min	C-Min	C-Min	C-Min	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 63 (35%), Referenced to phase 2:NBWB and 6:EBT, Start of Yellow
Natural Cycle: 135
Control Type: Actuated-Coordinated
! Phase conflict between lane groups.

Splits and Phases: 14: NE 4th Avenue & SR 838/Sunrise Boulevard



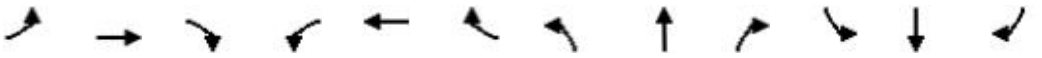
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	200	2030	31	743	64	174	299	385	554
v/c Ratio	0.84	0.78	0.43	0.36	0.09	4.24	0.21	1.05	0.46
Control Delay (s/veh)	120.7	27.2	95.4	38.8	4.7	Error	35.4	116.8	44.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	120.7	27.2	95.4	38.8	4.7	Error	35.4	116.8	44.8
Queue Length 50th (ft)	234	783	36	233	0	~330	118	~495	255
Queue Length 95th (ft)	m328	531	m75	293	m6	#514	168	#717	315
Internal Link Dist (ft)		1177		617			489		421
Turn Bay Length (ft)	260		190		210	140		330	
Base Capacity (vph)	410	2589	122	2079	698	41	1431	365	1194
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.78	0.25	0.36	0.09	4.24	0.21	1.05	0.46

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	1736	193	29	706	61	165	264	20	366	392	134
Future Volume (vph)	190	1736	193	29	706	61	165	264	20	366	392	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5	6.5	6.5	6.5		6.5	6.5	
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		0.99	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.99		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5000		1770	5085	1545	1770	3496		1757	3387	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.05	1.00		0.57	1.00	
Satd. Flow (perm)	1770	5000		1770	5085	1545	101	3496		1053	3387	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	200	1827	203	31	743	64	174	278	21	385	413	141
RTOR Reduction (vph)	0	7	0	0	0	38	0	2	0	0	18	0
Lane Group Flow (vph)	200	2023	0	31	743	26	174	297	0	385	536	0
Confl. Peds. (#/hr)	6		3	3		6	5		6	6		5
Confl. Bikes (#/hr)			4			2			3			
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	1	6!		5!	2!			2!			8	
Permitted Phases						2	2!			8		
Actuated Green, G (s)	24.4	91.7		6.3	73.6	73.6	73.6	73.6		62.5	62.5	
Effective Green, g (s)	24.4	91.7		6.3	73.6	73.6	73.6	73.6		62.5	62.5	
Actuated g/C Ratio	0.14	0.51		0.03	0.41	0.41	0.41	0.41		0.35	0.35	
Clearance Time (s)	6.5	6.5		6.5	6.5	6.5	6.5	6.5		6.5	6.5	
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	3.0	3.0		2.0	2.0	
Lane Grp Cap (vph)	239	2547		61	2079	631	41	1429		365	1176	
v/s Ratio Prot	c0.11	c0.40		0.02	0.15			0.08			0.16	
v/s Ratio Perm						0.02	c1.72			c0.37		
v/c Ratio	0.84	0.79		0.51	0.36	0.04	4.24	0.21		1.05	0.46	
Uniform Delay, d1	75.9	36.4		85.3	36.8	32.0	53.2	34.4		58.8	45.6	
Progression Factor	1.32	0.70		0.93	1.02	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	15.8	1.9		2.4	0.5	0.1	1515.1	0.3		62.3	0.1	
Delay (s)	116.2	27.5		81.5	37.9	32.1	1568.3	34.7		121.0	45.7	
Level of Service	F	C		F	D	C	F	C		F	D	
Approach Delay (s/veh)		35.5			39.1			598.9			76.6	
Approach LOS		D			D			F			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	104.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.50		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	108.1%	ICU Level of Service	G
Analysis Period (min)	15		

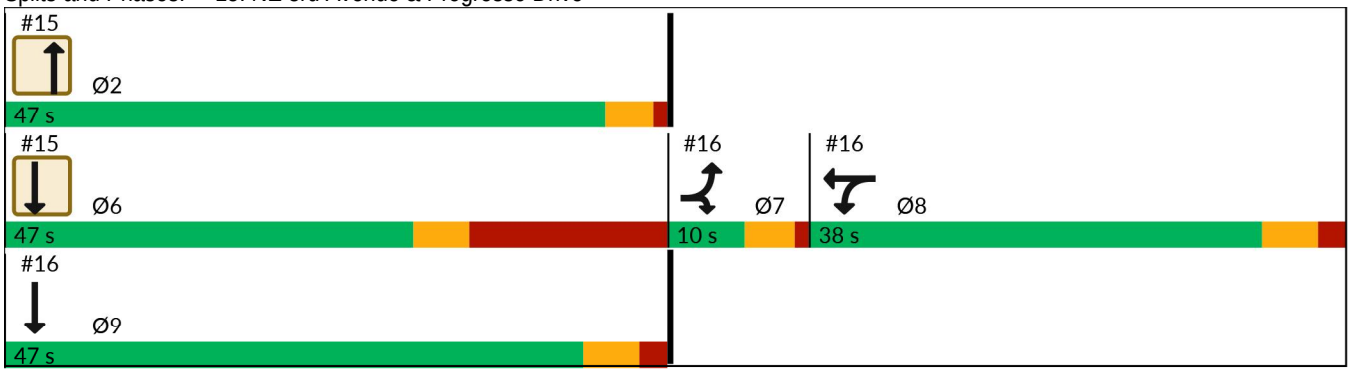
! Phase conflict between lane groups.
c Critical Lane Group

Lane Group	EBR	NBT	SBT	Ø7	Ø8	Ø9
Lane Configurations						
Traffic Volume (vph)	33	39	662			
Future Volume (vph)	33	39	662			
Turn Type	Free	NA	NA			
Protected Phases		2	6	7	8	9
Permitted Phases	Free					
Detector Phase		2	6			
Switch Phase						
Minimum Initial (s)		5.0	10.0	5.0	6.0	10.0
Minimum Split (s)		22.5	45.0	9.5	38.0	33.0
Total Split (s)		47.0	47.0	10.0	38.0	47.0
Total Split (%)		49.5%	49.5%	11%	40%	49%
Yellow Time (s)		3.5	4.0	3.5	4.0	4.0
All-Red Time (s)		1.0	14.0	1.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0			
Total Lost Time (s)		4.5	18.0			
Lead/Lag				Lead	Lag	
Lead-Lag Optimize?				Yes	Yes	
Recall Mode		None	Min	None	None	Min

Intersection Summary

Cycle Length: 95
Actuated Cycle Length: 73.2
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 15: NE 3rd Avenue & Progresso Drive



Lane Group	EBR	NBT	SBT
Lane Group Flow (vph)	36	43	735
v/c Ratio	0.02	0.03	0.71
Control Delay (s/veh)	0.0	30.4	27.9
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	0.0	30.4	27.9
Queue Length 50th (ft)	0	11	152
Queue Length 95th (ft)	0	m15	258
Internal Link Dist (ft)		145	214
Turn Bay Length (ft)			
Base Capacity (vph)	1591	2126	1448
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.02	0.02	0.51

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	33	0	39	662	7
Future Volume (vph)	0	33	0	39	662	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.5	18.0	
Lane Util. Factor		1.00		0.95	0.95	
Frpb, ped/bikes		0.99		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	
Frt		0.87		1.00	1.00	
Flt Protected		1.00		1.00	1.00	
Satd. Flow (prot)		1591		3539	3533	
Flt Permitted		1.00		1.00	1.00	
Satd. Flow (perm)		1591		3539	3533	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	36	0	43	727	8
RTOR Reduction (vph)	0	0	0	0	1	0
Lane Group Flow (vph)	0	36	0	43	734	0
Confl. Peds. (#/hr)		1	3			
Confl. Bikes (#/hr)				1		
Turn Type		Free		NA	NA	
Protected Phases				2	6	
Permitted Phases		Free				
Actuated Green, G (s)		72.7		35.5	22.0	
Effective Green, g (s)		72.7		35.5	22.0	
Actuated g/C Ratio		1.00		0.49	0.30	
Clearance Time (s)				4.5	18.0	
Vehicle Extension (s)				3.0	3.0	
Lane Grp Cap (vph)		1591		1728	1069	
v/s Ratio Prot				0.01	c0.21	
v/s Ratio Perm		c0.02				
v/c Ratio		0.02		0.02	0.69	
Uniform Delay, d1		0.0		9.6	22.3	
Progression Factor		1.00		2.57	1.00	
Incremental Delay, d2		0.0		0.0	1.9	
Delay (s)		0.0		24.8	24.2	
Level of Service		A		C	C	
Approach Delay (s/veh)	0.0			24.8	24.2	
Approach LOS	A			C	C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	23.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	72.7	Sum of lost time (s)	28.5
Intersection Capacity Utilization	40.5%	ICU Level of Service	A
Analysis Period (min)	15		

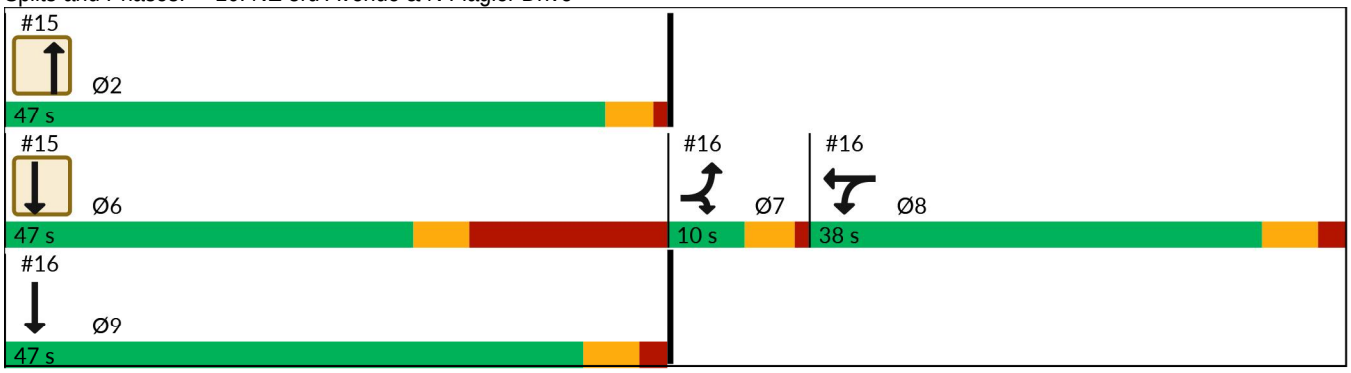
c Critical Lane Group

Lane Group	EBL	EBR	WBL	WBT	SBT	Ø2	Ø6
Lane Configurations							
Traffic Volume (vph)	135	10	841	58	665		
Future Volume (vph)	135	10	841	58	665		
Turn Type	Prot	Prot	Split	NA	NA		
Protected Phases	7	7	8	8	9	2	6
Permitted Phases							
Detector Phase	7	7	8	8	9		
Switch Phase							
Minimum Initial (s)	5.0	5.0	6.0	6.0	10.0	5.0	10.0
Minimum Split (s)	9.5	9.5	38.0	38.0	33.0	22.5	45.0
Total Split (s)	10.0	10.0	38.0	38.0	47.0	47.0	47.0
Total Split (%)	10.5%	10.5%	40.0%	40.0%	49.5%	49%	49%
Yellow Time (s)	3.5	3.5	4.0	4.0	4.0	3.5	4.0
All-Red Time (s)	1.0	1.0	2.0	2.0	2.0	1.0	14.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.5	4.5	6.0	6.0	6.0		
Lead/Lag	Lead	Lead	Lag	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	None	None	None	Min	None	Min

Intersection Summary

Cycle Length: 95
Actuated Cycle Length: 73.2
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 16: NE 3rd Avenue & N Flagler Drive



Lane Group	EBL	EBR	WBL	WBT	SBT
Lane Group Flow (vph)	147	11	667	333	744
v/c Ratio	1.07	0.03	0.63	0.67	0.46
Control Delay (s/veh)	137.5	0.2	11.5	19.9	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.1
Total Delay (s/veh)	137.5	0.2	11.5	19.9	1.4
Queue Length 50th (ft)	~76	0	48	69	3
Queue Length 95th (ft)	#236	0	107	172	6
Internal Link Dist (ft)				224	145
Turn Bay Length (ft)	50				
Base Capacity (vph)	137	345	1691	823	2043
Starvation Cap Reductn	0	0	0	0	319
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.07	0.03	0.39	0.40	0.43

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	0	10	841	58	21	0	0	0	0	665	19
Future Volume (vph)	135	0	10	841	58	21	0	0	0	0	665	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.5	6.0	6.0						6.0	
Lane Util. Factor	1.00		1.00	0.91	0.91						0.95	
Frpb, ped/bikes	1.00		1.00	1.00	1.00						1.00	
Flpb, ped/bikes	1.00		1.00	1.00	1.00						1.00	
Frt	1.00		0.85	1.00	0.99						1.00	
Flt Protected	0.95		1.00	0.95	0.96						1.00	
Satd. Flow (prot)	1770		1583	3221	1616						3522	
Flt Permitted	0.95		1.00	0.95	0.96						1.00	
Satd. Flow (perm)	1770		1583	3221	1616						3522	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	147	0	11	914	63	23	0	0	0	0	723	21
RTOR Reduction (vph)	0	0	10	331	130	0	0	0	0	0	2	0
Lane Group Flow (vph)	147	0	1	336	203	0	0	0	0	0	742	0
Confl. Peds. (#/hr)	2		4	4		2	4		2	2		4
Confl. Bikes (#/hr)						2						
Turn Type	Prot		Prot	Split	NA						NA	
Protected Phases	7		7	8	8						9	
Permitted Phases												
Actuated Green, G (s)	5.7		5.7	16.5	16.5						34.0	
Effective Green, g (s)	5.7		5.7	16.5	16.5						34.0	
Actuated g/C Ratio	0.08		0.08	0.23	0.23						0.47	
Clearance Time (s)	4.5		4.5	6.0	6.0						6.0	
Vehicle Extension (s)	3.0		3.0	2.5	2.5						3.0	
Lane Grp Cap (vph)	138		124	731	366						1647	
v/s Ratio Prot	c0.08		0.00	0.10	c0.13						c0.21	
v/s Ratio Perm												
v/c Ratio	1.07		0.01	0.46	0.55						0.45	
Uniform Delay, d1	33.5		30.9	24.3	24.9						13.0	
Progression Factor	1.00		1.00	1.00	1.00						0.03	
Incremental Delay, d2	95.1		0.0	0.3	1.5						0.2	
Delay (s)	128.6		30.9	24.6	26.3						0.6	
Level of Service	F		C	C	C						A	
Approach Delay (s/veh)		121.8			25.2			0.0			0.6	
Approach LOS		F			C			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	23.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	72.7	Sum of lost time (s)	28.5
Intersection Capacity Utilization	55.0%	ICU Level of Service	A
Analysis Period (min)	15		

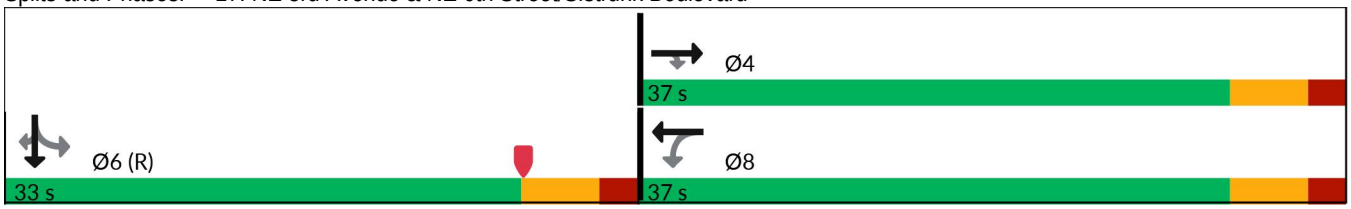
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	245	503	97	199	1294	99
Future Volume (vph)	245	503	97	199	1294	99
Turn Type	NA	Perm	Perm	NA	NA	Perm
Protected Phases	4			8	6	
Permitted Phases		4	8			6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	28.0	28.0
Total Split (s)	37.0	37.0	37.0	37.0	33.0	33.0
Total Split (%)	52.9%	52.9%	52.9%	52.9%	47.1%	47.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 70
Offset: 47 (67%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 17: NE 3rd Avenue & NE 6th Street/Sistrunk Boulevard



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	266	547	105	216	1547	108
v/c Ratio	0.37	0.88	0.26	0.30	0.70	0.15
Control Delay (s/veh)	16.0	34.1	15.0	15.0	19.1	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.0	34.1	15.0	15.0	19.1	3.9
Queue Length 50th (ft)	74	182	28	58	204	0
Queue Length 95th (ft)	122	#345	58	99	266	27
Internal Link Dist (ft)	911			651	1514	
Turn Bay Length (ft)		140	140			150
Base Capacity (vph)	817	704	457	817	2196	727
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.78	0.23	0.26	0.70	0.15

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	245	503	97	199	0	0	0	0	129	1294	99
Future Volume (vph)	0	245	503	97	199	0	0	0	0	129	1294	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		1.00	1.00	1.00	1.00						0.91	1.00
Frpb, ped/bikes		1.00	0.98	1.00	1.00						1.00	0.97
Flpb, ped/bikes		1.00	1.00	0.99	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						1.00	1.00
Satd. Flow (prot)		1845	1531	1739	1845						5008	1519
Flt Permitted		1.00	1.00	0.56	1.00						1.00	1.00
Satd. Flow (perm)		1845	1531	1034	1845						5008	1519
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	266	547	105	216	0	0	0	0	140	1407	108
RTOR Reduction (vph)	0	0	29	0	0	0	0	0	0	0	0	61
Lane Group Flow (vph)	0	266	518	105	216	0	0	0	0	0	1547	47
Confl. Peds. (#/hr)	3		14	14		3	7		7	7		7
Confl. Bikes (#/hr)			1			1						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4	8						6		6
Actuated Green, G (s)		27.3	27.3	27.3	27.3						30.7	30.7
Effective Green, g (s)		27.3	27.3	27.3	27.3						30.7	30.7
Actuated g/C Ratio		0.39	0.39	0.39	0.39						0.44	0.44
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0	2.0						3.0	3.0
Lane Grp Cap (vph)		719	597	403	719						2196	666
v/s Ratio Prot		0.14			0.12							
v/s Ratio Perm			c0.34	0.10							0.31	0.03
v/c Ratio		0.37	0.87	0.26	0.30						0.70	0.07
Uniform Delay, d1		15.2	19.7	14.5	14.8						16.0	11.4
Progression Factor		1.00	1.00	1.00	1.00						1.00	1.00
Incremental Delay, d2		0.1	12.3	0.1	0.1						1.9	0.2
Delay (s)		15.3	32.0	14.6	14.8						17.9	11.6
Level of Service		B	C	B	B						B	B
Approach Delay (s/veh)		26.5			14.8			0.0			17.5	
Approach LOS		C			B			A			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	19.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	80.5%	ICU Level of Service	D
Analysis Period (min)	15		

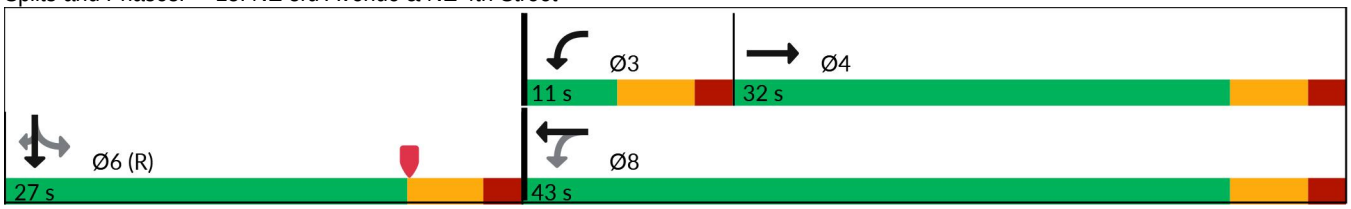
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	154	123	138	1654	122
Future Volume (vph)	154	123	138	1654	122
Turn Type	NA	pm+pt	NA	NA	Perm
Protected Phases	4	3	8	6	
Permitted Phases		8			6
Detector Phase	4	3	8	6	6
Switch Phase					
Minimum Initial (s)	6.0	5.0	6.0	10.0	10.0
Minimum Split (s)	32.0	11.0	32.0	27.0	27.0
Total Split (s)	32.0	11.0	43.0	27.0	27.0
Total Split (%)	45.7%	15.7%	61.4%	38.6%	38.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 70
Offset: 60 (86%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 18: NE 3rd Avenue & NE 4th Street



Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	398	131	147	1924	130
v/c Ratio	0.88	0.53	0.24	1.03	0.20
Control Delay (s/veh)	39.7	18.7	12.1	50.8	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.7	18.7	12.1	50.8	7.4
Queue Length 50th (ft)	126	32	36	~347	3
Queue Length 95th (ft)	#222	53	59	#502	m18
Internal Link Dist (ft)	908		191	1288	
Turn Bay Length (ft)		90			150
Base Capacity (vph)	560	248	789	1872	647
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.71	0.53	0.19	1.03	0.20

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	154	220	123	138	0	0	0	0	154	1654	122
Future Volume (vph)	0	154	220	123	138	0	0	0	0	154	1654	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	6.0
Lane Util. Factor		1.00		1.00	1.00						0.91	1.00
Frpb, ped/bikes		0.99		1.00	1.00						1.00	0.96
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.92		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		1364		1577	1494						4492	1358
Flt Permitted		1.00		0.24	1.00						1.00	1.00
Satd. Flow (perm)		1364		398	1494						4492	1358
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	164	234	131	147	0	0	0	0	164	1760	130
RTOR Reduction (vph)	0	61	0	0	0	0	0	0	0	0	0	78
Lane Group Flow (vph)	0	337	0	131	147	0	0	0	0	0	1924	52
Confl. Peds. (#/hr)	12		3	3		12	11		33	33		11
Confl. Bikes (#/hr)						2						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)		0	0		0	0						
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		4		3	8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)		20.0		30.0	30.0						28.0	28.0
Effective Green, g (s)		20.0		30.0	30.0						28.0	28.0
Actuated g/C Ratio		0.29		0.43	0.43						0.40	0.40
Clearance Time (s)		6.0		6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0		3.0	2.0						3.0	3.0
Lane Grp Cap (vph)		389		237	640						1796	543
v/s Ratio Prot		c0.25		c0.03	0.10							
v/s Ratio Perm				0.20							0.43	0.04
v/c Ratio		0.87		0.55	0.23						1.07	0.10
Uniform Delay, d1		23.7		14.2	12.7						21.0	13.1
Progression Factor		1.00		1.00	1.00						0.97	1.93
Incremental Delay, d2		17.5		2.8	0.1						40.5	0.2
Delay (s)		41.2		16.9	12.7						60.7	25.5
Level of Service		D		B	B						E	C
Approach Delay (s/veh)		41.2			14.7			0.0			58.5	
Approach LOS		D			B			A			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	51.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	87.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	27	42	24	1905	21
Future Volume (vph)	27	42	24	1905	21
Turn Type	NA	Perm	NA	NA	Perm
Protected Phases	4		8	6	
Permitted Phases		8			6
Detector Phase	4	8	8	6	6
Switch Phase					
Minimum Initial (s)	6.0	6.0	6.0	7.0	7.0
Minimum Split (s)	31.0	31.0	31.0	28.0	28.0
Total Split (s)	32.0	32.0	32.0	38.0	38.0
Total Split (%)	45.7%	45.7%	45.7%	54.3%	54.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 70
Offset: 69 (99%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 19: NE 3rd Avenue & NE 3rd Street

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	56	44	25	2071	22
v/c Ratio	0.33	0.32	0.15	0.56	0.02
Control Delay (s/veh)	32.8	34.4	29.4	5.1	0.0
Queue Delay	0.0	0.0	0.0	0.1	0.0
Total Delay (s/veh)	32.8	34.4	29.4	5.1	0.0
Queue Length 50th (ft)	22	18	10	17	0
Queue Length 95th (ft)	52	45	30	m82	m0
Internal Link Dist (ft)	415		157	262	
Turn Bay Length (ft)		160			150
Base Capacity (vph)	570	470	554	3714	1118
Starvation Cap Reductn	0	0	0	270	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.10	0.09	0.05	0.60	0.02

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	27	27	42	24	0	0	0	0	63	1905	21
Future Volume (vph)	0	27	27	42	24	0	0	0	0	63	1905	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	6.0
Lane Util. Factor		1.00		1.00	1.00						0.91	1.00
Frpb, ped/bikes		0.99		1.00	1.00						1.00	0.96
Flpb, ped/bikes		1.00		0.99	1.00						1.00	1.00
Frt		0.93		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		1533		1566	1494						4516	1350
Flt Permitted		1.00		0.77	1.00						1.00	1.00
Satd. Flow (perm)		1533		1268	1494						4516	1350
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	28	28	44	25	0	0	0	0	66	2005	22
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	0	5
Lane Group Flow (vph)	0	54	0	44	25	0	0	0	0	0	2071	17
Confl. Peds. (#/hr)	6		9	9		6	14		38	38		14
Confl. Bikes (#/hr)									1			3
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)					0	0						
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)		5.2		5.2	5.2						52.8	52.8
Effective Green, g (s)		5.2		5.2	5.2						52.8	52.8
Actuated g/C Ratio		0.07		0.07	0.07						0.75	0.75
Clearance Time (s)		6.0		6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0		2.0	2.0						1.0	1.0
Lane Grp Cap (vph)		113		94	110						3406	1018
v/s Ratio Prot		c0.04			0.02							
v/s Ratio Perm				0.03							0.46	0.01
v/c Ratio		0.48		0.47	0.23						0.61	0.02
Uniform Delay, d1		31.1		31.1	30.5						3.9	2.1
Progression Factor		1.00		1.00	1.00						1.17	0.00
Incremental Delay, d2		1.2		1.3	0.4						0.2	0.0
Delay (s)		32.3		32.4	30.9						4.8	0.0
Level of Service		C		C	C						A	A
Approach Delay (s/veh)		32.3			31.9			0.0			4.8	
Approach LOS		C			C			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	6.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	3	34	33	1716	74
Future Volume (vph)	3	34	33	1716	74
Turn Type	NA	Perm	NA	NA	Perm
Protected Phases	4		8	6	
Permitted Phases		8			6
Detector Phase	4	8	8	6	6
Switch Phase					
Minimum Initial (s)	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	33.0	33.0	33.0	25.0	25.0
Total Split (s)	34.0	34.0	34.0	36.0	36.0
Total Split (%)	48.6%	48.6%	48.6%	51.4%	51.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 70
Offset: 6 (9%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 20: NE 3rd Avenue & NE 2nd Street

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	75	37	35	2045	80
v/c Ratio	0.44	0.26	0.18	0.60	0.08
Control Delay (s/veh)	35.2	31.6	28.5	2.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.2	31.6	28.5	2.0	0.2
Queue Length 50th (ft)	30	15	14	21	0
Queue Length 95th (ft)	64	39	36	25	m1
Internal Link Dist (ft)	909		241	266	
Turn Bay Length (ft)		105			150
Base Capacity (vph)	569	468	664	3399	1028
Starvation Cap Reductn	0	0	0	76	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.13	0.08	0.05	0.62	0.08

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	3	67	34	33	0	0	0	0	186	1716	74
Future Volume (vph)	0	3	67	34	33	0	0	0	0	186	1716	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	6.0
Lane Util. Factor		1.00		1.00	1.00						0.91	1.00
Frpb, ped/bikes		0.98		1.00	1.00						1.00	0.94
Flpb, ped/bikes		1.00		1.00	1.00						0.99	1.00
Frt		0.87		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		1419		1571	1660						4475	1333
Flt Permitted		1.00		0.71	1.00						1.00	1.00
Satd. Flow (perm)		1419		1171	1660						4475	1333
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	3	72	37	35	0	0	0	0	200	1845	80
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	0	18
Lane Group Flow (vph)	0	73	0	37	35	0	0	0	0	0	2045	62
Confl. Peds. (#/hr)	7		6	6		7	19		43	43		19
Confl. Bikes (#/hr)			1						1			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)		7.2		7.2	7.2						50.8	50.8
Effective Green, g (s)		7.2		7.2	7.2						50.8	50.8
Actuated g/C Ratio		0.10		0.10	0.10						0.73	0.73
Clearance Time (s)		6.0		6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0		2.0	2.0						3.0	3.0
Lane Grp Cap (vph)		145		120	170						3247	967
v/s Ratio Prot		c0.05			0.02							
v/s Ratio Perm				0.03							0.46	0.05
v/c Ratio		0.50		0.31	0.21						0.63	0.06
Uniform Delay, d1		29.7		29.1	28.8						4.8	2.8
Progression Factor		1.00		1.00	1.00						0.25	0.02
Incremental Delay, d2		1.0		0.5	0.2						0.8	0.1
Delay (s)		30.7		29.6	29.0						2.0	0.2
Level of Service		C		C	C						A	A
Approach Delay (s/veh)		30.7			29.3			0.0			1.9	
Approach LOS		C			C			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	3.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.9%	ICU Level of Service	C
Analysis Period (min)	15		

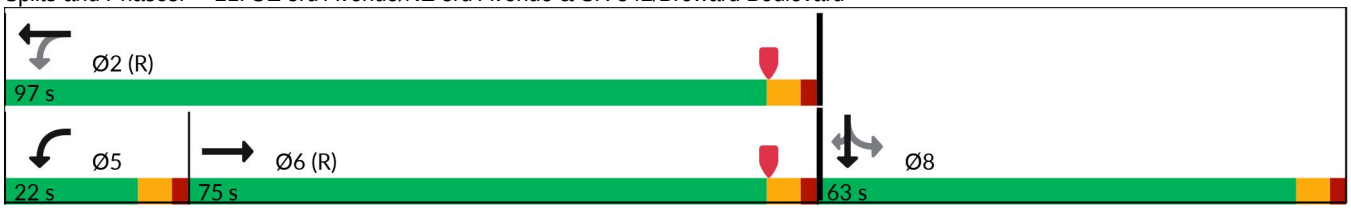
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	853	207	783	1177	223
Future Volume (vph)	853	207	783	1177	223
Turn Type	NA	pm+pt	NA	NA	Perm
Protected Phases	6	5	2	8	
Permitted Phases		2			8
Detector Phase	6	5	2	8	8
Switch Phase					
Minimum Initial (s)	7.0	4.0	7.0	6.0	6.0
Minimum Split (s)	40.0	10.0	40.0	39.0	39.0
Total Split (s)	75.0	22.0	97.0	63.0	63.0
Total Split (%)	46.9%	13.8%	60.6%	39.4%	39.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	C-Max	None	C-Max	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 154 (96%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 21: SE 3rd Avenue/NE 3rd Avenue & SR 842/Broward Boulevard



Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	1695	213	807	1505	230
v/c Ratio	1.30dr	1.07	0.31	0.95	0.43
Control Delay (s/veh)	42.7	127.0	18.4	64.3	23.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.7	127.0	18.4	64.3	23.8
Queue Length 50th (ft)	616	~201	157	561	99
Queue Length 95th (ft)	#704	#378	186	#664	181
Internal Link Dist (ft)	909		213	269	
Turn Bay Length (ft)		175			150
Base Capacity (vph)	1799	200	2582	1581	535
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.94	1.07	0.31	0.95	0.43

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	853	792	207	783	0	0	0	0	283	1177	223
Future Volume (veh/h)	0	853	792	207	783	0	0	0	0	283	1177	223
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1670	1670	1670	1670	0				1670	1670	1670
Adj Flow Rate, veh/h	0	879	784	213	807	0				292	1213	125
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	1345	620	204	2645	0				312	1297	466
Arrive On Green	0.00	0.59	0.59	0.13	0.77	0.00				0.34	0.34	0.34
Sat Flow, veh/h	0	3190	1402	1590	4709	0				905	3759	1352
Grp Volume(v), veh/h	0	879	784	213	807	0				524	981	125
Grp Sat Flow(s),veh/h/ln	0	1520	1402	1590	1520	0				1625	1520	1352
Q Serve(g_s), s	0.0	30.9	70.8	16.0	8.5	0.0				50.0	49.9	10.7
Cycle Q Clear(g_c), s	0.0	30.9	70.8	16.0	8.5	0.0				50.0	49.9	10.7
Prop In Lane	0.00		1.00	1.00		0.00				0.56		1.00
Lane Grp Cap(c), veh/h	0	1345	620	204	2645	0				560	1048	466
V/C Ratio(X)	0.00	0.65	1.26	1.04	0.31	0.00				0.94	0.94	0.27
Avail Cap(c_a), veh/h	0	1345	620	204	2645	0				579	1083	481
HCM Platoon Ratio	1.00	1.33	1.33	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.87	0.87	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	24.7	32.9	51.9	8.6	0.0				50.7	50.7	37.8
Incr Delay (d2), s/veh	0.0	2.2	129.7	75.0	0.3	0.0				22.0	13.9	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.7	44.1	12.4	2.6	0.0				23.7	21.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	26.9	162.6	126.9	8.9	0.0				72.7	64.6	37.9
LnGrp LOS		C	F	F	A					E	E	D
Approach Vol, veh/h		1663			1020						1630	
Approach Delay, s/veh		90.8			33.6						65.2	
Approach LOS		F			C						E	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		98.8			22.0	76.8		61.2				
Change Period (Y+Rc), s		6.0			6.0	6.0		6.0				
Max Green Setting (Gmax), s		91.0			16.0	69.0		57.0				
Max Q Clear Time (g_c+I1), s		10.5			18.0	72.8		52.0				
Green Ext Time (p_c), s		1.3			0.0	0.0		3.2				
Intersection Summary												
HCM 7th Control Delay, s/veh			67.6									
HCM 7th LOS			E									

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	95	98	42	148	1500	226
Future Volume (vph)	95	98	42	148	1500	226
Turn Type	NA	Perm	Split	NA	NA	Perm
Protected Phases	4		8	8	6	
Permitted Phases		4				6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	15.0	15.0
Minimum Split (s)	32.0	32.0	34.0	34.0	31.0	31.0
Total Split (s)	32.0	32.0	34.0	34.0	74.0	74.0
Total Split (%)	22.9%	22.9%	24.3%	24.3%	52.9%	52.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 128 (91%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 22: SE 3rd Avenue & SE 2nd Street

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	99	102	40	158	1887	235
v/c Ratio	0.38	0.35	0.20	0.75	0.74	0.29
Control Delay (s/veh)	55.2	12.1	53.3	78.2	26.2	9.9
Queue Delay	0.0	0.0	0.0	0.0	1.2	0.0
Total Delay (s/veh)	55.2	12.1	53.3	78.2	27.4	9.9
Queue Length 50th (ft)	79	0	34	148	472	50
Queue Length 95th (ft)	137	51	69	216	625	121
Internal Link Dist (ft)	582			245	543	
Turn Bay Length (ft)						150
Base Capacity (vph)	308	325	299	315	2558	807
Starvation Cap Reductn	0	0	0	0	410	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.31	0.13	0.50	0.88	0.29

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	95	98	42	148	0	0	0	0	311	1500	226
Future Volume (vph)	0	95	98	42	148	0	0	0	0	311	1500	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		1.00	1.00	0.95	0.95						0.91	1.00
Frpb, ped/bikes		1.00	0.92	1.00	1.00						1.00	0.93
Flpb, ped/bikes		1.00	1.00	1.00	1.00						0.99	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.99	1.00
Satd. Flow (prot)		1660	1305	1498	1575						4431	1310
Flt Permitted		1.00	1.00	0.95	1.00						0.99	1.00
Satd. Flow (perm)		1660	1305	1498	1575						4431	1310
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	99	102	44	154	0	0	0	0	324	1562	235
RTOR Reduction (vph)	0	0	86	0	0	0	0	0	0	0	0	50
Lane Group Flow (vph)	0	99	16	40	158	0	0	0	0	0	1887	185
Confl. Peds. (#/hr)	10		40	40		10	36		29	29		36
Confl. Bikes (#/hr)									3			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA	Perm	Split	NA					Perm	NA	Perm
Protected Phases		4		8	8						6	
Permitted Phases			4							6		6
Actuated Green, G (s)		22.3	22.3	18.9	18.9						80.8	80.8
Effective Green, g (s)		22.3	22.3	18.9	18.9						80.8	80.8
Actuated g/C Ratio		0.16	0.16	0.13	0.13						0.58	0.58
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0	2.0						3.0	3.0
Lane Grp Cap (vph)		264	207	202	212						2557	756
v/s Ratio Prot		c0.06		0.03	c0.10							
v/s Ratio Perm			0.01								0.43	0.14
v/c Ratio		0.38	0.08	0.20	0.75						0.74	0.24
Uniform Delay, d1		52.6	50.1	53.8	58.2						21.8	14.6
Progression Factor		1.00	1.00	1.00	1.00						1.00	1.00
Incremental Delay, d2		0.3	0.1	0.2	11.7						2.0	0.8
Delay (s)		52.9	50.2	54.0	70.0						23.8	15.3
Level of Service		D	D	D	E						C	B
Approach Delay (s/veh)		51.5			66.7			0.0			22.8	
Approach LOS		D			E			A			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	28.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	85.7%	ICU Level of Service	E
Analysis Period (min)	15		

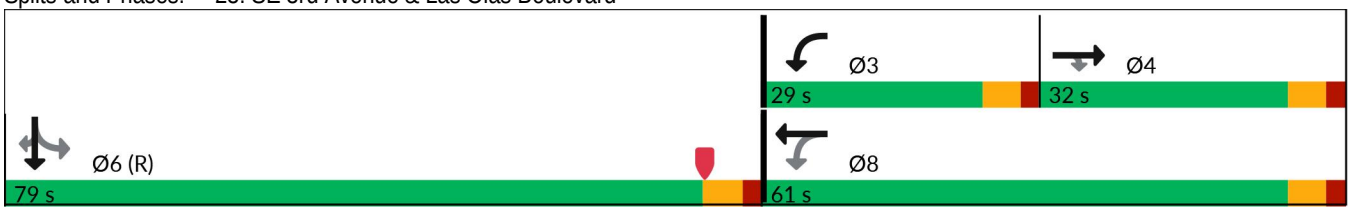
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	289	135	260	114	1292	43
Future Volume (vph)	289	135	260	114	1292	43
Turn Type	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		3	8	6	
Permitted Phases		4	8			6
Detector Phase	4	4	3	8	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	4.0	6.0	10.0	10.0
Minimum Split (s)	32.0	32.0	11.0	32.0	33.0	33.0
Total Split (s)	32.0	32.0	29.0	61.0	79.0	79.0
Total Split (%)	22.9%	22.9%	20.7%	43.6%	56.4%	56.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 139 (99%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 23: SE 3rd Avenue & Las Olas Boulevard



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	314	147	283	124	1734	47
v/c Ratio	0.54	0.54	0.79	0.11	0.73	0.07
Control Delay (s/veh)	55.4	33.7	49.7	28.0	8.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.3	0.0
Total Delay (s/veh)	55.4	33.7	49.7	28.0	8.3	0.1
Queue Length 50th (ft)	137	59	190	37	65	0
Queue Length 95th (ft)	189	135	276	60	60	m0
Internal Link Dist (ft)	450			474	436	
Turn Bay Length (ft)		110				150
Base Capacity (vph)	585	272	374	1177	2389	722
Starvation Cap Reductn	0	0	0	0	166	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.54	0.76	0.11	0.78	0.07

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	289	135	260	114	0	0	0	0	304	1292	43
Future Volume (vph)	0	289	135	260	114	0	0	0	0	304	1292	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		0.95	1.00	1.00	0.95						0.91	1.00
Frpb, ped/bikes		1.00	0.81	1.00	1.00						1.00	0.91
Flpb, ped/bikes		1.00	1.00	0.97	1.00						0.99	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.99	1.00
Satd. Flow (prot)		3154	1143	1532	2997						4447	1285
Flt Permitted		1.00	1.00	0.36	1.00						0.99	1.00
Satd. Flow (perm)		3154	1143	579	2997						4447	1285
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	314	147	283	124	0	0	0	0	330	1404	47
RTOR Reduction (vph)	0	0	60	0	0	0	0	0	0	0	0	22
Lane Group Flow (vph)	0	314	87	283	124	0	0	0	0	0	1734	25
Confl. Peds. (#/hr)	81		108	108		81	50		32	32		50
Confl. Bikes (#/hr)			8			1			2			3
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)					0	0						
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	Perm
Protected Phases		4		3	8						6	
Permitted Phases			4	8						6		6
Actuated Green, G (s)		26.0	26.0	52.8	52.8						75.2	75.2
Effective Green, g (s)		26.0	26.0	52.8	52.8						75.2	75.2
Actuated g/C Ratio		0.19	0.19	0.38	0.38						0.54	0.54
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.5	2.5	1.5	2.5						3.0	3.0
Lane Grp Cap (vph)		585	212	359	1130						2388	690
v/s Ratio Prot		0.10		c0.12	0.04							
v/s Ratio Perm			0.08	c0.18							0.39	0.02
v/c Ratio		0.54	0.41	0.79	0.11						0.73	0.04
Uniform Delay, d1		51.6	50.2	34.0	28.3						24.6	15.3
Progression Factor		1.00	1.00	1.00	1.00						0.26	0.00
Incremental Delay, d2		0.7	0.9	10.1	0.0						1.5	0.1
Delay (s)		52.3	51.2	44.1	28.4						7.8	0.1
Level of Service		D	D	D	C						A	A
Approach Delay (s/veh)		51.9			39.3			0.0			7.6	
Approach LOS		D			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	20.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	89.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBL	WBT	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	64	173	1173	206
Future Volume (vph)	64	173	1173	206
Turn Type	Perm	NA	NA	Perm
Protected Phases		8	6	
Permitted Phases	8			6
Detector Phase	8	8	6	6
Switch Phase				
Minimum Initial (s)	6.0	6.0	10.0	10.0
Minimum Split (s)	36.0	36.0	37.0	37.0
Total Split (s)	38.0	38.0	102.0	102.0
Total Split (%)	27.1%	27.1%	72.9%	72.9%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 59 (42%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 24: SE 3rd Avenue & SE 6th Street

Lane Group	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	69	186	1587	222
v/c Ratio	0.25	0.32	0.49	0.21
Control Delay (s/veh)	48.7	49.7	4.9	0.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	48.7	49.7	4.9	0.3
Queue Length 50th (ft)	52	75	128	0
Queue Length 95th (ft)	98	112	102	m0
Internal Link Dist (ft)		462	1522	
Turn Bay Length (ft)	160			150
Base Capacity (vph)	350	720	3261	1066
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.20	0.26	0.49	0.21

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	64	173	0	0	0	0	303	1173	206
Future Volume (vph)	0	0	0	64	173	0	0	0	0	303	1173	206
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				6.0	6.0						6.0	6.0
Lane Util. Factor				1.00	0.95						0.91	1.00
Frpb, ped/bikes				1.00	1.00						1.00	0.98
Flpb, ped/bikes				0.97	1.00						0.99	1.00
Frt				1.00	1.00						1.00	0.85
Flt Protected				0.95	1.00						0.99	1.00
Satd. Flow (prot)				1533	3154						4464	1380
Flt Permitted				0.95	1.00						0.99	1.00
Satd. Flow (perm)				1533	3154						4464	1380
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	0	69	186	0	0	0	0	326	1261	222
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	59
Lane Group Flow (vph)	0	0	0	69	186	0	0	0	0	0	1587	163
Confl. Peds. (#/hr)	42		20	20		42	7		18	18		7
Confl. Bikes (#/hr)			1						2			3
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type				Perm	NA					Perm	NA	Perm
Protected Phases					8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)				25.7	25.7						102.3	102.3
Effective Green, g (s)				25.7	25.7						102.3	102.3
Actuated g/C Ratio				0.18	0.18						0.73	0.73
Clearance Time (s)				6.0	6.0						6.0	6.0
Vehicle Extension (s)				2.0	2.0						3.0	3.0
Lane Grp Cap (vph)				281	578						3261	1008
v/s Ratio Prot					c0.06							
v/s Ratio Perm				0.05							0.36	0.12
v/c Ratio				0.25	0.32						0.49	0.16
Uniform Delay, d1				48.9	49.6						7.9	5.8
Progression Factor				1.00	1.00						0.52	0.00
Incremental Delay, d2				0.2	0.1						0.4	0.2
Delay (s)				49.0	49.7						4.4	0.2
Level of Service				D	D						A	A
Approach Delay (s/veh)		0.0			49.5			0.0			3.9	
Approach LOS		A			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	9.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.3%	ICU Level of Service	C
Analysis Period (min)	15		

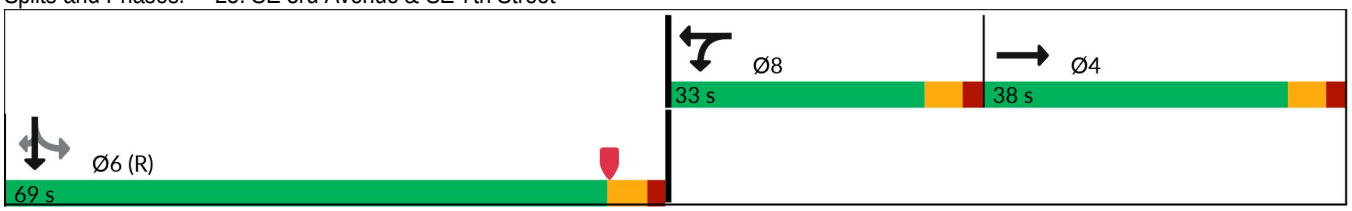
c Critical Lane Group

Lane Group	EBT	WBT	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	103	102	1074	42
Future Volume (vph)	103	102	1074	42
Turn Type	NA	NA	NA	Perm
Protected Phases	4	8	6	
Permitted Phases				6
Detector Phase	4	8	6	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	10.0	10.0
Minimum Split (s)	33.0	33.0	25.0	25.0
Total Split (s)	38.0	33.0	69.0	69.0
Total Split (%)	27.1%	23.6%	49.3%	49.3%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 50 (36%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 25: SE 3rd Avenue & SE 7th Street



Lane Group	EBT	WBT	SBT	SBR
Lane Group Flow (vph)	200	128	1215	44
v/c Ratio	0.79	0.70	0.44	0.05
Control Delay (s/veh)	70.7	78.5	9.0	1.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.7	78.5	9.0	1.0
Queue Length 50th (ft)	154	114	117	0
Queue Length 95th (ft)	229	177	183	6
Internal Link Dist (ft)	568	243	566	
Turn Bay Length (ft)				150
Base Capacity (vph)	374	317	2758	847
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.53	0.40	0.44	0.05

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	103	87	20	102	0	0	0	0	80	1074	42
Future Volume (vph)	0	103	87	20	102	0	0	0	0	80	1074	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0						6.0	6.0
Lane Util. Factor		1.00			1.00						0.91	1.00
Frpb, ped/bikes		0.99			1.00						1.00	0.95
Flpb, ped/bikes		1.00			1.00						1.00	1.00
Frt		0.94			1.00						1.00	0.85
Flt Protected		1.00			0.99						1.00	1.00
Satd. Flow (prot)		1546			1647						4509	1341
Flt Permitted		1.00			0.99						1.00	1.00
Satd. Flow (perm)		1546			1647						4509	1341
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	108	92	21	107	0	0	0	0	84	1131	44
RTOR Reduction (vph)	0	24	0	0	0	0	0	0	0	0	0	17
Lane Group Flow (vph)	0	176	0	0	128	0	0	0	0	0	1215	27
Confl. Peds. (#/hr)	2		2	2		2	8		7	7		8
Confl. Bikes (#/hr)									2			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA		Split	NA					Perm	NA	Perm
Protected Phases		4		8	8						6	
Permitted Phases										6		6
Actuated Green, G (s)		20.7			15.7						85.6	85.6
Effective Green, g (s)		20.7			15.7						85.6	85.6
Actuated g/C Ratio		0.15			0.11						0.61	0.61
Clearance Time (s)		6.0			6.0						6.0	6.0
Vehicle Extension (s)		2.5			2.5						3.0	3.0
Lane Grp Cap (vph)		228			184						2756	819
v/s Ratio Prot		c0.11			c0.08							
v/s Ratio Perm											0.27	0.02
v/c Ratio		0.77			0.70						0.44	0.03
Uniform Delay, d1		57.4			59.8						14.5	10.8
Progression Factor		1.00			1.00						0.53	0.64
Incremental Delay, d2		14.4			10.0						0.5	0.1
Delay (s)		71.8			69.9						8.2	6.9
Level of Service		E			E						A	A
Approach Delay (s/veh)		71.8			69.9			0.0			8.1	
Approach LOS		E			E			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	21.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	62.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	370	110	444	612	269
Future Volume (vph)	370	110	444	612	269
Turn Type	NA	pm+pt	NA	NA	Perm
Protected Phases	6	5	2	8	
Permitted Phases		2			8
Detector Phase	6	5	2	8	8
Switch Phase					
Minimum Initial (s)	12.0	4.0	12.0	6.0	6.0
Minimum Split (s)	33.0	10.0	33.0	33.0	33.0
Total Split (s)	69.0	28.0	97.0	63.0	63.0
Total Split (%)	43.1%	17.5%	60.6%	39.4%	39.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	C-Min	None	C-Min	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 153 (96%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 26: SE 3rd Avenue & Davie Boulevard

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	705	126	510	934	309
v/c Ratio	0.35	0.27	0.21	0.78	0.57
Control Delay (s/veh)	11.8	11.0	10.2	61.2	18.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.8	11.0	10.2	61.2	18.7
Queue Length 50th (ft)	138	42	96	338	77
Queue Length 95th (ft)	151	76	138	351	154
Internal Link Dist (ft)	909		222	1897	
Turn Bay Length (ft)		185			150
Base Capacity (vph)	1995	562	2394	1769	692
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.35	0.22	0.21	0.53	0.45

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	370	244	110	444	0	0	0	0	201	612	269
Future Volume (vph)	0	370	244	110	444	0	0	0	0	201	612	269
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	6.0
Lane Util. Factor		0.95		1.00	0.95						0.91	1.00
Frpb, ped/bikes		0.99		1.00	1.00						1.00	0.99
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.94		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						0.99	1.00
Satd. Flow (prot)		3276		1752	3505						4966	1545
Flt Permitted		1.00		0.32	1.00						0.99	1.00
Satd. Flow (perm)		3276		590	3505						4966	1545
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	0	425	280	126	510	0	0	0	0	231	703	309
RTOR Reduction (vph)	0	46	0	0	0	0	0	0	0	0	0	168
Lane Group Flow (vph)	0	659	0	126	510	0	0	0	0	0	934	141
Confl. Peds. (#/hr)	1		2	2		1	1		4	4		1
Confl. Bikes (#/hr)						2			1			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		6		5	2						8	
Permitted Phases				2						8		8
Actuated Green, G (s)		95.2		109.3	109.3						38.7	38.7
Effective Green, g (s)		95.2		109.3	109.3						38.7	38.7
Actuated g/C Ratio		0.60		0.68	0.68						0.24	0.24
Clearance Time (s)		6.0		6.0	6.0						6.0	6.0
Vehicle Extension (s)		3.0		1.5	3.0						2.0	2.0
Lane Grp Cap (vph)		1949		461	2394						1201	373
v/s Ratio Prot		c0.20		c0.01	0.15							
v/s Ratio Perm				0.17							0.19	0.09
v/c Ratio		0.34		0.27	0.21						0.78	0.38
Uniform Delay, d1		16.4		9.7	9.4						56.6	50.6
Progression Factor		0.78		1.00	1.00						1.00	1.00
Incremental Delay, d2		0.5		0.1	0.2						3.0	0.2
Delay (s)		13.3		9.8	9.6						59.6	50.9
Level of Service		B		A	A						E	D
Approach Delay (s/veh)		13.3			9.7			0.0			57.4	
Approach LOS		B			A			A			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	33.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	61.8%	ICU Level of Service	B
Analysis Period (min)	15		

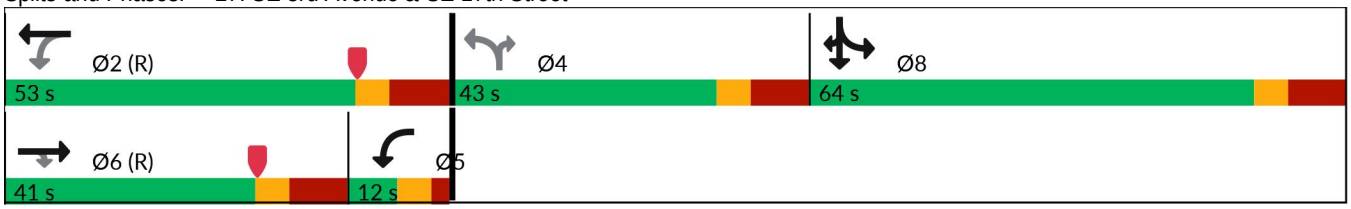
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	370	16	23	403	5	6	215	356	123
Future Volume (vph)	370	16	23	403	5	6	215	356	123
Turn Type	NA	Perm	pm+pt	NA	Perm	Perm	Split	NA	Prot
Protected Phases	6		5	2			8	8	8
Permitted Phases		6	2		4	4			
Detector Phase	6	6	5	2	4	4	8	8	8
Switch Phase									
Minimum Initial (s)	12.0	12.0	5.0	12.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	36.0	36.0	12.0	36.0	43.0	43.0	43.0	43.0	43.0
Total Split (s)	41.0	41.0	12.0	53.0	43.0	43.0	64.0	64.0	64.0
Total Split (%)	25.6%	25.6%	7.5%	33.1%	26.9%	26.9%	40.0%	40.0%	40.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	7.0	7.0	2.0	7.0	7.0	7.0	7.0	7.0	7.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	11.0	11.0	6.0	11.0	11.0	11.0	11.0	11.0	11.0
Lead/Lag	Lead	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes						
Recall Mode	C-Min	C-Min	None	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 35 (22%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 27: SE 3rd Avenue & SE 17th Street



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	411	18	26	448	6	7	239	396	137
v/c Ratio	0.29	0.02	0.06	0.20	0.12	0.02	0.54	0.85	0.16
Control Delay (s/veh)	30.1	0.1	34.8	32.7	58.0	0.2	55.1	72.7	14.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	30.1	0.1	34.8	32.7	58.0	0.2	55.1	72.7	14.7
Queue Length 50th (ft)	191	0	17	124	5	0	239	401	25
Queue Length 95th (ft)	270	m0	45	173	21	0	329	534	46
Internal Link Dist (ft)	905			223				2382	
Turn Bay Length (ft)			50		60		150		150
Base Capacity (vph)	1422	728	476	2264	76	465	580	611	1051
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.02	0.05	0.20	0.08	0.02	0.41	0.65	0.13

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	370	16	23	403	0	5	0	6	215	356	123
Future Volume (vph)	0	370	16	23	403	0	5	0	6	215	356	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		11.0	11.0	6.0	11.0		11.0		11.0	11.0	11.0	11.0
Lane Util. Factor		0.95	1.00	1.00	0.91		1.00		1.00	1.00	1.00	0.88
Frpb, ped/bikes		1.00	0.96	1.00	1.00		1.00		0.96	1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00		1.00		0.85	1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00		0.95		1.00	0.95	1.00	1.00
Satd. Flow (prot)		3505	1501	1744	5036		1749		1505	1752	1845	2760
Flt Permitted		1.00	1.00	0.49	1.00		0.21		1.00	0.95	1.00	1.00
Satd. Flow (perm)		3505	1501	898	5036		384		1505	1752	1845	2760
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	411	18	26	448	0	6	0	7	239	396	137
RTOR Reduction (vph)	0	0	11	0	0	0	0	0	6	0	0	103
Lane Group Flow (vph)	0	411	7	26	448	0	6	0	1	239	396	34
Confl. Peds. (#/hr)	7		6	6		7	3		19	19		3
Confl. Bikes (#/hr)			4			2						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA	Perm	pm+pt	NA		Perm		Perm	Split	NA	Prot
Protected Phases		6		5	2					8	8	8
Permitted Phases			6	2			4		4			
Actuated Green, G (s)		58.2	58.2	71.0	67.6		19.2		19.2	40.2	40.2	40.2
Effective Green, g (s)		58.2	58.2	71.0	67.6		19.2		19.2	40.2	40.2	40.2
Actuated g/C Ratio		0.36	0.36	0.44	0.42		0.12		0.12	0.25	0.25	0.25
Clearance Time (s)		11.0	11.0	6.0	11.0		11.0		11.0	11.0	11.0	11.0
Vehicle Extension (s)		2.5	2.5	3.0	2.5		2.0		2.0	2.0	2.0	2.0
Lane Grp Cap (vph)		1274	545	416	2127		46		180	440	463	693
v/s Ratio Prot		c0.12		c0.00	0.09					0.14	c0.21	0.01
v/s Ratio Perm			0.00	0.03			c0.02		0.00			
v/c Ratio		0.32	0.01	0.06	0.21		0.13		0.00	0.54	0.86	0.05
Uniform Delay, d1		36.7	32.5	27.1	29.3		62.9		62.0	51.9	57.1	45.4
Progression Factor		0.73	1.00	1.00	1.00		1.00		1.00	1.00	1.00	88.73
Incremental Delay, d2		0.6	0.0	0.1	0.2		0.5		0.0	0.7	12.8	0.0
Delay (s)		27.4	32.6	27.2	29.5		63.4		62.0	52.7	69.8	4030.0
Level of Service		C	C	C	C		E		E	D	E	F
Approach Delay (s/veh)		27.6			29.4			62.6			767.3	
Approach LOS		C			C			E			F	

Intersection Summary

HCM 2000 Control Delay (s/veh)	366.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	39.0
Intersection Capacity Utilization	75.4%	ICU Level of Service	D
Analysis Period (min)	15		

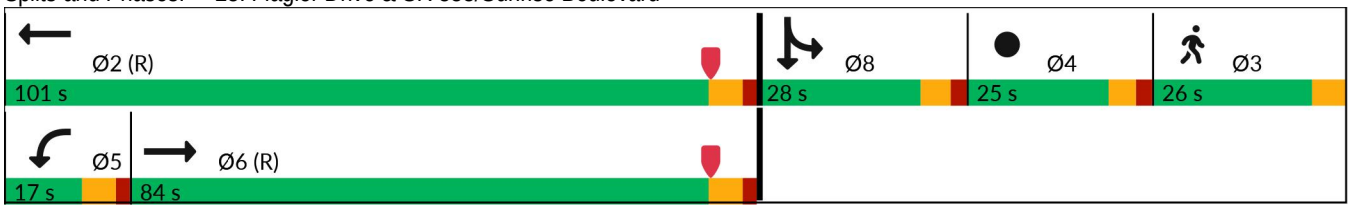
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	Ø3	Ø4
Lane Configurations						
Traffic Volume (vph)	1190	78	687	74		
Future Volume (vph)	1190	78	687	74		
Turn Type	NA	Prot	NA	NA		
Protected Phases	6	5	2	8	3	4
Permitted Phases						
Detector Phase	6	5	2	8		
Switch Phase						
Minimum Initial (s)	15.0	5.0	15.0	6.0	7.0	6.0
Minimum Split (s)	30.5	11.5	37.5	24.0	26.0	48.0
Total Split (s)	84.0	17.0	101.0	28.0	26.0	25.0
Total Split (%)	46.7%	9.4%	56.1%	15.6%	14%	14%
Yellow Time (s)	4.5	4.5	4.5	4.0	4.5	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	0.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.5	6.5	6.5	6.0		
Lead/Lag	Lag	Lead		Lead		Lag
Lead-Lag Optimize?						
Recall Mode	C-Min	None	C-Min	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 72 (40%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 28: Flagler Drive & SR 838/Sunrise Boulevard



Lane Group	EBT	WBL	WBT	SBT
Lane Group Flow (vph)	2175	82	734	161
v/c Ratio	0.64	0.65	0.18	0.83
Control Delay (s/veh)	4.2	103.1	3.3	101.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.2	103.1	3.3	101.2
Queue Length 50th (ft)	131	96	56	165
Queue Length 95th (ft)	m159	158	72	#253
Internal Link Dist (ft)	617		722	937
Turn Bay Length (ft)		425		
Base Capacity (vph)	3405	132	4166	228
Starvation Cap Reductn	112	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.66	0.62	0.18	0.71

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1190	876	78	687	10	0	0	0	5	74	74
Future Volume (vph)	0	1190	876	78	687	10	0	0	0	5	74	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5		6.5	6.5						6.0	
Lane Util. Factor		0.91		1.00	0.91						1.00	
Frpb, ped/bikes		0.99		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.94		1.00	1.00						0.93	
Flt Protected		1.00		0.95	1.00						1.00	
Satd. Flow (prot)		4680		1752	5023						1721	
Flt Permitted		1.00		0.95	1.00						1.00	
Satd. Flow (perm)		4680		1752	5023						1721	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1253	922	82	723	11	0	0	0	5	78	78
RTOR Reduction (vph)	0	36	0	0	0	0	0	0	0	0	19	0
Lane Group Flow (vph)	0	2139	0	82	734	0	0	0	0	0	142	0
Confl. Peds. (#/hr)	4		2	2		4			6	6		
Confl. Bikes (#/hr)			4									
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA		Prot	NA					Split	NA	
Protected Phases		6		5	2					8	8	
Permitted Phases												
Actuated Green, G (s)		129.7		13.1	149.3						18.2	
Effective Green, g (s)		129.7		13.1	149.3						18.2	
Actuated g/C Ratio		0.72		0.07	0.83						0.10	
Clearance Time (s)		6.5		6.5	6.5						6.0	
Vehicle Extension (s)		3.0		1.5	3.0						2.0	
Lane Grp Cap (vph)		3372		127	4166						174	
v/s Ratio Prot		c0.46		c0.05	0.15						c0.08	
v/s Ratio Perm												
v/c Ratio		0.63		0.65	0.18						0.82	
Uniform Delay, d1		12.9		81.2	3.1						79.3	
Progression Factor		0.29		1.00	1.00						1.00	
Incremental Delay, d2		0.5		8.2	0.1						23.6	
Delay (s)		4.2		89.3	3.2						102.9	
Level of Service		A		F	A						F	
Approach Delay (s/veh)		4.2			11.8			0.0			102.9	
Approach LOS		A			B			A			F	

Intersection Summary

HCM 2000 Control Delay (s/veh)	11.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	29.5
Intersection Capacity Utilization	75.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	33	0	0	0	13	939
Future Vol, veh/h	33	0	0	0	13	939
Conflicting Peds, #/hr	0	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	34	0	0	0	13	958

Major/Minor	Minor1		Major2	
Conflicting Flow All	415	-	5	0
Stage 1	5	-	-	-
Stage 2	410	-	-	-
Critical Hdwy	5.76	-	3.7	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	6.06	-	-	-
Follow-up Hdwy	3.83	-	2.9	-
Pot Cap-1 Maneuver	599	0	1238	-
Stage 1	-	0	-	-
Stage 2	582	0	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	588	-	1232	-
Mov Cap-2 Maneuver	588	-	-	-
Stage 1	-	-	-	-
Stage 2	574	-	-	-

Approach	WB	SB
HCM Control Delay, s/v	11.49	0.21
HCM LOS	B	

Minor Lane/Major Mvmt	WBLn1	SBL	SBT
Capacity (veh/h)	588	74	-
HCM Lane V/C Ratio	0.057	0.011	-
HCM Control Delay (s/veh)	11.5	8	0.1
HCM Lane LOS	B	A	A
HCM 95th %tile Q(veh)	0.2	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	11	0	0	0	0	972
Future Vol, veh/h	11	0	0	0	0	972
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	0	0	0	0	1057

Major/Minor	Minor1		Major2	
Conflicting Flow All	423	-	-	-
Stage 1	0	-	-	-
Stage 2	423	-	-	-
Critical Hdwy	3.7	-	-	-
Critical Hdwy Stg 1	3.7	-	-	-
Critical Hdwy Stg 2	3.7	-	-	-
Follow-up Hdwy	2.9	-	-	-
Pot Cap-1 Maneuver	949	0	0	-
Stage 1	-	0	0	-
Stage 2	949	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	949	-	-	-
Mov Cap-2 Maneuver	949	-	-	-
Stage 1	-	-	-	-
Stage 2	949	-	-	-

Approach	NW	SW
HCM Control Delay, s/v	8.84	0
HCM LOS	A	

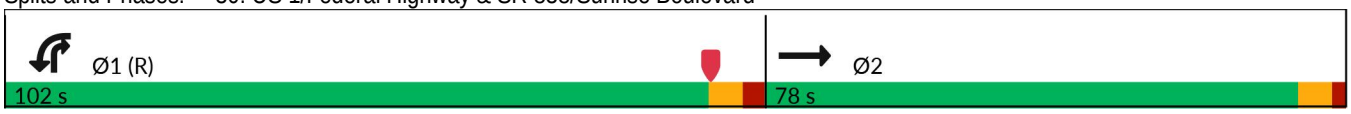
Minor Lane/Major Mvmt	NWLn1	SWT
Capacity (veh/h)	949	-
HCM Lane V/C Ratio	0.013	-
HCM Control Delay (s/veh)	8.8	-
HCM Lane LOS	A	-
HCM 95th %tile Q(veh)	0	-

Lane Group	EBT	WBL	NBR
Lane Configurations			
Traffic Volume (vph)	911	1213	867
Future Volume (vph)	911	1213	867
Turn Type	NA	Prot	Over
Protected Phases	2	1	1
Permitted Phases			
Detector Phase	2	1	1
Switch Phase			
Minimum Initial (s)	10.0	10.0	10.0
Minimum Split (s)	49.5	21.5	21.5
Total Split (s)	78.0	102.0	102.0
Total Split (%)	43.3%	56.7%	56.7%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.5	7.5	7.5
Lead/Lag	Lag	Lead	Lead
Lead-Lag Optimize?			
Recall Mode	None	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 87 (48%), Referenced to phase 1:WBL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 30: US 1/Federal Highway & SR 838/Sunrise Boulevard



Lane Group	EBT	WBL	NBR
Lane Group Flow (vph)	1235	1277	913
v/c Ratio	0.53	0.57	0.56
Control Delay (s/veh)	39.8	38.5	38.9
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	39.8	38.5	38.9
Queue Length 50th (ft)	534	407	358
Queue Length 95th (ft)	560	470	432
Internal Link Dist (ft)	722		
Turn Bay Length (ft)		400	
Base Capacity (vph)	2328	2625	1899
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.53	0.49	0.48

Intersection Summary

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	911	262	1213	0	0	867
Future Volume (vph)	911	262	1213	0	0	867
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5		7.5			7.5
Lane Util. Factor	0.91		0.94			0.76
Frpb, ped/bikes	1.00		1.00			1.00
Flpb, ped/bikes	1.00		1.00			1.00
Frt	0.97		1.00			0.85
Flt Protected	1.00		0.95			1.00
Satd. Flow (prot)	4897		4990			3610
Flt Permitted	1.00		0.95			1.00
Satd. Flow (perm)	4897		4990			3610
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	959	276	1277	0	0	913
RTOR Reduction (vph)	22	0	0	0	0	0
Lane Group Flow (vph)	1213	0	1277	0	0	913
Confl. Peds. (#/hr)		3	3			
Confl. Bikes (#/hr)		1				
Turn Type	NA		Prot			Over
Protected Phases	2		1			1
Permitted Phases						
Actuated Green, G (s)	84.6		81.4			81.4
Effective Green, g (s)	84.6		81.4			81.4
Actuated g/C Ratio	0.47		0.45			0.45
Clearance Time (s)	6.5		7.5			7.5
Vehicle Extension (s)	8.0		2.0			2.0
Lane Grp Cap (vph)	2301		2256			1632
v/s Ratio Prot	c0.25		c0.26			0.25
v/s Ratio Perm						
v/c Ratio	0.53		0.57			0.56
Uniform Delay, d1	33.6		36.3			36.2
Progression Factor	1.22		1.00			1.00
Incremental Delay, d2	0.6		1.0			1.4
Delay (s)	41.7		37.3			37.5
Level of Service	D		D			D
Approach Delay (s/veh)	41.7			37.3	37.5	
Approach LOS	D			D	D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	39.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	56.6%	ICU Level of Service	B
Analysis Period (min)	15		

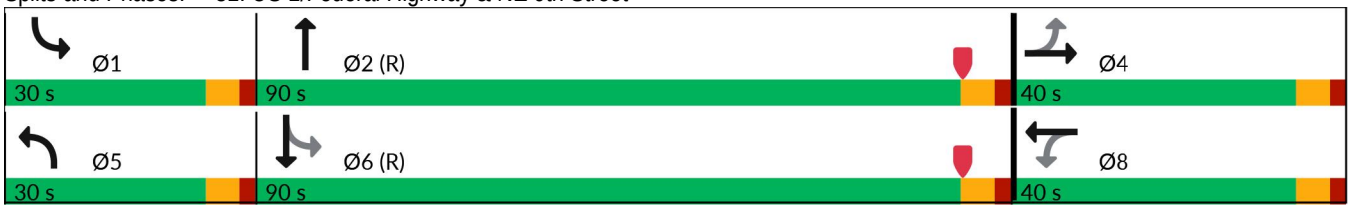
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	21	10	31	12	18	867	46	1368
Future Volume (vph)	21	10	31	12	18	867	46	1368
Turn Type	Perm	NA	Perm	NA	Prot	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8				6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	5.0	12.0	5.0	12.0
Minimum Split (s)	38.0	38.0	36.0	36.0	11.0	26.0	11.0	26.0
Total Split (s)	40.0	40.0	40.0	40.0	30.0	90.0	30.0	90.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	18.8%	56.3%	18.8%	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	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Min	None	C-Min

Intersection Summary

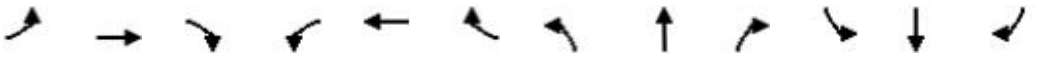
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 138 (86%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 31: US 1/Federal Highway & NE 9th Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	23	44	34	24	20	977	51	1523
v/c Ratio	0.31	0.37	0.46	0.23	0.30	0.23	0.11	0.36
Control Delay (s/veh)	82.1	37.4	92.0	51.0	85.6	3.7	2.3	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	82.1	37.4	92.0	51.0	85.6	3.7	2.3	4.3
Queue Length 50th (ft)	24	11	35	13	21	78	5	146
Queue Length 95th (ft)	55	54	74	45	52	107	13	205
Internal Link Dist (ft)		654		689		564		822
Turn Bay Length (ft)	160		75		375		300	
Base Capacity (vph)	288	369	284	370	262	4176	638	4221
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.12	0.12	0.06	0.08	0.23	0.08	0.36

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	10	30	31	12	10	18	867	22	46	1368	18
Future Volume (veh/h)	21	10	30	31	12	10	18	867	22	46	1368	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.98		1.00	0.98		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.99
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	23	11	0	34	13	0	20	953	21	51	1503	18
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	133	131	0	134	131	0	33	4003	88	546	4100	49
Arrive On Green	0.07	0.07	0.00	0.07	0.07	0.00	0.02	1.00	1.00	0.04	1.00	1.00
Sat Flow, veh/h	1362	1856	0	1365	1856	0	1767	5075	112	1767	5136	62
Grp Volume(v), veh/h	23	11	0	34	13	0	20	634	340	51	988	533
Grp Sat Flow(s),veh/h/ln	1362	1856	0	1365	1856	0	1767	1689	1810	1767	1689	1820
Q Serve(g_s), s	2.6	0.9	0.0	3.8	1.0	0.0	1.8	0.0	0.0	0.9	0.0	0.0
Cycle Q Clear(g_c), s	3.6	0.9	0.0	4.7	1.0	0.0	1.8	0.0	0.0	0.9	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.06	1.00		0.03
Lane Grp Cap(c), veh/h	133	131	0	134	131	0	33	2663	1427	546	2696	1453
V/C Ratio(X)	0.17	0.08	0.00	0.25	0.10	0.00	0.61	0.24	0.24	0.09	0.37	0.37
Avail Cap(c_a), veh/h	326	394	0	327	394	0	265	2663	1427	761	2696	1453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.80	0.80	0.80
Uniform Delay (d), s/veh	71.2	69.5	0.0	71.7	69.6	0.0	77.5	0.0	0.0	2.7	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.4	0.1	0.0	6.8	0.2	0.4	0.0	0.3	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.4	0.0	1.4	0.5	0.0	0.9	0.1	0.2	0.3	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	71.5	69.6	0.0	72.0	69.7	0.0	84.3	0.2	0.4	2.8	0.3	0.6
LnGrp LOS	E	E		E	E		F	A	A	A	A	A
Approach Vol, veh/h		34			47			994			1572	
Approach Delay, s/veh		70.9			71.4			2.0			0.5	
Approach LOS		E			E			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.5	132.2		17.3	8.9	133.7		17.3				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	24.0	84.0		34.0	24.0	84.0		34.0				
Max Q Clear Time (g_c+I1), s	2.9	2.0		5.6	3.8	2.0		6.7				
Green Ext Time (p_c), s	0.0	8.3		0.0	0.0	17.3		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	3.2
HCM 7th LOS	A

Network Totals

Number of Intersections	32
Total Delay (hr)	655
Stops (#)	39029
Average Speed (mph)	11
Total Travel Time (hr)	1053
Distance Traveled (mi)	11913
Fuel Consumed (gal)	1187
Fuel Economy (mpg)	10.0
Unserved Vehicles (#)	278
Vehicles in dilemma zone (#)	0
Performance Index	763.9

2024 P.M. Peak Hour

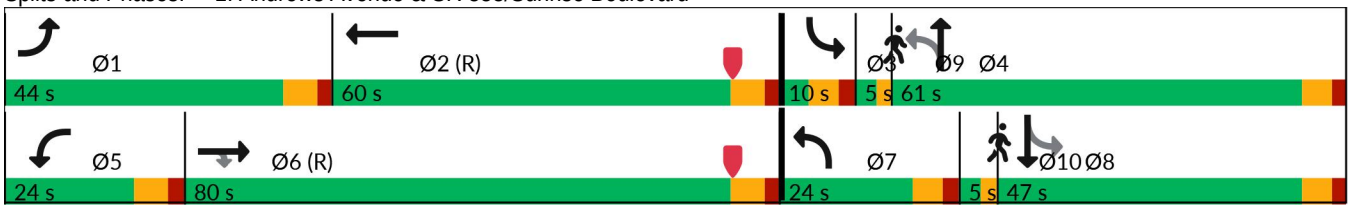
No-Build

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	Ø9	Ø10
Lane Configurations											
Traffic Volume (vph)	315	1418	229	90	987	168	664	106	473		
Future Volume (vph)	315	1418	229	90	987	168	664	106	473		
Turn Type	Prot	NA	Perm	Prot	NA	pm+pt	NA	pm+pt	NA		
Protected Phases	1	6		5	2	7	4	3	8	9	10
Permitted Phases			6			4		8			
Detector Phase	1	6	6	5	2	7	4	3	8		
Switch Phase											
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	4.0	6.0	4.0	6.0	1.0	1.0
Minimum Split (s)	11.5	36.5	36.5	11.5	37.5	10.0	43.0	10.0	46.0	5.0	5.0
Total Split (s)	44.0	80.0	80.0	24.0	60.0	24.0	61.0	10.0	47.0	5.0	5.0
Total Split (%)	24.4%	44.4%	44.4%	13.3%	33.3%	13.3%	33.9%	5.6%	26.1%	3%	3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.0	6.0	6.0	6.0		
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead		Lead		Lag	Lag
Lead-Lag Optimize?						Yes		Yes			
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 1: Andrews Avenue & SR 838/Sunrise Boulevard

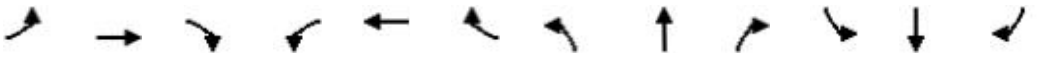


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	328	1477	239	94	1224	175	739	110	616
v/c Ratio	0.91	0.60	0.29	0.73	0.69	0.85	0.80	0.79	0.86
Control Delay (s/veh)	98.0	36.3	11.7	106.5	41.7	77.9	67.5	87.1	79.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	98.0	36.3	11.7	106.5	41.7	77.9	67.5	87.1	79.7
Queue Length 50th (ft)	377	463	54	112	203	152	426	92	366
Queue Length 95th (ft)	#564	589	135	m169	428	#239	462	#197	433
Internal Link Dist (ft)		645			1177		1806		524
Turn Bay Length (ft)	475		130	205		95		95	
Base Capacity (vph)	382	2464	833	172	1764	224	1091	139	786
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.60	0.29	0.55	0.69	0.78	0.68	0.79	0.78

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	1418	229	90	987	188	168	664	45	106	473	118
Future Volume (vph)	315	1418	229	90	987	188	168	664	45	106	473	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.99		1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5072	1552	1770	4933		1769	3501		1769	3397	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.11	1.00		0.19	1.00	
Satd. Flow (perm)	1770	5072	1552	1770	4933		203	3501		355	3397	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	328	1477	239	94	1028	196	175	692	47	110	493	123
RTOR Reduction (vph)	0	0	81	0	14	0	0	3	0	0	13	0
Lane Group Flow (vph)	328	1477	158	94	1210	0	175	736	0	110	603	0
Confl. Peds. (#/hr)	4		4	4		4	13		5	5		13
Confl. Bikes (#/hr)			2			4			1			4
Bus Blockages (#/hr)	0	2	0	0	2	2	0	0	0	0	2	2
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4			8		
Actuated Green, G (s)	36.7	85.9	85.9	13.1	62.3		62.0	49.2		44.1	37.3	
Effective Green, g (s)	36.7	85.9	85.9	13.1	62.3		62.0	49.2		44.1	37.3	
Actuated g/C Ratio	0.20	0.48	0.48	0.07	0.35		0.34	0.27		0.25	0.21	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0		1.5	2.0		1.5	2.0	
Lane Grp Cap (vph)	360	2420	740	128	1707		209	956		140	703	
v/s Ratio Prot	c0.19	0.29		0.05	c0.25		c0.07	c0.21		0.03	0.18	
v/s Ratio Perm			0.10				c0.21			0.16		
v/c Ratio	0.91	0.61	0.21	0.73	0.71		0.84	0.77		0.79	0.86	
Uniform Delay, d1	70.1	34.7	27.4	81.7	51.0		47.1	60.2		60.2	68.8	
Progression Factor	1.00	1.00	1.00	0.99	0.78		1.00	1.00		1.00	1.00	
Incremental Delay, d2	26.0	1.2	0.7	14.8	2.2		23.3	3.4		22.9	9.8	
Delay (s)	96.1	35.9	28.0	95.4	42.1		70.4	63.6		83.0	78.6	
Level of Service	F	D	C	F	D		E	E		F	E	
Approach Delay (s/veh)		44.6			45.9			64.9			79.3	
Approach LOS		D			D			E			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	53.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	96.2%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	14	18	14	13	7	854	21	1	677	52
Future Vol, veh/h	0	0	14	18	14	13	7	854	21	1	677	52
Conflicting Peds, #/hr	3	0	2	2	0	3	10	0	4	4	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	25	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	15	20	15	14	8	938	23	1	744	57

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	1766	413	1346	1783	488	811	0	0	966	0	0
Stage 1	-	785	-	969	969	-	-	-	-	-	-	-
Stage 2	-	981	-	376	813	-	-	-	-	-	-	-
Critical Hdwy	-	3.1	3.7	3.7	3.1	3.7	3.7	-	-	3.7	-	-
Critical Hdwy Stg 1	-	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Follow-up Hdwy	-	3	2	2.9	3	2	2.9	-	-	2.9	-	-
Pot Cap-1 Maneuver	0	501	1318	510	496	1245	735	-	-	662	-	-
Stage 1	0	832	-	660	759	-	-	-	-	-	-	-
Stage 2	0	755	-	978	820	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	486	1303	493	482	1236	728	-	-	660	-	-
Mov Cap-2 Maneuver	-	486	-	493	482	-	-	-	-	-	-	-
Stage 1	-	822	-	648	745	-	-	-	-	-	-	-
Stage 2	-	741	-	962	811	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	7.8	11.5	0.08	0.01
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	728	-	-	1303	488	1236	660	-	-
HCM Lane V/C Ratio	0.011	-	-	0.012	0.072	0.012	0.002	-	-
HCM Control Delay (s/veh)	10	-	-	7.8	13	7.9	10.5	-	-
HCM Lane LOS	B	-	-	A	B	A	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	0	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	42	49	790	104	39	702
Future Vol, veh/h	42	49	790	104	39	702
Conflicting Peds, #/hr	1	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	47	54	878	116	43	780

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1418	502	0	0	998	0
Stage 1	941	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Critical Hdwy	3.7	3.7	-	-	3.7	-
Critical Hdwy Stg 1	3.7	-	-	-	-	-
Critical Hdwy Stg 2	3.7	-	-	-	-	-
Follow-up Hdwy	2.9	2	-	-	2.9	-
Pot Cap-1 Maneuver	485	1232	-	-	648	-
Stage 1	673	-	-	-	-	-
Stage 2	915	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	441	1226	-	-	644	-
Mov Cap-2 Maneuver	535	-	-	-	-	-
Stage 1	670	-	-	-	-	-
Stage 2	836	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.06	0	1.38
HCM LOS	B		

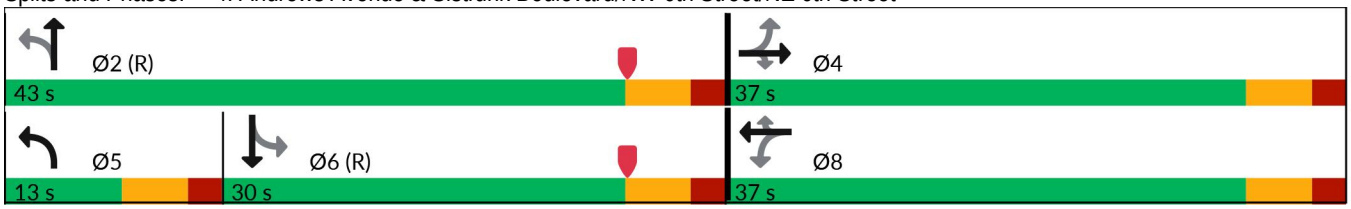
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	535	1226	189	-
HCM Lane V/C Ratio	-	-	0.087	0.044	0.067	-
HCM Control Delay (s/veh)	-	-	12.4	8.1	11	0.8
HCM Lane LOS	-	-	B	A	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0.2	-

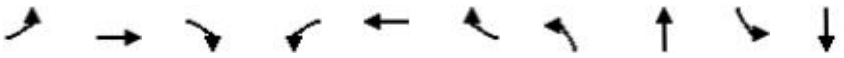
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	54	253	106	35	435	59	219	756	86	545
Future Volume (vph)	54	253	106	35	435	59	219	756	86	545
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	NA
Protected Phases		4			8		5	2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	5	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.0	10.0	10.0	10.0
Minimum Split (s)	28.0	28.0	28.0	28.0	28.0	28.0	10.0	29.0	29.0	29.0
Total Split (s)	37.0	37.0	37.0	37.0	37.0	37.0	13.0	43.0	30.0	30.0
Total Split (%)	46.3%	46.3%	46.3%	46.3%	46.3%	46.3%	16.3%	53.8%	37.5%	37.5%
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 Optimize?										
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	C-Min

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: 70
Control Type: Actuated-Coordinated

Splits and Phases: 4: Andrews Avenue & Sistrunk Boulevard/NW 6th Street/NE 6th Street



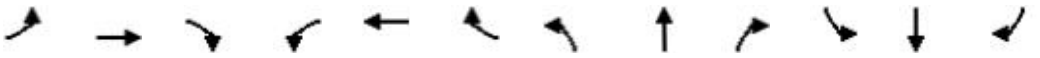


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	59	275	115	38	473	64	238	875	93	715
v/c Ratio	0.47	0.48	0.21	0.13	0.83	0.11	0.64	0.47	0.44	0.58
Control Delay (s/veh)	33.7	24.3	4.0	26.9	47.9	5.7	18.4	11.1	30.8	23.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.7	24.3	4.0	26.9	47.9	5.7	18.4	11.1	30.8	23.6
Queue Length 50th (ft)	23	110	0	17	255	4	78	272	37	153
Queue Length 95th (ft)	57	158	28	m29	323	m14	m#131	193	#89	217
Internal Link Dist (ft)		294			911			1290		516
Turn Bay Length (ft)	155			130		130	225		155	
Base Capacity (vph)	157	714	662	353	714	667	374	1868	210	1225
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.39	0.17	0.11	0.66	0.10	0.64	0.47	0.44	0.58

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	253	106	35	435	59	219	756	49	86	545	113
Future Volume (vph)	54	253	106	35	435	59	219	756	49	86	545	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.99	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1744	1845	1514	1746	1845	1527	1752	3451		1743	3402	
Flt Permitted	0.22	1.00	1.00	0.50	1.00	1.00	0.23	1.00		0.32	1.00	
Satd. Flow (perm)	405	1845	1514	912	1845	1527	421	3451		595	3402	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	59	275	115	38	473	64	238	822	53	93	592	123
RTOR Reduction (vph)	0	0	79	0	0	44	0	5	0	0	20	0
Lane Group Flow (vph)	59	275	36	38	473	20	238	870	0	93	695	0
Confl. Peds. (#/hr)	12		5	5		12	9		10	10		9
Confl. Bikes (#/hr)			2			2			3			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	4	0	0	0	0	2	2	0	0	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)	24.8	24.8	24.8	24.8	24.8	24.8	43.2	43.2		28.3	28.3	
Effective Green, g (s)	24.8	24.8	24.8	24.8	24.8	24.8	43.2	43.2		28.3	28.3	
Actuated g/C Ratio	0.31	0.31	0.31	0.31	0.31	0.31	0.54	0.54		0.35	0.35	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.5	3.0		3.0	3.0	
Lane Grp Cap (vph)	125	571	469	282	571	473	375	1863		210	1203	
v/s Ratio Prot		0.15			c0.26		c0.07	0.25			0.20	
v/s Ratio Perm	0.15		0.02	0.04		0.01	c0.27			0.16		
v/c Ratio	0.47	0.48	0.08	0.13	0.83	0.04	0.63	0.47		0.44	0.58	
Uniform Delay, d1	22.3	22.4	19.5	19.9	25.6	19.3	11.6	11.3		19.8	21.0	
Progression Factor	1.00	1.00	1.00	1.46	1.45	11.40	0.99	0.87		1.00	1.00	
Incremental Delay, d2	1.0	0.2	0.0	0.1	8.3	0.0	2.0	0.7		6.6	2.0	
Delay (s)	23.3	22.6	19.5	29.1	45.4	220.0	13.5	10.5		26.4	23.0	
Level of Service	C	C	B	C	D	F	B	B		C	C	
Approach Delay (s/veh)		21.9			63.7			11.1			23.4	
Approach LOS		C			E			B			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	26.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	79.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	51	147	52	31	260	125	914	41	585
Future Volume (vph)	51	147	52	31	260	125	914	41	585
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4			8		2		6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	50.0	50.0	50.0	50.0
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%	62.5%	62.5%	62.5%	62.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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	None	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 39 (49%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 5: Andrews Avenue & NW 4th Street/NE 4th Street

Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	222	58	35	353	140	1098	46	717
v/c Ratio	0.83	0.14	0.14	0.87	0.42	0.61	0.24	0.40
Control Delay (s/veh)	52.6	6.9	21.3	47.5	14.4	15.5	5.0	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	52.6	6.9	21.3	47.5	14.4	15.5	5.0	2.8
Queue Length 50th (ft)	100	0	16	180	106	463	3	25
Queue Length 95th (ft)	#207	25	m26	#220	108	422	m4	21
Internal Link Dist (ft)	119			908		605		1290
Turn Bay Length (ft)		100	50		110		150	
Base Capacity (vph)	299	459	280	449	339	1814	195	1788
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	0.13	0.13	0.79	0.41	0.61	0.24	0.40

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	147	52	31	260	54	125	914	63	41	585	53
Future Volume (vph)	51	147	52	31	260	54	125	914	63	41	585	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	0.98	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	0.99	1.00		0.99	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	0.97		1.00	0.99		1.00	0.99	
Flt Protected		0.99	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1637	1380	1568	1449		1566	3116		1573	3067	
Flt Permitted		0.59	1.00	0.56	1.00		0.35	1.00		0.20	1.00	
Satd. Flow (perm)		986	1380	921	1449		584	3116		337	3067	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	57	165	58	35	292	61	140	1027	71	46	657	60
RTOR Reduction (vph)	0	0	42	0	9	0	0	6	0	0	8	0
Lane Group Flow (vph)	0	222	16	35	344	0	140	1092	0	46	709	0
Confl. Peds. (#/hr)	9		7	7		9	10		8	8		10
Confl. Bikes (#/hr)			2			1			1			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	6	0
Parking (#/hr)					0	0						
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		21.9	21.9	21.9	21.9		46.1	46.1		46.1	46.1	
Effective Green, g (s)		21.9	21.9	21.9	21.9		46.1	46.1		46.1	46.1	
Actuated g/C Ratio		0.27	0.27	0.27	0.27		0.58	0.58		0.58	0.58	
Clearance Time (s)		6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		2.0	2.0	2.0	2.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		269	377	252	396		336	1795		194	1767	
v/s Ratio Prot					c0.24			c0.35			0.23	
v/s Ratio Perm		0.23	0.01	0.04			0.24			0.14		
v/c Ratio		0.83	0.04	0.14	0.87		0.42	0.61		0.24	0.40	
Uniform Delay, d1		27.3	21.3	21.9	27.7		9.5	11.1		8.3	9.3	
Progression Factor		1.00	1.00	0.98	1.03		1.01	1.22		0.23	0.23	
Incremental Delay, d2		17.5	0.0	0.1	15.6		3.5	1.4		2.5	0.6	
Delay (s)		44.7	21.4	21.5	44.2		13.0	14.9		4.4	2.7	
Level of Service		D	C	C	D		B	B		A	A	
Approach Delay (s/veh)		39.9			42.1			14.7			2.8	
Approach LOS		D			D			B			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	17.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	90.3%	ICU Level of Service	E
Analysis Period (min)	15		

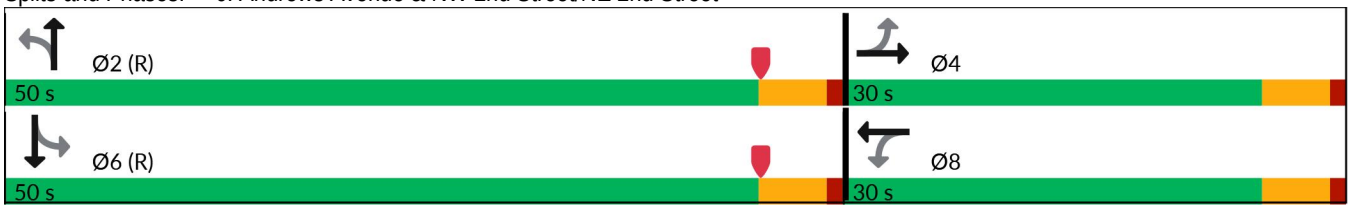
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	28	21	84	38	14	886	15	609
Future Volume (vph)	28	21	84	38	14	886	15	609
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)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	30.0	30.0	30.0	30.0	50.0	50.0	50.0	50.0
Total Split (%)	37.5%	37.5%	37.5%	37.5%	62.5%	62.5%	62.5%	62.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 33 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 6: Andrews Avenue & NW 2nd Street/NE 2nd Street



Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	69	95	184	16	1024	17	719
v/c Ratio	0.47	0.52	0.65	0.04	0.44	0.05	0.31
Control Delay (s/veh)	35.9	41.6	26.2	5.6	12.5	10.3	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.9	41.6	26.2	5.6	12.5	10.3	11.3
Queue Length 50th (ft)	26	50	50	5	413	4	149
Queue Length 95th (ft)	59	75	88	m10	358	m15	183
Internal Link Dist (ft)	113		909		606		605
Turn Bay Length (ft)		50		165		150	
Base Capacity (vph)	318	417	519	450	2318	317	2306
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.23	0.35	0.04	0.44	0.05	0.31

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	21	11	84	38	124	14	886	15	15	609	24
Future Volume (vph)	28	21	11	84	38	124	14	886	15	15	609	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00		1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00		0.99	1.00		0.98	1.00		0.99	1.00	
Frt		0.97		1.00	0.89		1.00	1.00		1.00	0.99	
Flt Protected		0.98		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1573		1568	1450		1553	3144		1568	3129	
Flt Permitted		0.62		0.81	1.00		0.37	1.00		0.26	1.00	
Satd. Flow (perm)		992		1338	1450		612	3144		430	3129	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	32	24	12	95	43	141	16	1007	17	17	692	27
RTOR Reduction (vph)	0	11	0	0	83	0	0	1	0	0	2	0
Lane Group Flow (vph)	0	58	0	95	101	0	16	1023	0	17	717	0
Confl. Peds. (#/hr)	4		5	5		4	19		12	12		19
Confl. Bikes (#/hr)			1						4			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		11.1		11.1	11.1		58.9	58.9		58.9	58.9	
Effective Green, g (s)		11.1		11.1	11.1		58.9	58.9		58.9	58.9	
Actuated g/C Ratio		0.14		0.14	0.14		0.74	0.74		0.74	0.74	
Clearance Time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		137		185	201		450	2314		316	2303	
v/s Ratio Prot					0.07			c0.33			0.23	
v/s Ratio Perm		0.06		c0.07			0.03			0.04		
v/c Ratio		0.42		0.51	0.50		0.04	0.44		0.05	0.31	
Uniform Delay, d1		31.5		31.9	31.9		2.9	4.1		2.9	3.6	
Progression Factor		1.00		1.02	1.04		1.43	2.63		2.40	2.69	
Incremental Delay, d2		0.8		1.0	0.7		0.1	0.5		0.3	0.3	
Delay (s)		32.3		33.7	33.8		4.2	11.4		7.3	10.0	
Level of Service		C		C	C		A	B		A	B	
Approach Delay (s/veh)		32.3			33.7			11.3			10.0	
Approach LOS		C			C			B			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	14.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	58.3%	ICU Level of Service	B
Analysis Period (min)	15		

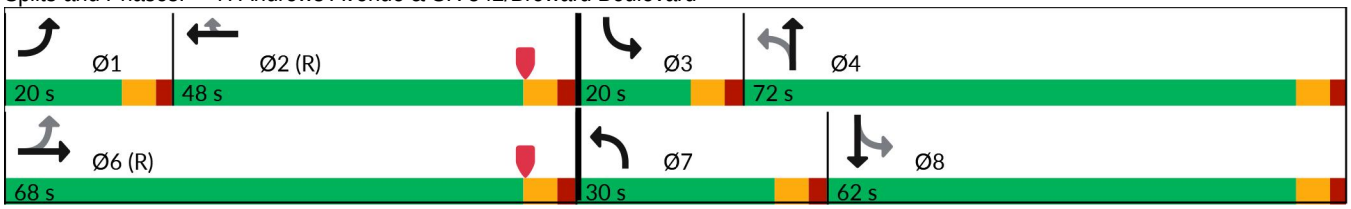
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	108	1143	1020	81	264	683	139	453
Future Volume (vph)	108	1143	1020	81	264	683	139	453
Turn Type	pm+pt	NA	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	2		7	4	3	8
Permitted Phases	6			2	4		8	
Detector Phase	1	6	2	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	15.0	15.0	15.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	31.0	29.0	29.0	10.0	41.0	10.0	39.0
Total Split (s)	20.0	68.0	48.0	48.0	30.0	72.0	20.0	62.0
Total Split (%)	12.5%	42.5%	30.0%	30.0%	18.8%	45.0%	12.5%	38.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 125 (78%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 7: Andrews Avenue & SR 842/Broward Boulevard



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	110	1272	1041	83	269	820	142	594
v/c Ratio	0.50	0.58	0.59	0.14	0.87	0.85	0.71	0.75
Control Delay (s/veh)	32.2	30.8	32.3	1.1	65.8	47.6	56.3	66.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.2	30.8	32.3	1.1	65.8	47.6	56.3	66.1
Queue Length 50th (ft)	63	343	199	0	229	345	117	313
Queue Length 95th (ft)	116	439	275	m3	m290	m363	131	345
Internal Link Dist (ft)		126	909			539		606
Turn Bay Length (ft)	80			160	260		225	
Base Capacity (vph)	252	2208	1776	603	328	1261	212	1068
Starvation Cap Reductn	0	0	0	0	0	19	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	0.44	0.58	0.59	0.14	0.82	0.66	0.67	0.56

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

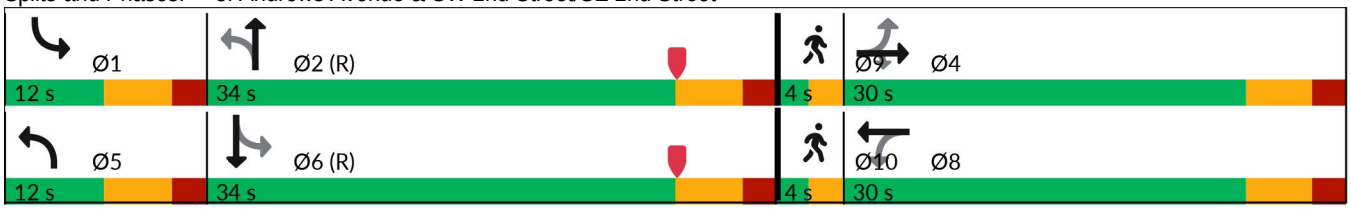
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	1143	104	0	1020	81	264	683	121	139	453	129
Future Volume (veh/h)	108	1143	104	0	1020	81	264	683	121	139	453	129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	0.99		0.92	0.99		0.90
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	1670	1670	1670	0	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	110	1166	95	0	1041	0	269	697	108	142	462	106
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, %	3	3	3	0	3	3	3	3	3	3	3	3
Cap, veh/h	269	2247	183	0	1993	619	302	768	119	194	561	127
Arrive On Green	0.07	0.70	0.70	0.00	0.58	0.00	0.14	0.28	0.28	0.08	0.22	0.22
Sat Flow, veh/h	1590	4285	349	0	4709	1415	1590	2718	421	1590	2513	570
Grp Volume(v), veh/h	110	827	434	0	1041	0	269	406	399	142	290	278
Grp Sat Flow(s),veh/h/ln	1590	1520	1595	0	1520	1415	1590	1586	1552	1590	1586	1496
Q Serve(g_s), s	6.0	20.6	20.7	0.0	22.0	0.0	20.3	39.5	39.7	10.9	27.8	28.4
Cycle Q Clear(g_c), s	6.0	20.6	20.7	0.0	22.0	0.0	20.3	39.5	39.7	10.9	27.8	28.4
Prop In Lane	1.00		0.22	0.00		1.00	1.00		0.27	1.00		0.38
Lane Grp Cap(c), veh/h	269	1594	836	0	1993	619	302	448	438	194	354	334
V/C Ratio(X)	0.41	0.52	0.52	0.00	0.52	0.00	0.89	0.91	0.91	0.73	0.82	0.83
Avail Cap(c_a), veh/h	329	1594	836	0	1993	619	318	654	640	205	555	524
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.81	0.00	0.75	0.75	0.75	0.95	0.95	0.95
Uniform Delay (d), s/veh	23.4	14.6	14.6	0.0	23.5	0.0	41.5	55.4	55.4	46.2	59.1	59.3
Incr Delay (d2), s/veh	0.4	1.2	2.3	0.0	0.8	0.0	19.0	7.5	7.9	9.7	2.5	3.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	6.5	7.1	0.0	7.5	0.0	9.6	16.8	16.5	4.9	11.5	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.8	15.8	16.9	0.0	24.3	0.0	60.5	62.9	63.3	55.9	61.6	62.7
LnGrp LOS	C	B	B		C		E	E	E	E	E	E
Approach Vol, veh/h		1371			1041			1074			710	
Approach Delay, s/veh		16.8			24.3			62.5			60.9	
Approach LOS		B			C			E			E	
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	14.0	75.9	18.9	51.2		89.9	28.4	41.7				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	42.0	14.0	66.0		62.0	24.0	56.0				
Max Q Clear Time (g_c+I1), s	8.0	24.0	12.9	41.7		22.7	22.3	30.4				
Green Ext Time (p_c), s	0.0	7.2	0.0	3.5		11.5	0.1	2.4				
Intersection Summary												
HCM 7th Control Delay, s/veh			37.8									
HCM 7th LOS			D									

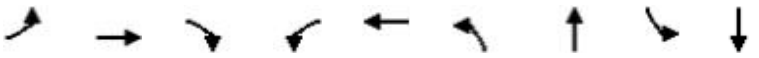
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	Ø9	Ø10
Lane Configurations											
Traffic Volume (vph)	54	72	102	79	176	120	768	53	476		
Future Volume (vph)	54	72	102	79	176	120	768	53	476		
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	pm+pt	NA		
Protected Phases		4			8	5	2	1	6	9	10
Permitted Phases	4		4	8		2		6			
Detector Phase	4	4	4	8	8	5	2	1	6		
Switch Phase											
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	7.0	4.0	7.0	1.0	1.0
Minimum Split (s)	33.0	33.0	33.0	33.0	33.0	10.0	26.0	10.0	26.0	4.0	4.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	12.0	34.0	12.0	34.0	4.0	4.0
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%	15.0%	42.5%	15.0%	42.5%	5%	5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag						Lead	Lag	Lead	Lag		
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	None	None

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 40 (50%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 8: Andrews Avenue & SW 2nd Street/SE 2nd Street





Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	59	78	111	86	458	130	863	58	550
v/c Ratio	0.62	0.17	0.23	0.27	0.94	0.34	0.61	0.22	0.42
Control Delay (s/veh)	55.0	22.1	3.1	21.7	51.6	18.9	34.0	9.8	11.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (s/veh)	55.0	22.1	3.1	21.7	51.6	18.9	34.0	9.8	11.9
Queue Length 50th (ft)	25	28	0	34	205	79	365	11	77
Queue Length 95th (ft)	#83	61	20	60	#360	133	444	m35	146
Internal Link Dist (ft)		237			243		322		539
Turn Bay Length (ft)	80					75		150	
Base Capacity (vph)	103	502	502	331	506	380	1404	272	1302
Starvation Cap Reductn	0	0	0	0	0	0	19	0	0
Spillback Cap Reductn	0	0	5	0	0	0	0	0	121
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.16	0.22	0.26	0.91	0.34	0.62	0.21	0.47

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	72	102	79	176	246	120	768	26	53	476	30
Future Volume (vph)	54	72	102	79	176	246	120	768	26	53	476	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.93	1.00	0.96		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	0.98	1.00	1.00	0.95	1.00		0.99	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.91		1.00	1.00		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1558	1676	1325	1508	1471		1584	3159		1586	3146	
Flt Permitted	0.21	1.00	1.00	0.69	1.00		0.38	1.00		0.24	1.00	
Satd. Flow (perm)	346	1676	1325	1102	1471		636	3159		393	3146	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	59	78	111	86	191	267	130	835	28	58	517	33
RTOR Reduction (vph)	0	0	80	0	64	0	0	3	0	0	6	0
Lane Group Flow (vph)	59	78	31	86	394	0	130	860	0	58	544	0
Confl. Peds. (#/hr)	61		67	67		61	18		44	44		18
Confl. Bikes (#/hr)						1			3			2
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	22.6	22.6	22.6	23.0	23.0		37.1	32.3		34.5	31.0	
Effective Green, g (s)	22.6	22.6	22.6	23.0	23.0		37.1	32.3		34.5	31.0	
Actuated g/C Ratio	0.28	0.28	0.28	0.29	0.29		0.46	0.40		0.43	0.39	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		1.5	0.2		1.5	0.2	
Lane Grp Cap (vph)	97	473	374	316	422		351	1275		221	1219	
v/s Ratio Prot		0.05			c0.27		c0.02	c0.27		0.01	0.17	
v/s Ratio Perm	0.17		0.02	0.08			0.15			0.10		
v/c Ratio	0.61	0.16	0.08	0.27	0.93		0.37	0.67		0.26	0.45	
Uniform Delay, d1	24.9	21.6	21.1	22.0	27.8		12.7	19.5		14.0	18.1	
Progression Factor	1.00	1.00	1.00	0.90	1.02		1.60	1.71		0.78	0.61	
Incremental Delay, d2	7.2	0.1	0.0	0.2	26.9		0.2	2.3		0.2	1.0	
Delay (s)	32.1	21.7	21.1	20.0	55.3		20.5	35.7		11.1	12.1	
Level of Service	C	C	C	B	E		C	D		B	B	
Approach Delay (s/veh)		23.9			49.7			33.7			12.0	
Approach LOS		C			D			C			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	30.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	82.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	35	197	171	663	84	573
Future Volume (vph)	35	197	171	663	84	573
Turn Type	NA	Prot	Perm	NA	pm+pt	NA
Protected Phases	8	4		2	1	6
Permitted Phases			4		6	
Detector Phase	8	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	6.0	5.0	5.0	7.0	4.0	7.0
Minimum Split (s)	39.0	34.0	34.0	39.0	10.0	39.0
Total Split (s)	37.0	32.0	32.0	73.0	18.0	91.0
Total Split (%)	23.1%	20.0%	20.0%	45.6%	11.3%	56.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?						
Recall Mode	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 11 (7%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
Natural Cycle: 125
Control Type: Actuated-Coordinated

Splits and Phases: 9: Andrews Avenue & Las Olas Boulevard

Lane Group	EBT	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	204	226	197	942	97	659
v/c Ratio	0.39	0.92	0.57	0.65	0.40	0.37
Control Delay (s/veh)	35.3	117.4	28.4	35.7	33.1	33.5
Queue Delay	0.3	0.0	0.8	0.6	0.0	0.6
Total Delay (s/veh)	35.6	117.4	29.2	36.3	33.1	34.2
Queue Length 50th (ft)	56	249	50	408	68	322
Queue Length 95th (ft)	92	#377	118	483	88	236
Internal Link Dist (ft)	104			1642		322
Turn Bay Length (ft)					135	
Base Capacity (vph)	607	256	355	1456	271	1773
Starvation Cap Reductn	0	0	0	0	0	704
Spillback Cap Reductn	116	0	35	203	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.88	0.62	0.75	0.36	0.62

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	35	73	197	0	171	0	663	157	84	573	0
Future Volume (vph)	70	35	73	197	0	171	0	663	157	84	573	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0		6.0		6.0		6.0	6.0	
Lane Util. Factor		0.95		1.00		1.00		0.95		1.00	0.95	
Frpb, ped/bikes		0.96		1.00		0.92		0.99		1.00	1.00	
Flpb, ped/bikes		1.00		1.00		1.00		1.00		1.00	1.00	
Frt		0.94		1.00		0.85		0.97		1.00	1.00	
Flt Protected		0.98		0.95		1.00		1.00		0.95	1.00	
Satd. Flow (prot)		2786		1577		1174		3030		1576	3117	
Flt Permitted		0.98		0.95		1.00		1.00		0.19	1.00	
Satd. Flow (perm)		2786		1577		1174		3030		309	3117	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	80	40	84	226	0	197	0	762	180	97	659	0
RTOR Reduction (vph)	0	70	0	0	0	166	0	12	0	0	0	0
Lane Group Flow (vph)	0	134	0	226	0	31	0	930	0	97	659	0
Confl. Peds. (#/hr)	37		57	57		37	40		31	31		40
Confl. Bikes (#/hr)			4			1			4			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	6	0
Parking (#/hr)						0						
Turn Type	Split	NA		Prot		Perm		NA		pm+pt	NA	
Protected Phases	8	8		4				2		1	6	
Permitted Phases						4				6		
Actuated Green, G (s)		26.1		24.9		24.9		76.3		91.0	91.0	
Effective Green, g (s)		26.1		24.9		24.9		76.3		91.0	91.0	
Actuated g/C Ratio		0.16		0.16		0.16		0.48		0.57	0.57	
Clearance Time (s)		6.0		6.0		6.0		6.0		6.0	6.0	
Vehicle Extension (s)		2.0		2.0		2.0		1.0		1.5	1.0	
Lane Grp Cap (vph)		454		245		182		1444		244	1772	
v/s Ratio Prot		c0.05		c0.14				c0.31		0.02	c0.21	
v/s Ratio Perm						0.03				0.20		
v/c Ratio		0.29		0.92		0.17		0.64		0.40	0.37	
Uniform Delay, d1		58.9		66.6		58.6		31.6		19.8	18.9	
Progression Factor		1.00		1.20		3.01		1.00		1.58	1.61	
Incremental Delay, d2		0.1		35.4		0.2		2.2		0.4	0.6	
Delay (s)		59.0		115.2		176.7		33.8		31.6	31.0	
Level of Service		E		F		F		C		C	C	
Approach Delay (s/veh)		59.0			143.9			33.8			31.1	
Approach LOS		E			F			C			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	55.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	87.9%	ICU Level of Service	E
Analysis Period (min)	15		

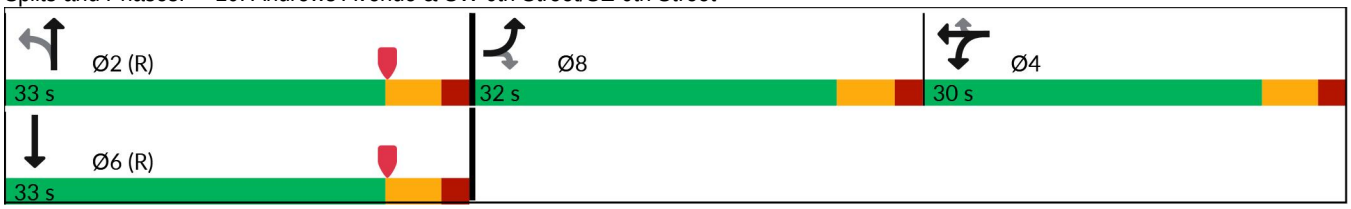
c Critical Lane Group

Lane Group	EBL	EBR	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	109	70	181	295	101	68	624	687
Future Volume (vph)	109	70	181	295	101	68	624	687
Turn Type	Prot	Perm	Split	NA	Perm	Perm	NA	NA
Protected Phases	8		4	4			2	6
Permitted Phases		8			4	2		
Detector Phase	8	8	4	4	4	2	2	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	12.0	12.0	12.0
Minimum Split (s)	29.0	29.0	27.0	27.0	27.0	26.0	26.0	26.0
Total Split (s)	32.0	32.0	30.0	30.0	30.0	33.0	33.0	33.0
Total Split (%)	33.7%	33.7%	31.6%	31.6%	31.6%	34.7%	34.7%	34.7%
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	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 95
Actuated Cycle Length: 95
Offset: 56 (59%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 10: Andrews Avenue & SW 6th Street/SE 6th Street



Lane Group	EBL	EBR	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	124	80	206	335	115	77	709	853
v/c Ratio	0.44	0.25	0.60	0.83	0.27	0.58	0.59	0.72
Control Delay (s/veh)	37.6	5.6	38.6	51.3	7.0	50.6	28.6	32.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.6	5.6	38.6	51.3	7.0	50.6	28.6	32.2
Queue Length 50th (ft)	62	0	108	187	0	41	200	255
Queue Length 95th (ft)	111	22	170	272	38	#122	270	#381
Internal Link Dist (ft)				899			562	1642
Turn Bay Length (ft)						275		
Base Capacity (vph)	431	439	378	443	449	133	1206	1188
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	0.29	0.18	0.54	0.76	0.26	0.58	0.59	0.72

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	0	70	181	295	101	68	624	0	0	687	63
Future Volume (vph)	109	0	70	181	295	101	68	624	0	0	687	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	6.0	6.0	6.0	6.0			6.0	
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00	1.00	0.95			0.95	
Frpb, ped/bikes	1.00		0.94	1.00	1.00	0.97	1.00	1.00			0.99	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00	0.99	1.00			1.00	
Frt	1.00		0.85	1.00	1.00	0.85	1.00	1.00			0.99	
Flt Protected	0.95		1.00	0.95	1.00	1.00	0.95	1.00			1.00	
Satd. Flow (prot)	1577		1333	1419	1660	1369	1556	3117			3054	
Flt Permitted	0.95		1.00	0.95	1.00	1.00	0.21	1.00			1.00	
Satd. Flow (perm)	1577		1333	1419	1660	1369	345	3117			3054	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	124	0	80	206	335	115	77	709	0	0	781	72
RTOR Reduction (vph)	0	0	66	0	0	87	0	0	0	0	6	0
Lane Group Flow (vph)	124	0	14	206	335	28	77	709	0	0	847	0
Confl. Peds. (#/hr)	12		36	36		12	28		19	19		28
Confl. Bikes (#/hr)						2			3			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	6	0	0	6	6
Parking (#/hr)				0								
Turn Type	Prot		Perm	Split	NA	Perm	Perm	NA			NA	
Protected Phases	8			4	4			2			6	
Permitted Phases			8			4	2					
Actuated Green, G (s)	17.1		17.1	23.2	23.2	23.2	36.7	36.7			36.7	
Effective Green, g (s)	17.1		17.1	23.2	23.2	23.2	36.7	36.7			36.7	
Actuated g/C Ratio	0.18		0.18	0.24	0.24	0.24	0.39	0.39			0.39	
Clearance Time (s)	6.0		6.0	6.0	6.0	6.0	6.0	6.0			6.0	
Vehicle Extension (s)	2.0		2.0	2.0	2.0	2.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	283		239	346	405	334	133	1204			1179	
v/s Ratio Prot	c0.08			0.15	c0.20			0.23			c0.28	
v/s Ratio Perm			0.01			0.02	0.22					
v/c Ratio	0.44		0.06	0.60	0.83	0.08	0.58	0.59			0.72	
Uniform Delay, d1	34.7		32.3	31.7	34.0	27.7	23.0	23.2			24.8	
Progression Factor	1.00		1.00	1.00	1.00	1.00	1.00	1.00			1.00	
Incremental Delay, d2	0.4		0.0	1.8	12.4	0.0	17.1	2.1			3.8	
Delay (s)	35.1		32.3	33.6	46.4	27.7	40.1	25.3			28.5	
Level of Service	D		C	C	D	C	D	C			C	
Approach Delay (s/veh)		34.0			39.1			26.7			28.5	
Approach LOS		C			D			C			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	31.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	77.6%	ICU Level of Service	D
Analysis Period (min)	15		

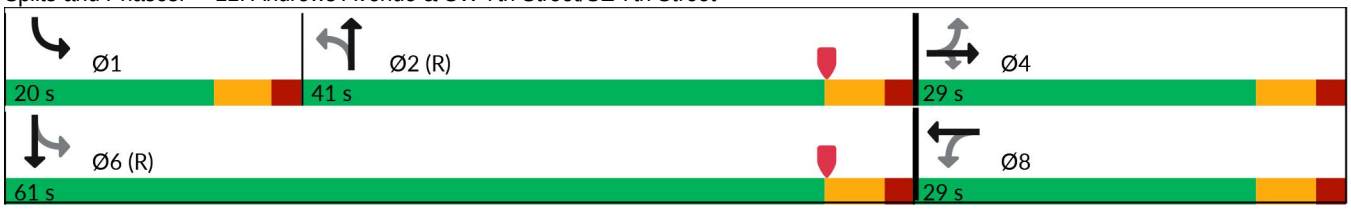
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	20	46	63	209	227	111	590	19	877
Future Volume (vph)	20	46	63	209	227	111	590	19	877
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		4			8		2	1	6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	12.0	12.0	4.0	12.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	25.0	25.0	10.0	25.0
Total Split (s)	29.0	29.0	29.0	29.0	29.0	41.0	41.0	20.0	61.0
Total Split (%)	32.2%	32.2%	32.2%	32.2%	32.2%	45.6%	45.6%	22.2%	67.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lag	Lag	Lead	
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 56 (62%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 11: Andrews Avenue & SW 7th Street/SE 7th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	22	52	71	235	286	125	693	21	1028
v/c Ratio	0.16	0.15	0.18	0.87	0.77	0.46	0.37	0.05	0.52
Control Delay (s/veh)	29.4	27.7	3.1	64.0	45.5	21.0	11.8	7.2	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.4	27.7	3.1	64.0	45.5	21.0	11.8	7.2	10.3
Queue Length 50th (ft)	10	23	0	124	143	34	92	4	160
Queue Length 95th (ft)	30	52	14	#237	228	112	173	13	210
Internal Link Dist (ft)		244			248		1907		562
Turn Bay Length (ft)	95		50			135		275	
Base Capacity (vph)	159	381	436	305	422	271	1854	499	1983
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.14	0.16	0.77	0.68	0.46	0.37	0.04	0.52

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	46	63	209	227	28	111	590	27	19	877	38
Future Volume (vph)	20	46	63	209	227	28	111	590	27	19	877	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		0.99	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1574	1494	1391	1573	1630		1562	3129		1575	3089	
Flt Permitted	0.38	1.00	1.00	0.72	1.00		0.28	1.00		0.32	1.00	
Satd. Flow (perm)	626	1494	1391	1198	1630		458	3129		525	3089	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	22	52	71	235	255	31	125	663	30	21	985	43
RTOR Reduction (vph)	0	0	55	0	5	0	0	3	0	0	3	0
Lane Group Flow (vph)	22	52	16	235	281	0	125	690	0	21	1025	0
Confl. Peds. (#/hr)	3		2	2		3	17		6	6		17
Confl. Bikes (#/hr)									4			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	6	6
Parking (#/hr)		0										
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	20.3	20.3	20.3	20.3	20.3		49.7	49.7		57.7	57.7	
Effective Green, g (s)	20.3	20.3	20.3	20.3	20.3		49.7	49.7		57.7	57.7	
Actuated g/C Ratio	0.23	0.23	0.23	0.23	0.23		0.55	0.55		0.64	0.64	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		3.0	3.0		1.5	3.0	
Lane Grp Cap (vph)	141	336	313	270	367		252	1727		359	1980	
v/s Ratio Prot		0.03			0.17			0.22		0.00	c0.33	
v/s Ratio Perm	0.04		0.01	c0.20			0.27			0.04		
v/c Ratio	0.16	0.15	0.05	0.87	0.76		0.50	0.40		0.06	0.52	
Uniform Delay, d1	28.0	28.0	27.3	33.6	32.6		12.4	11.6		6.5	8.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	0.1	0.0	24.2	8.3		6.8	0.7		0.0	1.0	
Delay (s)	28.2	28.0	27.3	57.8	40.9		19.3	12.3		6.5	9.6	
Level of Service	C	C	C	E	D		B	B		A	A	
Approach Delay (s/veh)		27.7			48.5			13.3			9.6	
Approach LOS		C			D			B			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	72.9%	ICU Level of Service	C
Analysis Period (min)	15		

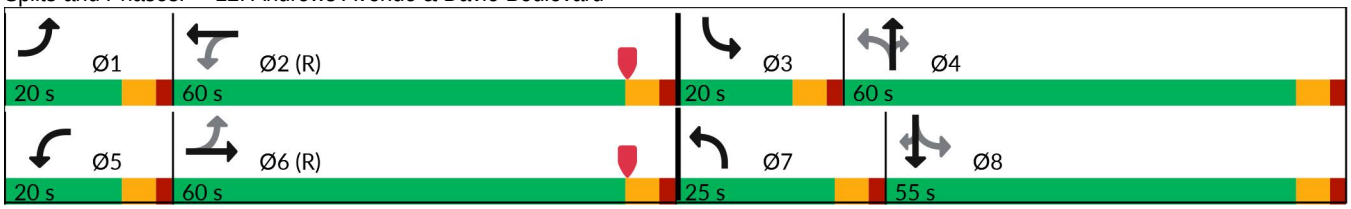
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	169	603	174	922	158	491	122	77	738	335
Future Volume (vph)	169	603	174	922	158	491	122	77	738	335
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2	7	4		3	8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	1	6	5	2	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	4.0	12.0	4.0	12.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	12.0	40.0	10.0	40.0	10.0	34.0	34.0	10.0	34.0	34.0
Total Split (s)	20.0	60.0	20.0	60.0	25.0	60.0	60.0	20.0	55.0	55.0
Total Split (%)	12.5%	37.5%	12.5%	37.5%	15.6%	37.5%	37.5%	12.5%	34.4%	34.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 107 (67%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 12: Andrews Avenue & Davie Boulevard



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	174	773	179	1033	163	506	126	79	761	345
v/c Ratio	0.68	0.54	0.56	0.75	0.71	0.47	0.23	0.28	0.83	0.59
Control Delay (s/veh)	39.2	37.9	27.9	40.2	50.7	45.9	10.7	31.7	64.4	17.8
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)	39.2	37.9	27.9	40.2	50.7	45.9	10.7	31.7	64.4	17.8
Queue Length 50th (ft)	94	314	64	553	113	226	18	52	398	84
Queue Length 95th (ft)	#219	431	112	664	171	263	65	80	449	183
Internal Link Dist (ft)		223		909		2503			1907	
Turn Bay Length (ft)	140		160		250		90	125		275
Base Capacity (vph)	260	1426	344	1371	261	1196	589	342	1073	643
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	0.67	0.54	0.52	0.75	0.62	0.42	0.21	0.23	0.71	0.54

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	603	146	174	922	80	158	491	122	77	738	335
Future Volume (veh/h)	169	603	146	174	922	80	158	491	122	77	738	335
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	174	622	130	179	951	76	163	506	21	79	761	89
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	314	1333	278	405	1526	122	209	979	428	260	852	377
Arrive On Green	0.09	0.61	0.61	0.09	0.61	0.61	0.08	0.28	0.28	0.04	0.24	0.24
Sat Flow, veh/h	1767	2892	603	1767	3301	264	1767	3526	1540	1767	3526	1561
Grp Volume(v), veh/h	174	379	373	179	508	519	163	506	21	79	761	89
Grp Sat Flow(s),veh/h/ln	1767	1763	1732	1767	1763	1802	1767	1763	1540	1767	1763	1561
Q Serve(g_s), s	8.4	18.6	18.7	8.6	28.8	28.8	10.8	19.4	1.6	5.3	33.4	7.3
Cycle Q Clear(g_c), s	8.4	18.6	18.7	8.6	28.8	28.8	10.8	19.4	1.6	5.3	33.4	7.3
Prop In Lane	1.00		0.35	1.00		0.15	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	314	812	798	405	815	833	209	979	428	260	852	377
V/C Ratio(X)	0.55	0.47	0.47	0.44	0.62	0.62	0.78	0.52	0.05	0.30	0.89	0.24
Avail Cap(c_a), veh/h	353	812	798	442	815	833	276	1190	520	335	1080	478
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.66	0.66	0.66	0.97	0.97	0.97	0.81	0.81	0.81
Uniform Delay (d), s/veh	23.1	20.3	20.3	20.8	22.1	22.1	43.9	48.7	42.3	43.3	58.7	48.8
Incr Delay (d2), s/veh	0.6	1.9	2.0	0.2	2.4	2.3	6.9	0.2	0.0	0.2	5.8	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	7.5	7.4	3.5	11.5	11.7	5.2	8.7	0.6	2.4	15.6	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.7	22.2	22.3	21.0	24.5	24.4	50.8	48.9	42.3	43.5	64.5	48.9
LnGrp LOS	C	C	C	C	C	C	D	D	D	D	E	D
Approach Vol, veh/h		926			1206			690			929	
Approach Delay, s/veh		22.5			23.9			49.1			61.2	
Approach LOS		C			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.4	80.0	13.1	50.4	16.7	79.7	18.9	44.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	14.0	54.0	14.0	54.0	14.0	54.0	19.0	49.0
Max Q Clear Time (g_c+I1), s	10.4	30.8	7.3	21.4	10.6	20.7	12.8	35.4
Green Ext Time (p_c), s	0.1	7.4	0.0	2.4	0.1	5.5	0.1	3.3

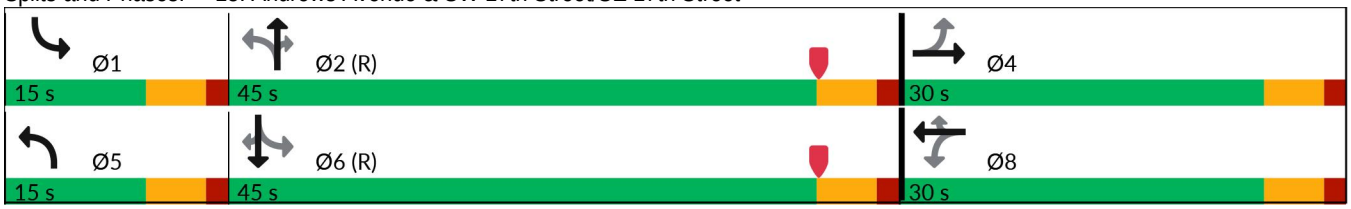
Intersection Summary	
HCM 7th Control Delay, s/veh	37.5
HCM 7th LOS	D

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	16	275	180	591	152	69	472	125	100	892	160
Future Volume (vph)	16	275	180	591	152	69	472	125	100	892	160
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8		5	2		1	6	
Permitted Phases	4		8		8	2		2	6		6
Detector Phase	4	4	8	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	39.5	39.5	39.5	39.5	39.5	9.5	39.5	39.5	9.5	39.5	39.5
Total Split (s)	30.0	30.0	30.0	30.0	30.0	15.0	45.0	45.0	15.0	45.0	45.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	16.7%	50.0%	50.0%	16.7%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 32 (36%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 13: Andrews Avenue & SW 17th Street/SE 17th Street



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	16	320	186	609	157	71	487	129	103	920	165
v/c Ratio	0.15	0.38	0.80	0.71	0.32	0.21	0.26	0.15	0.19	0.49	0.18
Control Delay (s/veh)	28.1	27.4	56.3	35.6	6.3	9.2	14.0	3.3	8.4	16.2	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	28.1	27.4	56.3	35.6	6.3	9.2	14.0	3.3	8.4	16.2	3.0
Queue Length 50th (ft)	7	73	97	162	0	15	83	0	22	180	0
Queue Length 95th (ft)	24	110	#197	217	45	32	124	30	43	250	33
Internal Link Dist (ft)		226		905			784			2503	
Turn Bay Length (ft)	60		70			145		105	205		145
Base Capacity (vph)	126	974	267	981	533	411	1849	876	609	1867	901
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.33	0.70	0.62	0.29	0.17	0.26	0.15	0.17	0.49	0.18

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	275	35	180	591	152	69	472	125	100	892	160
Future Volume (vph)	16	275	35	180	591	152	69	472	125	100	892	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.97	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1745	3439		1750	3505	1502	1752	3505	1545	1752	3505	1547
Flt Permitted	0.24	1.00		0.52	1.00	1.00	0.24	1.00	1.00	0.45	1.00	1.00
Satd. Flow (perm)	449	3439		957	3505	1502	451	3505	1545	831	3505	1547
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	16	284	36	186	609	157	71	487	129	103	920	165
RTOR Reduction (vph)	0	11	0	0	0	119	0	0	63	0	0	79
Lane Group Flow (vph)	16	309	0	186	609	38	71	487	66	103	920	86
Confl. Peds. (#/hr)	14		3	3		14	1		2	2		1
Confl. Bikes (#/hr)			2			4			3			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	4	0	0	0	0	0	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Actuated Green, G (s)	22.0	22.0		22.0	22.0	22.0	50.9	46.2	46.2	52.1	46.8	46.8
Effective Green, g (s)	22.0	22.0		22.0	22.0	22.0	50.9	46.2	46.2	52.1	46.8	46.8
Actuated g/C Ratio	0.24	0.24		0.24	0.24	0.24	0.57	0.51	0.51	0.58	0.52	0.52
Clearance Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Lane Grp Cap (vph)	109	840		233	856	367	323	1799	793	535	1822	804
v/s Ratio Prot		0.09			0.17		c0.01	0.14		0.01	c0.26	
v/s Ratio Perm	0.04			c0.19		0.03	0.11		0.04	0.10		0.06
v/c Ratio	0.15	0.37		0.80	0.71	0.10	0.22	0.27	0.08	0.19	0.50	0.11
Uniform Delay, d1	26.6	28.2		31.9	31.1	26.4	9.5	12.4	11.1	8.5	14.1	11.0
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	0.1		16.1	2.3	0.0	0.1	0.4	0.2	0.1	1.0	0.3
Delay (s)	26.9	28.3		48.0	33.4	26.4	9.6	12.7	11.3	8.6	15.1	11.2
Level of Service	C	C		D	C	C	A	B	B	A	B	B
Approach Delay (s/veh)		28.3			35.1			12.2			14.0	
Approach LOS		C			D			B			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	21.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	78.0%	ICU Level of Service	D
Analysis Period (min)	15		

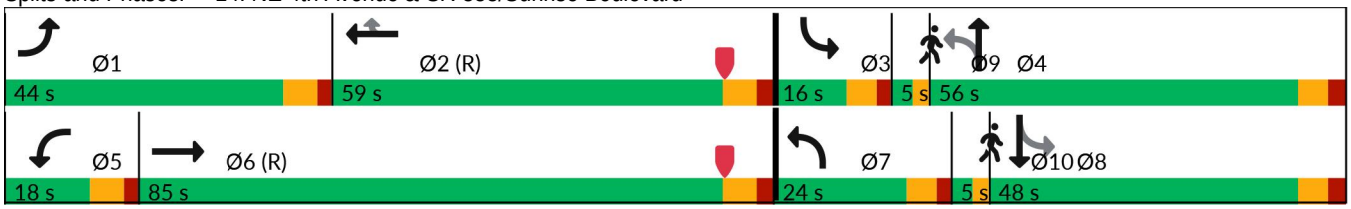
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	Ø9	Ø10
Lane Configurations											
Traffic Volume (vph)	223	1104	43	893	111	209	526	104	383		
Future Volume (vph)	223	1104	43	893	111	209	526	104	383		
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	pm+pt	NA		
Protected Phases	1	6	5	2		7	4	3	8	9	10
Permitted Phases					2	4		8			
Detector Phase	1	6	5	2	2	7	4	3	8		
Switch Phase											
Minimum Initial (s)	5.0	12.0	5.0	12.0	12.0	4.0	6.0	4.0	6.0	1.0	1.0
Minimum Split (s)	11.5	37.5	11.5	35.5	35.5	10.0	48.5	10.0	41.5	5.0	5.0
Total Split (s)	44.0	85.0	18.0	59.0	59.0	24.0	56.0	16.0	48.0	5.0	5.0
Total Split (%)	24.4%	47.2%	10.0%	32.8%	32.8%	13.3%	31.1%	8.9%	26.7%	3%	3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.0	2.5	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.0	6.5	6.0	6.5		
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead		Lead		Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	C-Min	None	C-Min	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 10 (6%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 14: NE 4th Avenue & SR 838/Sunrise Boulevard



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	228	1276	44	911	113	213	561	106	567
v/c Ratio	0.86	0.49	0.54	0.45	0.16	0.84	0.65	0.46	0.87
Control Delay (s/veh)	128.2	15.8	124.9	30.9	8.5	90.2	56.4	46.7	80.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	128.2	15.8	124.9	30.9	8.5	90.2	56.4	46.7	80.5
Queue Length 50th (ft)	284	155	46	309	36	228	262	87	327
Queue Length 95th (ft)	m381	139	m80	410	83	#319	269	125	381
Internal Link Dist (ft)		1177		617			489		380
Turn Bay Length (ft)	260		190		210	140		330	
Base Capacity (vph)	368	2597	113	2036	716	258	983	235	795
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.49	0.39	0.45	0.16	0.83	0.57	0.45	0.71

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	223	1104	146	43	893	111	209	526	24	104	383	172
Future Volume (vph)	223	1104	146	43	893	111	209	526	24	104	383	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.5		6.0	6.5	
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.99		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	4986		1770	5085	1548	1769	3499		1768	3328	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.12	1.00		0.35	1.00	
Satd. Flow (perm)	1770	4986		1770	5085	1548	215	3499		645	3328	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	228	1127	149	44	911	113	213	537	24	106	391	176
RTOR Reduction (vph)	0	9	0	0	0	69	0	1	0	0	30	0
Lane Group Flow (vph)	228	1267	0	44	911	44	213	560	0	106	537	0
Confl. Peds. (#/hr)	4		2	2		4	12		6	6		12
Confl. Bikes (#/hr)			3			5			1			1
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	2	0	2	2
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						2	4			8		
Actuated Green, G (s)	27.1	89.9		7.4	70.2	70.2	63.2	46.2		44.7	33.7	
Effective Green, g (s)	27.1	89.9		7.4	70.2	70.2	63.2	46.2		44.7	33.7	
Actuated g/C Ratio	0.15	0.50		0.04	0.39	0.39	0.35	0.26		0.25	0.19	
Clearance Time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.5		6.0	6.5	
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	1.5	2.0		1.5	2.0	
Lane Grp Cap (vph)	266	2490		72	1983	603	255	898		228	623	
v/s Ratio Prot	c0.13	c0.25		0.02	0.18		c0.10	0.16		0.03	0.16	
v/s Ratio Perm						0.03	c0.20			0.09		
v/c Ratio	0.86	0.51		0.61	0.46	0.07	0.84	0.62		0.46	0.86	
Uniform Delay, d1	74.6	30.2		84.9	40.8	34.5	46.7	59.2		54.3	70.9	
Progression Factor	1.42	0.51		1.24	0.72	7.46	1.38	0.88		1.00	1.00	
Incremental Delay, d2	18.2	0.6		9.8	0.7	0.2	19.4	1.0		0.5	11.4	
Delay (s)	124.2	15.9		114.8	29.9	257.3	83.8	53.3		54.8	82.3	
Level of Service	F	B		F	C	F	F	D		D	F	
Approach Delay (s/veh)		32.3			57.5			61.7			78.0	
Approach LOS		C			E			E			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	52.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	27.5
Intersection Capacity Utilization	90.0%	ICU Level of Service	E
Analysis Period (min)	15		

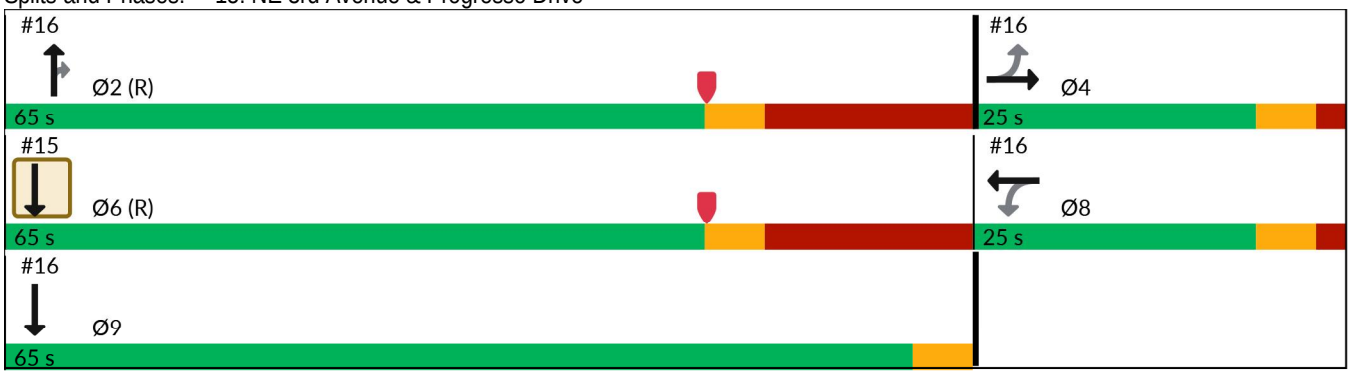
c Critical Lane Group

Lane Group	EBR	NBT	SBT	Ø2	Ø4	Ø8	Ø9
Lane Configurations							
Traffic Volume (vph)	23	766	558				
Future Volume (vph)	23	766	558				
Turn Type	Free	NA	NA				
Protected Phases			6	2	4	8	9
Permitted Phases	Free	Free					
Detector Phase			6				
Switch Phase							
Minimum Initial (s)			10.0	10.0	6.0	6.0	10.0
Minimum Split (s)			45.0	45.0	38.0	38.0	31.0
Total Split (s)			65.0	65.0	25.0	25.0	65.0
Total Split (%)			72.2%	72%	28%	28%	72%
Yellow Time (s)			4.0	4.0	4.0	4.0	4.0
All-Red Time (s)			14.0	14.0	2.0	2.0	0.0
Lost Time Adjust (s)			0.0				
Total Lost Time (s)			18.0				
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode			C-Min	C-Min	None	None	Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 7 (8%), Referenced to phase 2:NBT and 6:, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 15: NE 3rd Avenue & Progresso Drive



Lane Group	EBR	NBT	SBT
Lane Group Flow (vph)	24	815	600
v/c Ratio	0.01	0.23	0.25
Control Delay (s/veh)	0.0	0.2	9.5
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	0.0	0.2	9.5
Queue Length 50th (ft)	0	0	78
Queue Length 95th (ft)	m0	0	212
Internal Link Dist (ft)		145	209
Turn Bay Length (ft)			
Base Capacity (vph)	1611	3539	2429
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.01	0.23	0.25

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	23	0	766	558	6
Future Volume (vph)	0	23	0	766	558	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	18.0	
Lane Util. Factor		1.00		0.95	0.95	
Frpb, ped/bikes		1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	
Frt		0.87		1.00	1.00	
Flt Protected		1.00		1.00	1.00	
Satd. Flow (prot)		1611		3539	3534	
Flt Permitted		1.00		1.00	1.00	
Satd. Flow (perm)		1611		3539	3534	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	24	0	815	594	6
RTOR Reduction (vph)	0	0	0	0	1	0
Lane Group Flow (vph)	0	24	0	815	599	0
Confl. Peds. (#/hr)			6			
Confl. Bikes (#/hr)				2		
Turn Type		Free		NA	NA	
Protected Phases					6	
Permitted Phases		Free		Free		
Actuated Green, G (s)		90.0		90.0	57.1	
Effective Green, g (s)		90.0		90.0	57.1	
Actuated g/C Ratio		1.00		1.00	0.63	
Clearance Time (s)					18.0	
Vehicle Extension (s)					3.0	
Lane Grp Cap (vph)		1611		3539	2242	
v/s Ratio Prot					0.17	
v/s Ratio Perm		0.01		c0.23		
v/c Ratio		0.01		0.23	0.27	
Uniform Delay, d1		0.0		0.0	7.2	
Progression Factor		1.00		1.00	1.28	
Incremental Delay, d2		0.0		0.1	0.2	
Delay (s)		0.0		0.1	9.5	
Level of Service		A		A	A	
Approach Delay (s/veh)	0.0			0.1	9.5	
Approach LOS	A			A	A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	4.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	30.6%	ICU Level of Service	A
Analysis Period (min)	15		

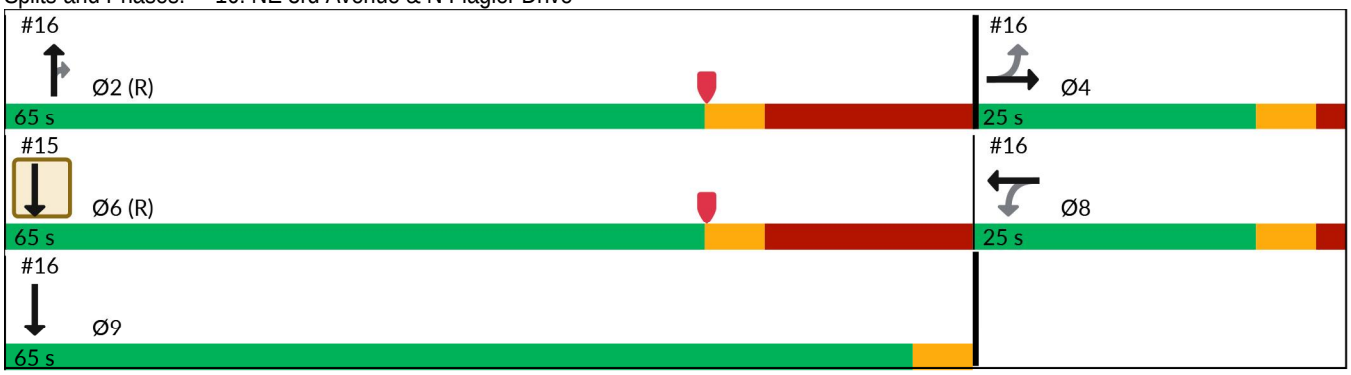
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	Ø6
Lane Configurations								
Traffic Volume (vph)	26	64	68	52	720	157	563	
Future Volume (vph)	26	64	68	52	720	157	563	
Turn Type	Perm	NA	Perm	NA	NA	Perm	NA	
Protected Phases		4		8	2		9	6
Permitted Phases	4		8			2		
Detector Phase	4	4	8	8	2	2	9	
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	38.0	38.0	38.0	38.0	45.0	45.0	31.0	45.0
Total Split (s)	25.0	25.0	25.0	25.0	65.0	65.0	65.0	65.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	72.2%	72.2%	72.2%	72%
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	14.0	14.0	0.0	14.0
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	18.0	18.0	4.0	
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 7 (8%), Referenced to phase 2:NBT and 6:, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 16: NE 3rd Avenue & N Flagler Drive



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	28	83	74	80	783	171	633
v/c Ratio	0.19	0.39	0.51	0.37	0.32	0.15	0.22
Control Delay (s/veh)	41.2	40.5	43.6	26.7	8.4	1.8	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (s/veh)	41.2	40.5	43.6	26.7	8.4	1.8	0.4
Queue Length 50th (ft)	18	51	54	46	102	0	1
Queue Length 95th (ft)	m34	m79	82	73	159	26	2
Internal Link Dist (ft)		1118		202	1514		145
Turn Bay Length (ft)	50		165			185	
Base Capacity (vph)	276	390	275	390	2434	1112	2858
Starvation Cap Reductn	0	0	0	0	0	0	1167
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.21	0.27	0.21	0.32	0.15	0.37

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	64	12	68	52	21	0	720	157	0	563	19
Future Volume (vph)	26	64	12	68	52	21	0	720	157	0	563	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0			18.0	18.0		4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.95	1.00		0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	0.97		1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.98		1.00	0.96			1.00	0.85		1.00	
Flt Protected	0.95	1.00		0.95	1.00			1.00	1.00		1.00	
Satd. Flow (prot)	1766	1814		1763	1774			3539	1540		3518	
Flt Permitted	0.70	1.00		0.70	1.00			1.00	1.00		1.00	
Satd. Flow (perm)	1310	1814		1305	1774			3539	1540		3518	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	28	70	13	74	57	23	0	783	171	0	612	21
RTOR Reduction (vph)	0	8	0	0	18	0	0	0	63	0	2	0
Lane Group Flow (vph)	28	75	0	74	62	0	0	783	108	0	631	0
Confl. Peds. (#/hr)	3		5	5		3	6		4	4		6
Confl. Bikes (#/hr)						1			1			1
Turn Type	Perm	NA		Perm	NA			NA	Perm		NA	
Protected Phases		4			8			2			9	
Permitted Phases	4			8					2			
Actuated Green, G (s)	8.9	8.9		8.9	8.9			57.1	57.1		71.1	
Effective Green, g (s)	8.9	8.9		8.9	8.9			57.1	57.1		71.1	
Actuated g/C Ratio	0.10	0.10		0.10	0.10			0.63	0.63		0.79	
Clearance Time (s)	6.0	6.0		6.0	6.0			18.0	18.0		4.0	
Vehicle Extension (s)	2.5	2.5		2.5	2.5			3.0	3.0		3.0	
Lane Grp Cap (vph)	129	179		129	175			2245	977		2779	
v/s Ratio Prot		0.04			0.03			c0.22			0.18	
v/s Ratio Perm	0.02			c0.06					0.07			
v/c Ratio	0.22	0.42		0.57	0.35			0.35	0.11		0.23	
Uniform Delay, d1	37.3	38.1		38.7	37.9			7.7	6.5		2.4	
Progression Factor	1.10	1.09		0.87	0.83			1.00	1.00		0.05	
Incremental Delay, d2	0.6	1.1		4.9	0.9			0.4	0.2		0.0	
Delay (s)	41.8	42.8		38.5	32.2			8.2	6.7		0.2	
Level of Service	D	D		D	C			A	A		A	
Approach Delay (s/veh)		42.5			35.2			7.9			0.2	
Approach LOS		D			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	9.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	54.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	44	253	49	40	324	32	138	746	39	491
Future Volume (vph)	44	253	49	40	324	32	138	746	39	491
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4			8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	28.0	28.0	28.0	28.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	48.0	48.0	48.0	48.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 18 (23%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 17: NE 3rd Avenue & NE 6th Street/Sistrunk Boulevard

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	45	261	51	41	334	33	142	841	40	573
v/c Ratio	0.29	0.60	0.13	0.20	0.77	0.08	0.34	0.46	0.14	0.31
Control Delay (s/veh)	24.7	33.0	5.1	22.9	38.7	5.6	5.7	4.2	11.1	9.5
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)	24.7	33.0	5.1	22.9	38.7	5.6	5.7	4.2	11.1	9.5
Queue Length 50th (ft)	23	139	3	16	155	0	17	51	8	64
Queue Length 95th (ft)	21	84	7	37	218	15	19	41	29	117
Internal Link Dist (ft)		911			651			1288		1514
Turn Bay Length (ft)	170		140	140		115	175		90	
Base Capacity (vph)	197	546	482	260	546	485	420	1846	296	1837
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.48	0.11	0.16	0.61	0.07	0.34	0.46	0.14	0.31

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	253	49	40	324	32	138	746	70	39	491	65
Future Volume (vph)	44	253	49	40	324	32	138	746	70	39	491	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00	0.99	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	0.98	1.00	1.00	0.99	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1576	1660	1359	1552	1660	1390	1562	3106		1573	3084	
Flt Permitted	0.36	1.00	1.00	0.48	1.00	1.00	0.43	1.00		0.30	1.00	
Satd. Flow (perm)	599	1660	1359	791	1660	1390	708	3106		499	3084	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	45	261	51	41	334	33	142	769	72	40	506	67
RTOR Reduction (vph)	0	0	38	0	0	24	0	7	0	0	11	0
Lane Group Flow (vph)	45	261	13	41	334	9	142	834	0	40	562	0
Confl. Peds. (#/hr)	2		27	27		2	12		5	5		12
Confl. Bikes (#/hr)			1			1			2			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)	21.0	21.0	21.0	21.0	21.0	21.0	47.0	47.0		47.0	47.0	
Effective Green, g (s)	21.0	21.0	21.0	21.0	21.0	21.0	47.0	47.0		47.0	47.0	
Actuated g/C Ratio	0.26	0.26	0.26	0.26	0.26	0.26	0.59	0.59		0.59	0.59	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	157	435	356	207	435	364	415	1824		293	1811	
v/s Ratio Prot		0.16			c0.20			c0.27			0.18	
v/s Ratio Perm	0.08		0.01	0.05		0.01	0.20			0.08		
v/c Ratio	0.29	0.60	0.04	0.20	0.77	0.02	0.34	0.46		0.14	0.31	
Uniform Delay, d1	23.5	25.8	22.0	22.9	27.2	21.9	8.5	9.3		7.4	8.3	
Progression Factor	0.94	1.10	1.04	1.00	1.00	1.00	0.37	0.35		1.00	1.00	
Incremental Delay, d2	0.3	1.5	0.0	0.2	7.2	0.0	1.9	0.7		1.0	0.4	
Delay (s)	22.5	29.8	22.9	23.1	34.4	21.9	5.0	4.0		8.4	8.8	
Level of Service	C	C	C	C	C	C	A	A		A	A	
Approach Delay (s/veh)		27.9			32.3			4.1			8.7	
Approach LOS		C			C			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	13.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	77.9%	ICU Level of Service	D
Analysis Period (min)	15		

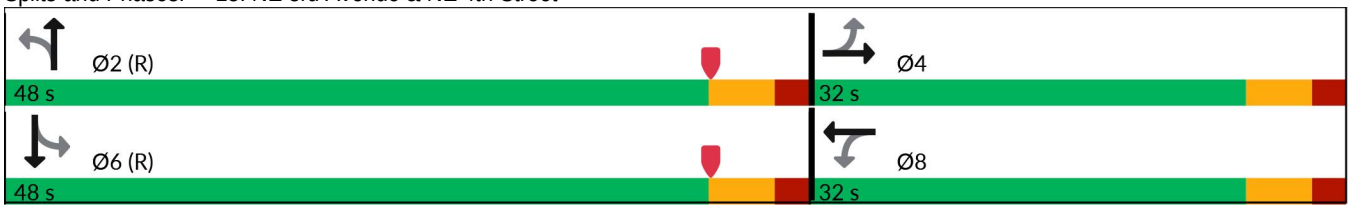
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	30	164	60	233	89	883	31	500
Future Volume (vph)	30	164	60	233	89	883	31	500
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-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 66 (83%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 18: NE 3rd Avenue & NE 4th Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	32	219	63	301	94	1031	33	577
v/c Ratio	0.19	0.58	0.27	0.80	0.23	0.56	0.14	0.31
Control Delay (s/veh)	16.7	19.8	24.9	41.9	6.4	7.2	14.4	13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay (s/veh)	16.7	19.8	24.9	41.9	6.4	7.3	14.4	13.4
Queue Length 50th (ft)	10	68	25	134	14	87	11	108
Queue Length 95th (ft)	m14	m109	53	206	25	98	35	161
Internal Link Dist (ft)		908		191		262		1288
Turn Bay Length (ft)	120		90		110		90	
Base Capacity (vph)	216	479	295	477	416	1840	228	1851
Starvation Cap Reductn	0	0	0	0	0	130	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.46	0.21	0.63	0.23	0.60	0.14	0.31

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	164	44	60	233	53	89	883	97	31	500	48
Future Volume (vph)	30	164	44	60	233	53	89	883	97	31	500	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	0.99	1.00		0.99	1.00		0.98	1.00		0.99	1.00	
Frt	1.00	0.97		1.00	0.97		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1557	1439		1563	1437		1544	3075		1567	3094	
Flt Permitted	0.41	1.00		0.55	1.00		0.43	1.00		0.23	1.00	
Satd. Flow (perm)	666	1439		908	1437		698	3075		382	3094	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	32	173	46	63	245	56	94	929	102	33	526	51
RTOR Reduction (vph)	0	13	0	0	11	0	0	9	0	0	8	0
Lane Group Flow (vph)	32	206	0	63	290	0	94	1022	0	33	569	0
Confl. Peds. (#/hr)	24		14	14		24	25		30	30		25
Confl. Bikes (#/hr)			2			2			3			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	1	1	0	3	3	0	0	0
Parking (#/hr)		0	0		0	0						
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	20.3	20.3		20.3	20.3		47.7	47.7		47.7	47.7	
Effective Green, g (s)	20.3	20.3		20.3	20.3		47.7	47.7		47.7	47.7	
Actuated g/C Ratio	0.25	0.25		0.25	0.25		0.60	0.60		0.60	0.60	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	168	365		230	364		416	1833		227	1844	
v/s Ratio Prot		0.14			c0.20			c0.33			0.18	
v/s Ratio Perm	0.05			0.07			0.13			0.09		
v/c Ratio	0.19	0.56		0.27	0.80		0.23	0.56		0.15	0.31	
Uniform Delay, d1	23.4	26.0		23.9	27.9		7.5	9.8		7.1	8.0	
Progression Factor	0.70	0.65		1.00	1.00		0.58	0.58		1.32	1.47	
Incremental Delay, d2	0.2	0.9		0.2	10.7		1.1	1.1		1.3	0.4	
Delay (s)	16.5	17.8		24.2	38.6		5.5	6.8		10.7	12.2	
Level of Service	B	B		C	D		A	A		B	B	
Approach Delay (s/veh)		17.6			36.1			6.7			12.1	
Approach LOS		B			D			A			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	13.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	84.0%	ICU Level of Service	E
Analysis Period (min)	15		

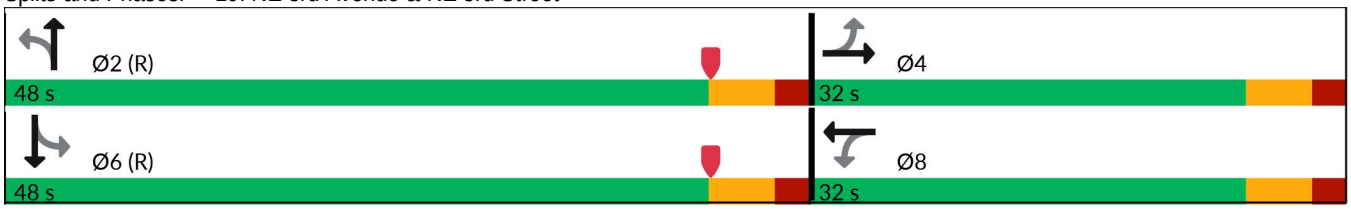
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	20	18	40	51	10	888	28	565
Future Volume (vph)	20	18	40	51	10	888	28	565
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)	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
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

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 70 (88%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 19: NE 3rd Avenue & NE 3rd Street



Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	56	42	219	10	967	29	602
v/c Ratio	0.25	0.20	0.73	0.02	0.46	0.10	0.29
Control Delay (s/veh)	21.8	27.1	31.1	6.4	7.4	3.9	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.4	0.0	0.1
Total Delay (s/veh)	21.8	27.1	31.1	6.4	7.8	3.9	5.2
Queue Length 50th (ft)	18	18	62	3	145	1	13
Queue Length 95th (ft)	41	38	113	m8	204	m7	40
Internal Link Dist (ft)	415		157		266		262
Turn Bay Length (ft)		160		105		100	
Base Capacity (vph)	405	384	484	462	2108	301	2107
Starvation Cap Reductn	0	0	0	0	595	0	603
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.11	0.45	0.02	0.64	0.10	0.40

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	18	15	40	51	159	10	888	40	28	565	12
Future Volume (vph)	20	18	15	40	51	159	10	888	40	28	565	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99		1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00		0.99	1.00		0.97	1.00		0.99	1.00	
Frt		0.96		1.00	0.89		1.00	0.99		1.00	1.00	
Flt Protected		0.98		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1554		1560	1308		1536	3123		1554	3120	
Flt Permitted		0.77		0.72	1.00		0.42	1.00		0.27	1.00	
Satd. Flow (perm)		1215		1183	1308		686	3123		446	3120	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	21	19	16	42	53	166	10	925	42	29	589	12
RTOR Reduction (vph)	0	13	0	0	73	0	0	3	0	0	1	0
Lane Group Flow (vph)	0	43	0	42	146	0	10	964	0	29	601	0
Confl. Peds. (#/hr)	5		12	12		5	33		34	34		33
Confl. Bikes (#/hr)									3			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	3	3
Parking (#/hr)					0	0						
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		14.0		14.0	14.0		54.0	54.0		54.0	54.0	
Effective Green, g (s)		14.0		14.0	14.0		54.0	54.0		54.0	54.0	
Actuated g/C Ratio		0.18		0.18	0.18		0.68	0.68		0.68	0.68	
Clearance Time (s)		6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		2.0		2.0	2.0		1.0	1.0		1.0	1.0	
Lane Grp Cap (vph)		212		207	228		463	2108		301	2106	
v/s Ratio Prot					c0.11			c0.31			0.19	
v/s Ratio Perm		0.04		0.04			0.01			0.06		
v/c Ratio		0.20		0.20	0.64		0.02	0.46		0.10	0.29	
Uniform Delay, d1		28.2		28.2	30.7		4.3	6.1		4.5	5.2	
Progression Factor		1.00		1.00	1.00		0.93	0.94		0.48	0.78	
Incremental Delay, d2		0.2		0.2	4.6		0.1	0.7		0.6	0.3	
Delay (s)		28.4		28.4	35.2		4.1	6.4		2.8	4.4	
Level of Service		C		C	D		A	A		A	A	
Approach Delay (s/veh)		28.4			34.1			6.4			4.3	
Approach LOS		C			C			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	10.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.8%	ICU Level of Service	B
Analysis Period (min)	15		

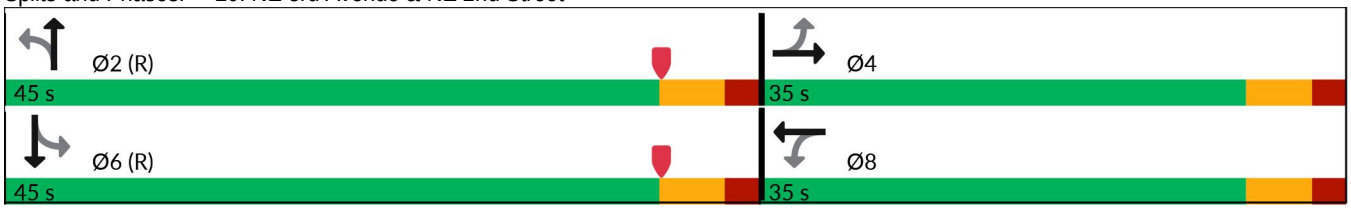
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	45	17	14	20	32	832	17	605
Future Volume (vph)	45	17	14	20	32	832	17	605
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-Min	C-Min	C-Min	C-Min

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

Splits and Phases: 20: NE 3rd Avenue & NE 2nd Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	48	63	15	80	34	913	18	663
v/c Ratio	0.40	0.33	0.13	0.40	0.07	0.37	0.05	0.27
Control Delay (s/veh)	40.9	15.9	33.4	19.6	4.0	4.2	3.6	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay (s/veh)	40.9	15.9	33.4	19.6	4.0	4.2	3.6	2.8
Queue Length 50th (ft)	24	5	7	10	7	104	1	15
Queue Length 95th (ft)	49	35	24	48	m10	159	7	58
Internal Link Dist (ft)		909		241		256		266
Turn Bay Length (ft)	50		105		170		100	
Base Capacity (vph)	423	559	428	567	512	2489	400	2489
Starvation Cap Reductn	0	0	0	0	0	0	0	885
Spillback Cap Reductn	0	0	0	0	0	20	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.11	0.04	0.14	0.07	0.37	0.05	0.41

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	17	42	14	20	54	32	832	17	17	605	11
Future Volume (vph)	45	17	42	14	20	54	32	832	17	17	605	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		0.99	1.00		0.97	1.00		0.98	1.00	
Frt	1.00	0.89		1.00	0.89		1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1575	1460		1568	1465		1531	3140		1551	3140	
Flt Permitted	0.70	1.00		0.72	1.00		0.40	1.00		0.31	1.00	
Satd. Flow (perm)	1169	1460		1182	1465		644	3140		502	3140	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	48	18	45	15	22	58	34	895	18	18	651	12
RTOR Reduction (vph)	0	41	0	0	53	0	0	1	0	0	1	0
Lane Group Flow (vph)	48	22	0	15	27	0	34	912	0	18	662	0
Confl. Peds. (#/hr)	2		7	7		2	35		29	29		35
Confl. Bikes (#/hr)			1						3			5
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	7.0	7.0		7.0	7.0		61.0	61.0		61.0	61.0	
Effective Green, g (s)	7.0	7.0		7.0	7.0		61.0	61.0		61.0	61.0	
Actuated g/C Ratio	0.09	0.09		0.09	0.09		0.76	0.76		0.76	0.76	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	102	127		103	128		491	2394		382	2394	
v/s Ratio Prot		0.02			0.02			c0.29			0.21	
v/s Ratio Perm	c0.04			0.01			0.05			0.04		
v/c Ratio	0.47	0.17		0.15	0.21		0.07	0.38		0.05	0.28	
Uniform Delay, d1	34.7	33.8		33.7	33.9		2.4	3.2		2.3	2.9	
Progression Factor	0.94	0.93		1.00	1.00		1.18	1.17		1.01	0.76	
Incremental Delay, d2	1.2	0.2		0.2	0.3		0.2	0.3		0.2	0.3	
Delay (s)	34.0	31.5		34.0	34.2		3.0	4.0		2.6	2.4	
Level of Service	C	C		C	C		A	A		A	A	
Approach Delay (s/veh)		32.6			34.2			4.0			2.5	
Approach LOS		C			C			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	6.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	51.7%	ICU Level of Service	A
Analysis Period (min)	15		

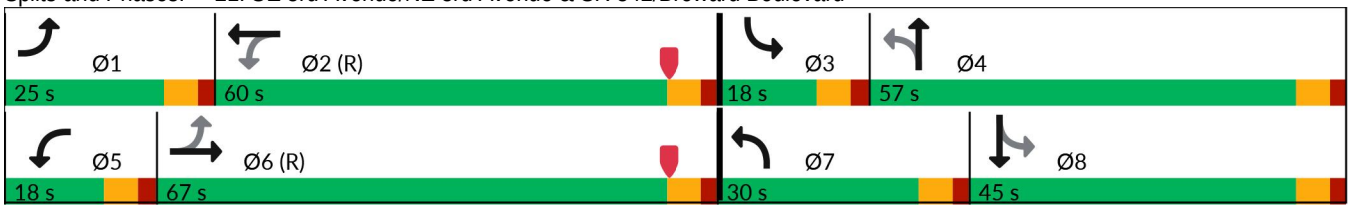
c Critical Lane Group

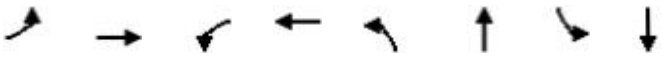
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	190	947	172	736	235	643	99	455
Future Volume (vph)	190	947	172	736	235	643	99	455
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	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	40.0	10.0	40.0	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

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 134 (84%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 21: SE 3rd Avenue/NE 3rd Avenue & SR 842/Broward Boulevard





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	198	1231	179	822	245	824	103	622
v/c Ratio	0.62	0.68	0.81	0.46	0.91	0.91	0.64	0.90
Control Delay (s/veh)	31.2	21.4	54.4	37.4	83.6	56.7	58.1	82.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.2	21.4	54.4	37.4	83.6	56.7	58.1	82.2
Queue Length 50th (ft)	51	119	101	235	172	400	80	278
Queue Length 95th (ft)	139	131	#262	300	#324	316	139	416
Internal Link Dist (ft)		909		213		543		269
Turn Bay Length (ft)	140		175		125		135	
Base Capacity (vph)	359	1808	220	1799	293	979	178	743
Starvation Cap Reductn	0	0	0	0	0	2	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	0.55	0.68	0.81	0.46	0.84	0.84	0.58	0.84

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

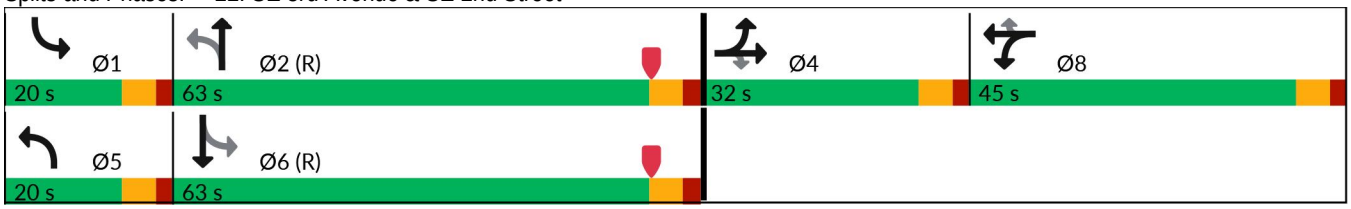
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	947	235	172	736	53	235	643	148	99	455	142
Future Volume (veh/h)	190	947	235	172	736	53	235	643	148	99	455	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.95	0.99		0.93
Parking Bus, Adj	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	198	986	200	179	767	47	245	670	135	103	474	122
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	372	1630	330	274	1853	113	268	732	147	163	521	133
Arrive On Green	0.11	0.57	0.57	0.10	0.56	0.56	0.13	0.28	0.28	0.06	0.21	0.21
Sat Flow, veh/h	1590	3774	763	1590	4386	268	1590	2605	524	1590	2448	624
Grp Volume(v), veh/h	198	794	392	179	530	284	245	408	397	103	306	290
Grp Sat Flow(s),veh/h/ln	1590	1520	1498	1590	1520	1614	1590	1586	1542	1590	1586	1485
Q Serve(g_s), s	11.4	27.2	27.4	10.4	15.9	16.1	18.8	39.8	39.9	8.0	30.1	30.6
Cycle Q Clear(g_c), s	11.4	27.2	27.4	10.4	15.9	16.1	18.8	39.8	39.9	8.0	30.1	30.6
Prop In Lane	1.00		0.51	1.00		0.17	1.00		0.34	1.00		0.42
Lane Grp Cap(c), veh/h	372	1313	647	274	1284	682	268	446	433	163	338	316
V/C Ratio(X)	0.53	0.60	0.61	0.65	0.41	0.42	0.91	0.91	0.92	0.63	0.91	0.92
Avail Cap(c_a), veh/h	427	1313	647	274	1284	682	299	506	492	183	387	362
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.7	25.1	25.2	25.7	23.7	23.8	43.2	55.7	55.7	48.1	61.4	61.6
Incr Delay (d2), s/veh	0.3	1.6	3.3	4.3	1.0	1.9	24.7	16.6	17.2	3.6	21.0	24.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	9.5	9.7	4.1	5.6	6.1	9.3	18.0	17.6	3.4	14.1	13.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.1	26.8	28.5	30.0	24.7	25.6	67.9	72.2	72.9	51.8	82.4	86.2
LnGrp LOS	C	C	C	C	C	C	E	E	E	D	F	F
Approach Vol, veh/h		1384			993			1050			699	
Approach Delay, s/veh		26.7			25.9			71.5			79.5	
Approach LOS		C			C			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.5	73.6	15.9	51.0	18.0	75.1	26.9	40.0				
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	54.0	12.0	51.0	12.0	61.0	24.0	39.0				
Max Q Clear Time (g_c+I1), s	13.4	18.1	10.0	41.9	12.4	29.4	20.8	32.6				
Green Ext Time (p_c), s	0.1	1.1	0.0	2.5	0.0	1.8	0.1	1.4				
Intersection Summary												
HCM 7th Control Delay, s/veh			46.9									
HCM 7th LOS			D									

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	52	58	111	247	47	608	77	650
Future Volume (vph)	52	58	111	247	47	608	77	650
Turn Type	NA	Perm	NA	Perm	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)	5.0	5.0	5.0	5.0	4.0	15.0	4.0	15.0
Minimum Split (s)	32.0	32.0	34.0	34.0	10.0	31.0	10.0	31.0
Total Split (s)	32.0	32.0	45.0	45.0	20.0	63.0	20.0	63.0
Total Split (%)	20.0%	20.0%	28.1%	28.1%	12.5%	39.4%	12.5%	39.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 63 (39%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 22: SE 3rd Avenue & SE 2nd Street



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	160	60	235	257	49	709	80	813
v/c Ratio	0.68	0.23	0.84	0.57	0.18	0.48	0.25	0.54
Control Delay (s/veh)	72.6	4.9	87.6	10.8	12.8	17.4	21.8	31.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.2
Total Delay (s/veh)	72.6	4.9	87.6	10.8	12.8	17.6	21.8	32.1
Queue Length 50th (ft)	141	1	241	0	11	86	44	298
Queue Length 95th (ft)	250	m7	323	80	m14	326	m54	261
Internal Link Dist (ft)	583		245			436		543
Turn Bay Length (ft)					160		75	
Base Capacity (vph)	262	284	394	527	349	1477	367	1518
Starvation Cap Reductn	0	0	0	0	0	197	0	156
Spillback Cap Reductn	0	0	0	0	0	10	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.21	0.60	0.49	0.14	0.55	0.22	0.60

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	52	58	114	111	247	47	608	73	77	650	131
Future Volume (vph)	102	52	58	114	111	247	47	608	73	77	650	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0	6.0	6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	0.87		1.00	0.97	1.00	0.99		1.00	0.98	
Flpb, ped/bikes		1.00	1.00		1.00	1.00	0.99	1.00		0.99	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	0.98		1.00	0.97	
Flt Protected		0.97	1.00		0.98	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1607	1227		1619	1364	1567	3068		1569	3004	
Flt Permitted		0.97	1.00		0.98	1.00	0.27	1.00		0.29	1.00	
Satd. Flow (perm)		1607	1227		1619	1364	445	3068		486	3004	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	106	54	60	119	116	257	49	633	76	80	677	136
RTOR Reduction (vph)	0	0	51	0	0	212	0	5	0	0	8	0
Lane Group Flow (vph)	0	160	9	0	235	45	49	704	0	80	805	0
Confl. Peds. (#/hr)	12		65	65		12	67		27	27		67
Confl. Bikes (#/hr)			1			1			2			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8	2			6		
Actuated Green, G (s)		23.4	23.4		27.8	27.8	82.4	76.8		87.2	79.2	
Effective Green, g (s)		23.4	23.4		27.8	27.8	82.4	76.8		87.2	79.2	
Actuated g/C Ratio		0.15	0.15		0.17	0.17	0.52	0.48		0.55	0.50	
Clearance Time (s)		6.0	6.0		6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)		2.0	2.0		2.0	2.0	1.5	3.0		1.5	3.0	
Lane Grp Cap (vph)		235	179		281	236	268	1472		319	1486	
v/s Ratio Prot		c0.10			c0.15		0.01	0.23		c0.01	c0.27	
v/s Ratio Perm			0.01			0.03	0.09			0.12		
v/c Ratio		0.68	0.05		0.84	0.19	0.18	0.48		0.25	0.54	
Uniform Delay, d1		64.8	58.7		63.9	56.5	20.4	28.1		18.6	27.9	
Progression Factor		0.90	3.21		1.00	1.00	0.61	0.54		1.11	1.05	
Incremental Delay, d2		6.3	0.0		18.2	0.1	0.1	0.9		0.1	0.8	
Delay (s)		64.5	188.8		82.1	56.6	12.6	16.2		20.8	30.0	
Level of Service		E	F		F	E	B	B		C	C	
Approach Delay (s/veh)		98.4			68.8			16.0			29.2	
Approach LOS		F			E			B			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	39.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	77.3%	ICU Level of Service	D
Analysis Period (min)	15		

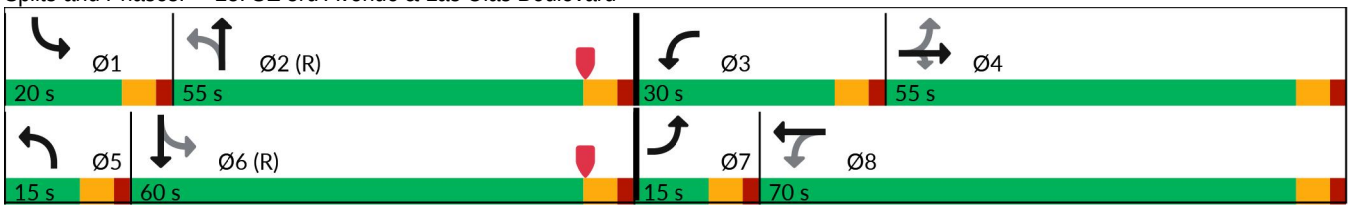
c Critical Lane Group

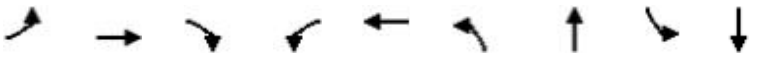
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	55	167	122	273	164	149	613	102	660
Future Volume (vph)	55	167	122	273	164	149	613	102	660
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases	4		4	8		2		6	
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	4.0	10.0	4.0	10.0
Minimum Split (s)	11.0	32.0	32.0	11.0	32.0	11.0	33.0	11.0	33.0
Total Split (s)	15.0	55.0	55.0	30.0	70.0	15.0	55.0	20.0	60.0
Total Split (%)	9.4%	34.4%	34.4%	18.8%	43.8%	9.4%	34.4%	12.5%	37.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 49 (31%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 23: SE 3rd Avenue & Las Olas Boulevard





Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	59	178	130	290	226	159	868	109	765
v/c Ratio	0.30	0.35	0.47	0.81	0.30	0.50	0.61	0.39	0.55
Control Delay (s/veh)	62.3	86.9	32.5	60.7	41.8	17.0	22.4	17.5	26.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay (s/veh)	62.3	86.9	32.5	60.7	41.8	17.0	22.5	17.5	26.3
Queue Length 50th (ft)	56	94	39	235	85	41	278	36	251
Queue Length 95th (ft)	m100	140	98	#359	130	57	539	61	237
Internal Link Dist (ft)		914			308		1522		436
Turn Bay Length (ft)	110		110			100		200	
Base Capacity (vph)	212	965	399	367	1080	318	1431	324	1398
Starvation Cap Reductn	0	0	0	0	0	0	0	0	140
Spillback Cap Reductn	0	0	0	0	0	0	20	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.18	0.33	0.79	0.21	0.50	0.62	0.34	0.61

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	167	122	273	164	49	149	613	203	102	660	59
Future Volume (vph)	55	167	122	273	164	49	149	613	203	102	660	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.69	1.00	0.92		1.00	0.97		1.00	0.98	
Flpb, ped/bikes	0.85	1.00	1.00	0.91	1.00		0.99	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	0.96		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1347	3154	975	1428	2658		1557	2943		1570	3014	
Flt Permitted	0.61	1.00	1.00	0.50	1.00		0.26	1.00		0.24	1.00	
Satd. Flow (perm)	866	3154	975	750	2658		420	2943		395	3014	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	59	178	130	290	174	52	159	652	216	109	702	63
RTOR Reduction (vph)	0	0	108	0	21	0	0	15	0	0	3	0
Lane Group Flow (vph)	59	178	22	290	205	0	159	853	0	109	762	0
Confl. Peds. (#/hr)	267		161	161		267	165		64	64		165
Confl. Bikes (#/hr)			9			4			2			3
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	1	1	0	0	0	0	4	4
Parking (#/hr)					0	0						
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	33.7	27.2	27.2	56.2	43.7		88.8	75.9		82.8	72.9	
Effective Green, g (s)	33.7	27.2	27.2	56.2	43.7		88.8	75.9		82.8	72.9	
Actuated g/C Ratio	0.21	0.17	0.17	0.35	0.27		0.55	0.47		0.52	0.46	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	1.5	2.5	2.5	1.5	2.5		1.5	3.0		1.5	3.0	
Lane Grp Cap (vph)	201	536	165	360	725		324	1396		277	1373	
v/s Ratio Prot	0.01	0.06		c0.12	0.08		c0.04	c0.29		0.02	0.25	
v/s Ratio Perm	0.05		0.02	c0.17			0.23			0.18		
v/c Ratio	0.29	0.33	0.13	0.81	0.28		0.49	0.61		0.39	0.55	
Uniform Delay, d1	52.1	58.4	56.4	43.5	45.8		19.7	31.1		21.5	31.7	
Progression Factor	1.59	1.43	4.23	1.00	1.00		0.73	0.68		0.87	0.78	
Incremental Delay, d2	0.3	0.2	0.2	11.7	0.2		0.4	1.8		0.3	1.4	
Delay (s)	82.9	83.5	238.8	55.2	46.0		14.9	23.0		19.1	26.2	
Level of Service	F	F	F	E	D		B	C		B	C	
Approach Delay (s/veh)		138.4			51.1			21.7			25.3	
Approach LOS		F			D			C			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	43.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	91.9%	ICU Level of Service	F
Analysis Period (min)	15		

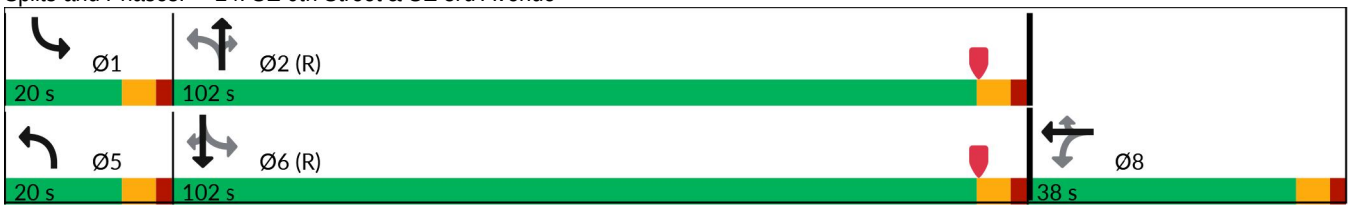
c Critical Lane Group

Lane Group	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	155	242	44	802	66	169	860	125
Future Volume (vph)	155	242	44	802	66	169	860	125
Turn Type	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	8		5	2		1	6	
Permitted Phases		8	2		2	6		6
Detector Phase	8	8	5	2	2	1	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	36.0	36.0	10.0	37.0	37.0	10.0	37.0	37.0
Total Split (s)	38.0	38.0	20.0	102.0	102.0	20.0	102.0	102.0
Total Split (%)	23.8%	23.8%	12.5%	63.8%	63.8%	12.5%	63.8%	63.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	None	C-Min	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 71 (44%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 24: SE 6th Street & SE 3rd Avenue



Lane Group	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	234	263	48	872	72	184	935	136
v/c Ratio	0.52	0.63	0.13	0.43	0.08	0.41	0.41	0.13
Control Delay (s/veh)	66.1	13.0	9.5	20.9	10.8	13.6	22.0	10.1
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
Total Delay (s/veh)	66.1	13.0	9.5	21.1	10.8	13.6	22.1	10.1
Queue Length 50th (ft)	114	0	14	237	11	108	364	50
Queue Length 95th (ft)	160	88	m47	458	m70	m125	428	m71
Internal Link Dist (ft)	474			566			1522	
Turn Bay Length (ft)		360	190		70	105		150
Base Capacity (vph)	621	478	464	2052	908	459	2277	1023
Starvation Cap Reductn	0	0	0	414	0	0	0	0
Spillback Cap Reductn	15	0	0	0	0	0	88	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.55	0.10	0.53	0.08	0.40	0.43	0.13

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	61	155	242	44	802	66	169	860	125
Future Volume (vph)	0	0	0	61	155	242	44	802	66	169	860	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor					0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes					1.00	0.95	1.00	1.00	0.96	1.00	1.00	0.98
Flpb, ped/bikes					1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected					0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)					3106	1341	1576	3129	1353	1575	3154	1376
Flt Permitted					0.99	1.00	0.30	1.00	1.00	0.27	1.00	1.00
Satd. Flow (perm)					3106	1341	504	3129	1353	445	3154	1376
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	66	168	263	48	872	72	184	935	136
RTOR Reduction (vph)	0	0	0	0	0	225	0	0	21	0	0	31
Lane Group Flow (vph)	0	0	0	0	234	38	48	872	51	184	935	105
Confl. Peds. (#/hr)	24		3	3		24	8		18	18		8
Confl. Bikes (#/hr)									5			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	0	0	0	0
Turn Type				Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases					8		5	2		1	6	
Permitted Phases				8		8	2		2	6		6
Actuated Green, G (s)					23.2	23.2	108.3	103.9	103.9	124.8	114.4	114.4
Effective Green, g (s)					23.2	23.2	108.3	103.9	103.9	124.8	114.4	114.4
Actuated g/C Ratio					0.14	0.14	0.68	0.65	0.65	0.78	0.72	0.72
Clearance Time (s)					6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)					2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Lane Grp Cap (vph)					450	194	370	2031	878	452	2255	983
v/s Ratio Prot							0.00	c0.28		c0.04	c0.30	
v/s Ratio Perm					0.08	0.03	0.08		0.04	0.28		0.08
v/c Ratio					0.52	0.20	0.13	0.43	0.06	0.41	0.41	0.11
Uniform Delay, d1					63.3	60.2	8.6	13.6	10.2	6.1	9.2	7.0
Progression Factor					1.00	1.00	1.40	1.32	2.47	2.13	2.09	3.82
Incremental Delay, d2					0.5	0.2	0.1	0.6	0.1	0.2	0.5	0.2
Delay (s)					63.8	60.4	12.1	18.6	25.4	13.3	19.8	27.1
Level of Service					E	E	B	B	C	B	B	C
Approach Delay (s/veh)		0.0			62.0			18.8			19.7	
Approach LOS		A			E			B			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	27.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	69.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	72	90	29	742	64	881
Future Volume (vph)	72	90	29	742	64	881
Turn Type	NA	NA	pm+pt	NA	pm+pt	NA
Protected Phases	4	8	5	2	1	6
Permitted Phases			2		6	
Detector Phase	4	8	5	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	4.0	10.0	4.0	10.0
Minimum Split (s)	33.0	33.0	10.0	25.0	10.0	25.0
Total Split (s)	36.0	36.0	12.0	76.0	12.0	76.0
Total Split (%)	22.5%	22.5%	7.5%	47.5%	7.5%	47.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 74 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 25: SE 3rd Avenue & SE 7th Street

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	141	190	30	794	66	946
v/c Ratio	0.75	0.81	0.11	0.46	0.20	0.53
Control Delay (s/veh)	89.3	85.2	11.8	15.5	18.7	38.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.4
Total Delay (s/veh)	89.3	85.2	11.8	15.5	18.7	38.7
Queue Length 50th (ft)	142	181	6	101	36	486
Queue Length 95th (ft)	213	260	m19	330	102	583
Internal Link Dist (ft)	568	243		1897		566
Turn Bay Length (ft)			100		100	
Base Capacity (vph)	303	307	278	1715	334	1785
Starvation Cap Reductn	0	0	0	0	0	380
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.62	0.11	0.46	0.20	0.67

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	72	14	28	90	66	29	742	28	64	881	37
Future Volume (vph)	51	72	14	28	90	66	29	742	28	64	881	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00			0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.99			0.95		1.00	0.99		1.00	0.99	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1605			1557		1576	3119		1575	3130	
Flt Permitted		0.98			0.99		0.24	1.00		0.28	1.00	
Satd. Flow (perm)		1605			1557		396	3119		465	3130	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	53	74	14	29	93	68	30	765	29	66	908	38
RTOR Reduction (vph)	0	3	0	0	13	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	138	0	0	177	0	30	793	0	66	945	0
Confl. Peds. (#/hr)	4		4	4		4	5		7	7		5
Confl. Bikes (#/hr)									5			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	2	0	0	0
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases							2			6		
Actuated Green, G (s)		18.6			22.9		92.2	87.7		96.8	90.0	
Effective Green, g (s)		18.6			22.9		92.2	87.7		96.8	90.0	
Actuated g/C Ratio		0.12			0.14		0.58	0.55		0.61	0.56	
Clearance Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		2.5			2.5		1.5	3.0		1.5	3.0	
Lane Grp Cap (vph)		186			222		261	1709		328	1760	
v/s Ratio Prot		c0.09			c0.11		0.00	0.25		c0.01	c0.30	
v/s Ratio Perm							0.06			0.11		
v/c Ratio		0.74			0.80		0.11	0.46		0.20	0.54	
Uniform Delay, d1		68.4			66.3		15.8	21.9		14.2	21.9	
Progression Factor		1.00			1.00		0.73	0.60		1.21	1.55	
Incremental Delay, d2		14.1			17.3		0.1	0.9		0.1	1.1	
Delay (s)		82.5			83.6		11.7	14.1		17.3	35.0	
Level of Service		F			F		B	B		B	D	
Approach Delay (s/veh)		82.5			83.6			14.0			33.9	
Approach LOS		F			F			B			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	33.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)	15		

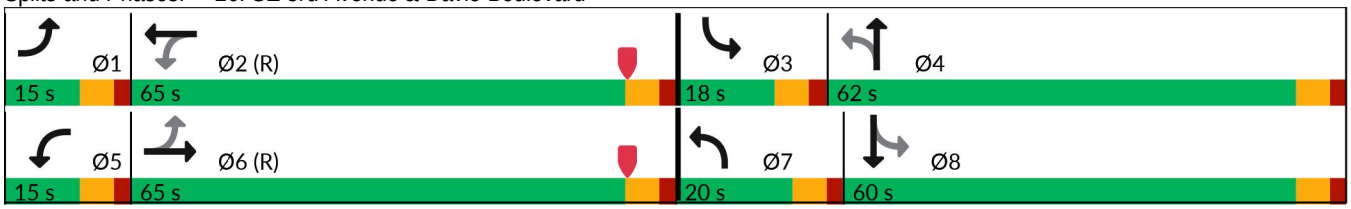
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	308	446	37	661	104	268	148	404
Future Volume (vph)	308	446	37	661	104	268	148	404
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	12.0	4.0	12.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	33.0	10.0	33.0	10.0	33.0	10.0	33.0
Total Split (s)	15.0	65.0	15.0	65.0	20.0	62.0	18.0	60.0
Total Split (%)	9.4%	40.6%	9.4%	40.6%	12.5%	38.8%	11.3%	37.5%
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-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 84 (53%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 26: SE 3rd Avenue & Davie Boulevard



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	318	517	38	762	107	292	153	784
v/c Ratio	0.66	0.29	0.12	0.70	0.61	0.37	0.42	0.87
Control Delay (s/veh)	56.1	49.4	21.8	51.8	50.9	50.2	45.6	74.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.1	49.4	21.8	51.8	50.9	50.2	45.6	74.7
Queue Length 50th (ft)	311	271	17	361	77	127	155	401
Queue Length 95th (ft)	#434	338	43	436	120	162	237	480
Internal Link Dist (ft)		909		222		2382		1897
Turn Bay Length (ft)	140		185		150		110	
Base Capacity (vph)	485	1753	364	1274	204	1213	367	1186
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	0.66	0.29	0.10	0.60	0.52	0.24	0.42	0.66

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	308	446	55	37	661	79	104	268	16	148	404	357
Future Volume (vph)	308	446	55	37	661	79	104	268	16	148	404	357
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.98		1.00	0.99		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3441		1751	3442		1752	3458		1749	3219	
Flt Permitted	0.16	1.00		0.46	1.00		0.11	1.00		0.45	1.00	
Satd. Flow (perm)	294	3441		850	3442		202	3458		836	3219	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	318	460	57	38	681	81	107	276	16	153	416	368
RTOR Reduction (vph)	0	4	0	0	6	0	0	3	0	0	114	0
Lane Group Flow (vph)	318	513	0	38	756	0	107	289	0	153	670	0
Confl. Peds. (#/hr)	3		2	2		3	3		5	5		3
Confl. Bikes (#/hr)			3			4			1			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	2	0	2	2
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		
Actuated Green, G (s)	91.0	80.2		55.0	50.2		48.4	36.5		53.6	39.1	
Effective Green, g (s)	91.0	80.2		55.0	50.2		48.4	36.5		53.6	39.1	
Actuated g/C Ratio	0.57	0.50		0.34	0.31		0.30	0.23		0.34	0.24	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0		1.5	2.0	
Lane Grp Cap (vph)	484	1724		319	1079		176	788		362	786	
v/s Ratio Prot	c0.14	0.15		0.00	c0.22		c0.05	0.08		0.04	c0.21	
v/s Ratio Perm	0.23			0.04			0.14			0.10		
v/c Ratio	0.66	0.30		0.12	0.70		0.61	0.37		0.42	0.85	
Uniform Delay, d1	26.2	23.4		35.2	48.3		44.1	52.0		39.0	57.7	
Progression Factor	2.18	1.98		1.00	1.00		1.07	0.97		1.23	1.41	
Incremental Delay, d2	2.2	0.4		0.1	3.8		4.0	0.1		0.2	7.4	
Delay (s)	59.4	46.8		35.3	52.1		51.2	50.6		48.1	88.8	
Level of Service	E	D		D	D		D	D		D	F	
Approach Delay (s/veh)		51.6			51.3			50.8			82.2	
Approach LOS		D			D			D			F	

Intersection Summary

HCM 2000 Control Delay (s/veh)	61.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	88.1%	ICU Level of Service	E
Analysis Period (min)	15		

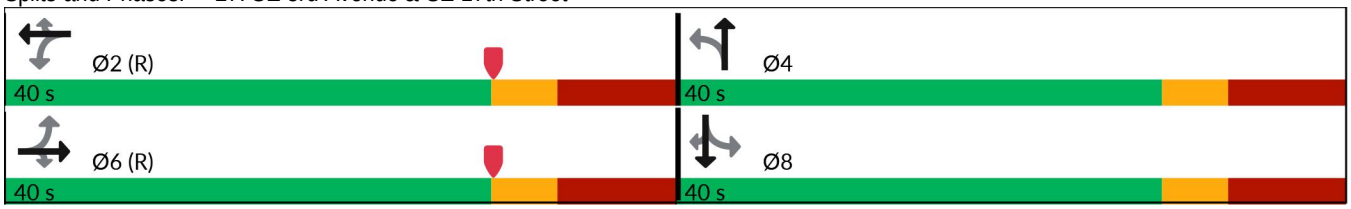
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	75	462	4	60	720	111	6	52	167	110	272
Future Volume (vph)	75	462	4	60	720	111	6	52	167	110	272
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases		6			2			4		8	
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	6	6	6	2	2	2	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	36.0	36.0	36.0	36.0	36.0	36.0	43.0	43.0	43.0	43.0	43.0
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 35 (44%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 27: SE 3rd Avenue & SE 17th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	80	491	4	64	766	118	6	66	178	117	289
v/c Ratio	0.23	0.27	0.00	0.14	0.42	0.14	0.02	0.18	0.68	0.32	0.73
Control Delay (s/veh)	15.0	12.2	0.0	13.2	13.6	3.3	21.8	21.6	52.1	35.0	44.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.0	12.2	0.0	13.2	13.6	3.3	21.8	21.6	52.1	35.0	44.1
Queue Length 50th (ft)	20	67	0	15	115	0	2	23	153	95	199
Queue Length 95th (ft)	59	120	0	45	195	29	11	48	217	m141	285
Internal Link Dist (ft)		905			220			753		2382	
Turn Bay Length (ft)	125			50			60		150		
Base Capacity (vph)	348	1838	837	455	1838	851	454	657	475	668	629
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.27	0.00	0.14	0.42	0.14	0.01	0.10	0.37	0.18	0.46

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	462	4	60	720	111	6	52	10	167	110	272
Future Volume (vph)	75	462	4	60	720	111	6	52	10	167	110	272
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1746	3505	1498	1745	3505	1517	1748	1794		1746	1845	1545
Flt Permitted	0.36	1.00	1.00	0.47	1.00	1.00	0.68	1.00		0.71	1.00	1.00
Satd. Flow (perm)	664	3505	1498	869	3505	1517	1254	1794		1313	1845	1545
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	80	491	4	64	766	118	6	55	11	178	117	289
RTOR Reduction (vph)	0	0	2	0	0	56	0	9	0	0	0	87
Lane Group Flow (vph)	80	491	2	64	766	62	6	57	0	178	117	202
Confl. Peds. (#/hr)	11		5	5		11	4		5	5		4
Confl. Bikes (#/hr)			2			5						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	4	0	0	2	0	0	0	0	0	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases		6			2			4			8	
Permitted Phases	6		6	2		2	4			8		8
Actuated Green, G (s)	42.0	42.0	42.0	42.0	42.0	42.0	16.0	16.0		16.0	16.0	16.0
Effective Green, g (s)	42.0	42.0	42.0	42.0	42.0	42.0	16.0	16.0		16.0	16.0	16.0
Actuated g/C Ratio	0.53	0.53	0.53	0.53	0.53	0.53	0.20	0.20		0.20	0.20	0.20
Clearance Time (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	348	1840	786	456	1840	796	250	358		262	369	309
v/s Ratio Prot		0.14			c0.22			0.03			0.06	
v/s Ratio Perm	0.12		0.00	0.07		0.04	0.00			c0.14		0.13
v/c Ratio	0.23	0.27	0.00	0.14	0.42	0.08	0.02	0.16		0.68	0.32	0.65
Uniform Delay, d1	10.3	10.5	9.0	9.7	11.5	9.4	25.7	26.4		29.6	27.3	29.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.42	1.28	1.97
Incremental Delay, d2	1.5	0.4	0.0	0.6	0.7	0.2	0.0	0.1		4.8	0.2	3.3
Delay (s)	11.8	10.9	9.0	10.4	12.2	9.6	25.7	26.5		46.8	35.1	61.2
Level of Service	B	B	A	B	B	A	C	C		D	D	E
Approach Delay (s/veh)		11.0			11.8			26.5			51.6	
Approach LOS		B			B			C			D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	22.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	75.6%	ICU Level of Service	D
Analysis Period (min)	15		

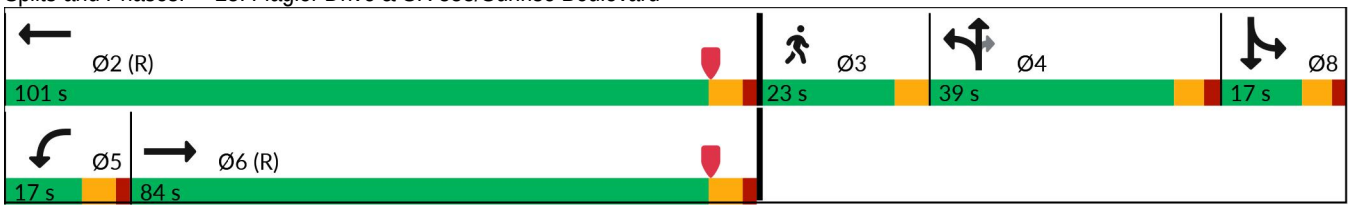
c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBT	NBR	SBT	Ø3
Lane Configurations							
Traffic Volume (vph)	1132	11	927	128	65	95	
Future Volume (vph)	1132	11	927	128	65	95	
Turn Type	NA	Prot	NA	NA	Perm	NA	
Protected Phases	6	5	2	4		8	3
Permitted Phases					4		
Detector Phase	6	5	2	4	4	8	
Switch Phase							
Minimum Initial (s)	15.0	5.0	15.0	6.0	6.0	6.0	7.0
Minimum Split (s)	30.5	11.5	37.5	48.0	48.0	24.0	23.0
Total Split (s)	84.0	17.0	101.0	39.0	39.0	17.0	23.0
Total Split (%)	46.7%	9.4%	56.1%	21.7%	21.7%	9.4%	13%
Yellow Time (s)	4.5	4.5	4.5	4.0	4.0	4.0	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.0	6.0	6.0	
Lead/Lag	Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?				Yes	Yes		Yes
Recall Mode	C-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 18 (10%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 28: Flagler Drive & SR 838/Sunrise Boulevard



Lane Group	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	1233	11	979	200	68	188
v/c Ratio	0.46	0.20	0.35	0.82	0.22	0.54
Control Delay (s/veh)	25.3	93.3	21.4	108.7	5.6	66.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.3	93.3	21.4	108.7	5.6	66.9
Queue Length 50th (ft)	222	13	209	238	0	189
Queue Length 95th (ft)	272	38	264	329	5	284
Internal Link Dist (ft)	617		722	371		937
Turn Bay Length (ft)		425				
Base Capacity (vph)	2675	102	2837	332	382	350
Starvation Cap Reductn	174	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.11	0.35	0.60	0.18	0.54

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1132	52	11	927	12	64	128	65	4	95	82
Future Volume (vph)	0	1132	52	11	927	12	64	128	65	4	95	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5		6.5	6.5			6.0	6.0		6.0	
Lane Util. Factor		0.91		1.00	0.91			1.00	1.00		1.00	
Frpb, ped/bikes		1.00		1.00	1.00			1.00	0.98		0.99	
Flpb, ped/bikes		1.00		1.00	1.00			1.00	1.00		1.00	
Frt		0.99		1.00	1.00			1.00	0.85		0.94	
Flt Protected		1.00		0.95	1.00			0.98	1.00		1.00	
Satd. Flow (prot)		4984		1752	5011			1814	1532		1714	
Flt Permitted		1.00		0.95	1.00			0.98	1.00		1.00	
Satd. Flow (perm)		4984		1752	5011			1814	1532		1714	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	1179	54	11	966	12	67	133	68	4	99	85
RTOR Reduction (vph)	0	2	0	0	1	0	0	0	59	0	14	0
Lane Group Flow (vph)	0	1231	0	11	978	0	0	200	9	0	174	0
Confl. Peds. (#/hr)	7		1	1		7	4		6	6		4
Confl. Bikes (#/hr)			1			3			2			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	2	2	0	2	2	0	0	0	0	0	0
Turn Type		NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases		6		5	2		4	4		8	8	
Permitted Phases									4			
Actuated Green, G (s)		92.6		2.6	101.7			24.2	24.2		35.6	
Effective Green, g (s)		92.6		2.6	101.7			24.2	24.2		35.6	
Actuated g/C Ratio		0.51		0.01	0.57			0.13	0.13		0.20	
Clearance Time (s)		6.5		6.5	6.5			6.0	6.0		6.0	
Vehicle Extension (s)		3.0		1.5	3.0			2.0	2.0		2.0	
Lane Grp Cap (vph)		2563		25	2831			243	205		338	
v/s Ratio Prot		c0.25		0.01	c0.20			c0.11			c0.10	
v/s Ratio Perm									0.01			
v/c Ratio		0.48		0.44	0.35			0.82	0.04		0.51	
Uniform Delay, d1		28.2		88.0	21.2			75.8	67.8		64.5	
Progression Factor		0.94		1.00	1.00			1.11	1.00		1.00	
Incremental Delay, d2		0.6		4.4	0.3			18.8	0.0		0.5	
Delay (s)		27.1		92.4	21.5			102.6	67.9		65.0	
Level of Service		C		F	C			F	E		E	
Approach Delay (s/veh)		27.1			22.3			93.8			65.0	
Approach LOS		C			C			F			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	34.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	29.5
Intersection Capacity Utilization	63.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection							
Int Delay, s/veh	2.8						
Movement	WBU	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	4	79	0	216	24	15	107
Future Vol, veh/h	4	79	0	216	24	15	107
Conflicting Peds, #/hr	0	0	0	0	18	18	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	0	-	-	0
Grade, %	-	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82	82
Heavy Vehicles, %	3	3	3	3	3	3	3
Mvmt Flow	5	96	0	263	29	18	130

Major/Minor	Minor1			Major1		Major2	
Conflicting Flow All	0	463	-	0	0	311	0
Stage 1	0	296	-	-	-	-	-
Stage 2	0	167	-	-	-	-	-
Critical Hdwy	-	6.43	-	-	-	3.7	-
Critical Hdwy Stg 1	-	5.43	-	-	-	-	-
Critical Hdwy Stg 2	-	5.43	-	-	-	-	-
Follow-up Hdwy	-	3.527	-	-	-	2.9	-
Pot Cap-1 Maneuver	0	555	0	-	-	1020	-
Stage 1	0	752	0	-	-	-	-
Stage 2	0	860	0	-	-	-	-
Platoon blocked, %	-			-	-		-
Mov Cap-1 Maneuver	0	535	-	-	-	1002	-
Mov Cap-2 Maneuver	0	535	-	-	-	-	-
Stage 1	0	739	-	-	-	-	-
Stage 2	0	843	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.2	0	1.06
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	535	221	-
HCM Lane V/C Ratio	-	-	0.18	0.018	-
HCM Control Delay (s/veh)	-	-	13.2	8.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	0	12	228	0	0	186
Future Vol, veh/h	0	12	228	0	0	186
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	248	0	0	202

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	450	248	0	-	-	-
Stage 1	248	-	-	-	-	-
Stage 2	202	-	-	-	-	-
Critical Hdwy	3.7	3.7	-	-	-	-
Critical Hdwy Stg 1	3.7	-	-	-	-	-
Critical Hdwy Stg 2	3.7	-	-	-	-	-
Follow-up Hdwy	2.9	2	-	-	-	-
Pot Cap-1 Maneuver	932	1494	-	0	0	-
Stage 1	1061	-	-	0	0	-
Stage 2	1093	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	932	1494	-	-	-	-
Mov Cap-2 Maneuver	932	-	-	-	-	-
Stage 1	1061	-	-	-	-	-
Stage 2	1093	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s/v	7.43	0	0
HCM LOS	A		

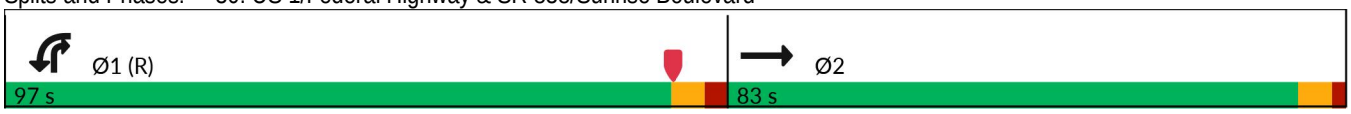
Minor Lane/Major Mvmt	NET	NWLn1	SWT
Capacity (veh/h)	-	1494	-
HCM Lane V/C Ratio	-	0.009	-
HCM Control Delay (s/veh)	-	7.4	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0	-

Lane Group	EBT	WBL	NBR
Lane Configurations			
Traffic Volume (vph)	957	1179	1043
Future Volume (vph)	957	1179	1043
Turn Type	NA	Prot	Over
Protected Phases	2	1	1
Permitted Phases			
Detector Phase	2	1	1
Switch Phase			
Minimum Initial (s)	10.0	10.0	10.0
Minimum Split (s)	49.5	21.5	21.5
Total Split (s)	83.0	97.0	97.0
Total Split (%)	46.1%	53.9%	53.9%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.5	7.5	7.5
Lead/Lag	Lag	Lead	Lead
Lead-Lag Optimize?			
Recall Mode	None	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 36 (20%), Referenced to phase 1:WBL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 30: US 1/Federal Highway & SR 838/Sunrise Boulevard



Lane Group	EBT	WBL	NBR
Lane Group Flow (vph)	1245	1215	1075
v/c Ratio	0.53	0.54	0.66
Control Delay (s/veh)	48.5	38.1	42.4
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	48.5	38.1	42.4
Queue Length 50th (ft)	331	384	453
Queue Length 95th (ft)	483	439	531
Internal Link Dist (ft)	722		
Turn Bay Length (ft)		400	
Base Capacity (vph)	2373	2512	1817
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.52	0.48	0.59

Intersection Summary

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	957	250	1179	0	0	1043
Future Volume (vph)	957	250	1179	0	0	1043
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5		7.5			7.5
Lane Util. Factor	0.91		0.94			0.76
Frpb, ped/bikes	1.00		1.00			1.00
Flpb, ped/bikes	1.00		1.00			1.00
Frt	0.97		1.00			0.85
Flt Protected	1.00		0.95			1.00
Satd. Flow (prot)	4910		4990			3610
Flt Permitted	1.00		0.95			1.00
Satd. Flow (perm)	4910		4990			3610
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	987	258	1215	0	0	1075
RTOR Reduction (vph)	22	0	0	0	0	0
Lane Group Flow (vph)	1223	0	1215	0	0	1075
Confl. Peds. (#/hr)		3	3			1
Confl. Bikes (#/hr)		3				
Turn Type	NA		Prot			Over
Protected Phases	2		1			1
Permitted Phases						
Actuated Green, G (s)	85.1		80.9			80.9
Effective Green, g (s)	85.1		80.9			80.9
Actuated g/C Ratio	0.47		0.45			0.45
Clearance Time (s)	6.5		7.5			7.5
Vehicle Extension (s)	8.0		2.0			2.0
Lane Grp Cap (vph)	2321		2242			1622
v/s Ratio Prot	c0.25		0.24			c0.30
v/s Ratio Perm						
v/c Ratio	0.53		0.54			0.66
Uniform Delay, d1	33.3		36.1			38.9
Progression Factor	1.50		1.00			1.00
Incremental Delay, d2	0.7		0.9			2.2
Delay (s)	50.7		37.0			41.0
Level of Service	D		D			D
Approach Delay (s/veh)	50.7			37.0	41.0	
Approach LOS	D			D	D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	43.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	73.1%	ICU Level of Service	D
Analysis Period (min)	15		

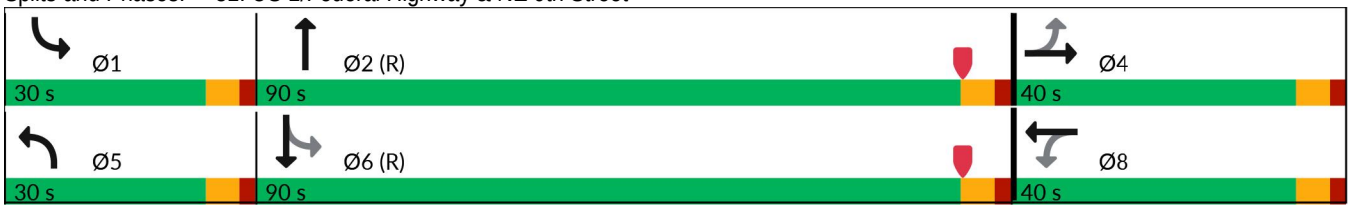
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	24	20	43	32	83	953	77	1284
Future Volume (vph)	24	20	43	32	83	953	77	1284
Turn Type	Perm	NA	Perm	NA	Prot	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8				6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	5.0	12.0	5.0	12.0
Minimum Split (s)	38.0	38.0	36.0	36.0	11.0	26.0	11.0	26.0
Total Split (s)	40.0	40.0	40.0	40.0	30.0	90.0	30.0	90.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	18.8%	56.3%	18.8%	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	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 75 (47%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 31: US 1/Federal Highway & NE 9th Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	25	45	44	48	86	1050	79	1362
v/c Ratio	0.30	0.36	0.53	0.40	0.67	0.26	0.19	0.36
Control Delay (s/veh)	79.8	46.4	94.4	63.1	95.4	4.4	3.5	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	79.8	46.4	94.4	63.1	95.4	4.4	3.5	7.2
Queue Length 50th (ft)	26	21	46	36	89	89	9	158
Queue Length 95th (ft)	59	63	89	80	147	127	21	232
Internal Link Dist (ft)		691		689		564		822
Turn Bay Length (ft)	160		75		375		300	
Base Capacity (vph)	282	376	284	381	262	3998	610	3827
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	0.09	0.12	0.15	0.13	0.33	0.26	0.13	0.36

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	20	23	43	32	15	83	953	66	77	1284	37
Future Volume (veh/h)	24	20	23	43	32	15	83	953	66	77	1284	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		1.00	0.99		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.99
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	25	21	0	44	33	2	86	982	58	79	1324	34
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	124	143	0	135	133	8	105	3795	224	503	3796	97
Arrive On Green	0.08	0.08	0.00	0.08	0.08	0.08	0.08	1.00	1.00	0.04	1.00	1.00
Sat Flow, veh/h	1345	1856	0	1360	1730	105	1767	4864	287	1767	5053	130
Grp Volume(v), veh/h	25	21	0	44	0	35	86	681	359	79	885	473
Grp Sat Flow(s),veh/h/ln	1345	1856	0	1360	0	1835	1767	1689	1773	1767	1689	1806
Q Serve(g_s), s	2.9	1.7	0.0	5.0	0.0	2.9	7.7	0.0	0.0	1.6	0.1	0.1
Cycle Q Clear(g_c), s	5.7	1.7	0.0	6.7	0.0	2.9	7.7	0.0	0.0	1.6	0.1	0.1
Prop In Lane	1.00		0.00	1.00		0.06	1.00		0.16	1.00		0.07
Lane Grp Cap(c), veh/h	124	143	0	135	0	141	105	2635	1384	503	2537	1357
V/C Ratio(X)	0.20	0.15	0.00	0.33	0.00	0.25	0.82	0.26	0.26	0.16	0.35	0.35
Avail Cap(c_a), veh/h	307	394	0	320	0	390	265	2635	1384	714	2537	1357
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.82	0.82	0.82
Uniform Delay (d), s/veh	72.2	68.9	0.0	72.1	0.0	69.5	72.8	0.0	0.0	4.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.2	0.0	0.5	0.0	0.3	5.8	0.2	0.5	0.0	0.3	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.8	0.0	1.8	0.0	1.4	3.6	0.1	0.2	0.6	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.5	69.1	0.0	72.6	0.0	69.8	78.6	0.2	0.5	4.0	0.3	0.6
LnGrp LOS	E	E		E		E	E	A	A	A	A	A
Approach Vol, veh/h		46			79			1126			1437	
Approach Delay, s/veh		70.9			71.4			6.3			0.6	
Approach LOS		E			E			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.9	130.8		18.3	15.5	126.2		18.3				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	24.0	84.0		34.0	24.0	84.0		34.0				
Max Q Clear Time (g_c+I1), s	3.6	2.0		7.7	9.7	2.1		8.7				
Green Ext Time (p_c), s	0.1	9.2		0.1	0.0	14.1		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			6.3									
HCM 7th LOS			A									

Network Totals

Number of Intersections	32
Control Delay / Veh (s/v)	30
Queue Delay / Veh (s/v)	0
Total Delay / Veh (s/v)	30
Total Delay (hr)	649
Stops / Veh	0.60
Stops (#)	46948
Average Speed (mph)	12
Total Travel Time (hr)	1100
Distance Traveled (mi)	13509
Fuel Consumed (gal)	1292
Fuel Economy (mpg)	10.5
CO Emissions (kg)	90.28
NOx Emissions (kg)	17.57
VOC Emissions (kg)	20.92
Unserved Vehicles (#)	0
Vehicles in dilemma zone (#)	0
Performance Index	779.8

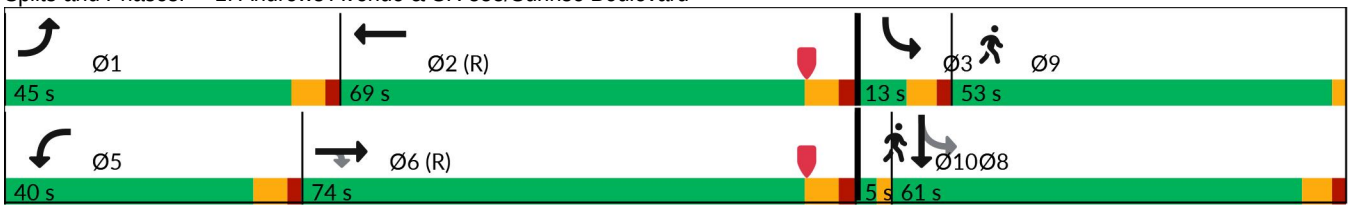
Scenario 1

Lane Group	EBL	EBT	EBR	WBL	WBT	SBL	SBT	Ø9	Ø10
Lane Configurations									
Traffic Volume (vph)	315	1272	375	237	1155	106	752		
Future Volume (vph)	315	1272	375	237	1155	106	752		
Turn Type	Prot	NA	Perm	Prot	NA	pm+pt	NA		
Protected Phases	1	6		5	2	3	8	9	10
Permitted Phases			6			8			
Detector Phase	1	6	6	5	2	3	8		
Switch Phase									
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	4.0	6.0	1.0	1.0
Minimum Split (s)	11.5	36.5	36.5	11.5	37.5	10.0	46.0	5.0	5.0
Total Split (s)	45.0	74.0	74.0	40.0	69.0	13.0	61.0	53.0	5.0
Total Split (%)	25.0%	41.1%	41.1%	22.2%	38.3%	7.2%	33.9%	29%	3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.0	6.0		
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead		Lag	
Lead-Lag Optimize?						Yes			
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 1: Andrews Avenue & SR 838/Sunrise Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	SBL	SBT
Lane Group Flow (vph)	328	1325	391	247	1399	110	906
v/c Ratio	0.92	0.58	0.51	0.89	0.70	0.21	0.91
Control Delay (s/veh)	99.9	40.2	27.4	97.4	62.6	47.9	74.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	99.9	40.2	27.4	97.4	62.6	47.9	74.9
Queue Length 50th (ft)	378	432	222	301	476	99	537
Queue Length 95th (ft)	#552	541	369	403	510	147	617
Internal Link Dist (ft)		645			1177		524
Turn Bay Length (ft)	475		130	205			
Base Capacity (vph)	385	2267	764	329	1996	516	1068
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	0.85	0.58	0.51	0.75	0.70	0.21	0.85

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	1272	375	237	1155	188	0	0	0	106	752	118
Future Volume (vph)	315	1272	375	237	1155	188	0	0	0	106	752	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5					6.0	6.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91					1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00					1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00					1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.98					1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00					0.95	1.00	
Satd. Flow (prot)	1770	5085	1552	1770	4954					1770	3452	
Flt Permitted	0.95	1.00	1.00	0.95	1.00					0.95	1.00	
Satd. Flow (perm)	1770	5085	1552	1770	4954					1770	3452	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	328	1325	391	247	1203	196	0	0	0	110	783	123
RTOR Reduction (vph)	0	0	74	0	12	0	0	0	0	0	7	0
Lane Group Flow (vph)	328	1325	317	247	1387	0	0	0	0	110	899	0
Confl. Peds. (#/hr)	4		4	4		4	13		5	5		13
Confl. Bikes (#/hr)			2			4			1			4
Turn Type	Prot	NA	Perm	Prot	NA					pm+pt	NA	
Protected Phases	1	6		5	2					3	8	
Permitted Phases			6							8		
Actuated Green, G (s)	36.4	78.7	78.7	28.2	70.5					54.1	51.5	
Effective Green, g (s)	36.4	78.7	78.7	28.2	70.5					54.1	51.5	
Actuated g/C Ratio	0.20	0.44	0.44	0.16	0.39					0.30	0.29	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5					6.0	6.0	
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0					1.5	2.0	
Lane Grp Cap (vph)	357	2223	678	277	1940					531	987	
v/s Ratio Prot	c0.19	0.26		0.14	c0.28					c0.06	c0.26	
v/s Ratio Perm			0.20									
v/c Ratio	0.92	0.60	0.47	0.89	0.72					0.21	0.91	
Uniform Delay, d1	70.4	38.6	35.8	74.4	46.3					47.0	62.0	
Progression Factor	1.00	1.00	1.00	0.93	1.32					1.00	1.00	
Incremental Delay, d2	27.3	1.2	2.3	24.4	2.0					0.1	12.0	
Delay (s)	97.7	39.7	38.1	93.7	63.1					47.0	74.0	
Level of Service	F	D	D	F	E					D	E	
Approach Delay (s/veh)		48.7			67.7			0.0			71.1	
Approach LOS		D			E			A			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	60.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	87.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	14	31	14	0	0	0	0	1	1235	58
Future Vol, veh/h	0	0	14	31	14	0	0	0	0	1	1235	58
Conflicting Peds, #/hr	3	0	2	2	0	3	10	0	4	4	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	15	34	15	0	0	0	0	1	1357	64

Major/Minor	Minor2			Minor1				Major2		
Conflicting Flow All	-	1373	691	551	1437	-		4	0	0
Stage 1	-	1369	-	4	4	-		-	-	-
Stage 2	-	4	-	547	1433	-		-	-	-
Critical Hdwy	-	3.1	3.7	3.7	3.1	-		3.7	-	-
Critical Hdwy Stg 1	-	3.1	-	3.7	3.1	-		-	-	-
Critical Hdwy Stg 2	-	3.1	-	3.7	3.1	-		-	-	-
Follow-up Hdwy	-	3	2	2.9	3	-		2.9	-	-
Pot Cap-1 Maneuver	0	618	1066	873	597	0		1238	-	-
Stage 1	0	619	-	1238	1198	0		-	-	-
Stage 2	0	1198	-	875	598	0		-	-	-
Platoon blocked, %									-	-
Mov Cap-1 Maneuver	-	609	1056	855	589	-		1234	-	-
Mov Cap-2 Maneuver	-	609	-	855	589	-		-	-	-
Stage 1	-	612	-	1234	1193	-		-	-	-
Stage 2	-	1193	-	861	592	-		-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	8.46	10.14	0.02
HCM LOS	A	B	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1056	750	4	-	-
HCM Lane V/C Ratio	0.015	0.066	0.001	-	-
HCM Control Delay (s/veh)	8.5	10.1	7.9	0	-
HCM Lane LOS	A	B	A	A	-
HCM 95th %tile Q(veh)	0	0.2	0	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	110	0	0	0	39	1284
Future Vol, veh/h	110	0	0	0	39	1284
Conflicting Peds, #/hr	1	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	122	0	0	0	43	1427

Major/Minor	Minor1		Major2	
Conflicting Flow All	663	-	5	0
Stage 1	5	-	-	-
Stage 2	658	-	-	-
Critical Hdwy	3.7	-	3.7	-
Critical Hdwy Stg 1	3.7	-	-	-
Critical Hdwy Stg 2	3.7	-	-	-
Follow-up Hdwy	2.9	-	2.9	-
Pot Cap-1 Maneuver	810	0	1238	-
Stage 1	1238	0	-	-
Stage 2	813	0	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	768	-	1232	-
Mov Cap-2 Maneuver	768	-	-	-
Stage 1	1232	-	-	-
Stage 2	774	-	-	-

Approach	WB	SB
HCM Control Delay, s/v	10.57	0.58
HCM LOS	B	

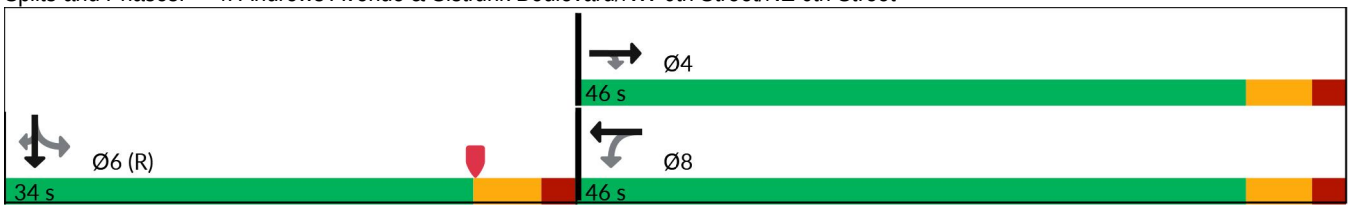
Minor Lane/Major Mvmt	WBLn1	SBL	SBT
Capacity (veh/h)	768	159	-
HCM Lane V/C Ratio	0.159	0.035	-
HCM Control Delay (s/veh)	10.6	8	0.4
HCM Lane LOS	B	A	A
HCM 95th %tile Q(veh)	0.6	0.1	-

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	258	155	75	589	1036	178
Future Volume (vph)	258	155	75	589	1036	178
Turn Type	NA	Perm	Perm	NA	NA	Perm
Protected Phases	4			8	6	
Permitted Phases		4	8			6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	28.0	28.0	28.0	28.0	29.0	29.0
Total Split (s)	46.0	46.0	46.0	46.0	34.0	34.0
Total Split (%)	57.5%	57.5%	57.5%	57.5%	42.5%	42.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 49 (61%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 4: Andrews Avenue & Sistrunk Boulevard/NW 6th Street/NE 6th Street



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	280	168	82	640	1262	193
v/c Ratio	0.36	0.25	0.20	0.83	0.58	0.25
Control Delay (s/veh)	16.4	10.9	14.1	30.5	19.8	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.4	10.9	14.1	30.5	19.8	4.0
Queue Length 50th (ft)	91	38	25	270	173	1
Queue Length 95th (ft)	128	67	46	354	248	42
Internal Link Dist (ft)	294			911	516	
Turn Bay Length (ft)			130			150
Base Capacity (vph)	922	790	498	922	2165	772
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.21	0.16	0.69	0.58	0.25

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	258	155	75	589	0	0	0	0	125	1036	178
Future Volume (vph)	0	258	155	75	589	0	0	0	0	125	1036	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		1.00	1.00	1.00	1.00						0.91	1.00
Frpb, ped/bikes		1.00	0.98	1.00	1.00						1.00	0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.99	1.00
Satd. Flow (prot)		1845	1539	1746	1845						5000	1534
Flt Permitted		1.00	1.00	0.54	1.00						0.99	1.00
Satd. Flow (perm)		1845	1539	997	1845						5000	1534
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	280	168	82	640	0	0	0	0	136	1126	193
RTOR Reduction (vph)	0	0	24	0	0	0	0	0	0	0	0	108
Lane Group Flow (vph)	0	280	144	82	640	0	0	0	0	0	1262	85
Confl. Peds. (#/hr)	12		5	5		12	9		10	10		9
Confl. Bikes (#/hr)			2			2			3			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4	8						6		6
Actuated Green, G (s)		33.4	33.4	33.4	33.4						34.6	34.6
Effective Green, g (s)		33.4	33.4	33.4	33.4						34.6	34.6
Actuated g/C Ratio		0.42	0.42	0.42	0.42						0.43	0.43
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0	2.0						3.0	3.0
Lane Grp Cap (vph)		770	642	416	770						2162	663
v/s Ratio Prot		0.15			c0.35							
v/s Ratio Perm			0.09	0.08							0.25	0.06
v/c Ratio		0.36	0.22	0.20	0.83						0.58	0.13
Uniform Delay, d1		16.0	15.0	14.8	20.8						17.2	13.6
Progression Factor		1.00	1.00	1.00	1.00						1.00	1.00
Incremental Delay, d2		0.1	0.1	0.1	7.3						1.2	0.4
Delay (s)		16.1	15.0	14.9	28.1						18.4	14.0
Level of Service		B	B	B	C						B	B
Approach Delay (s/veh)		15.7			26.6			0.0			17.8	
Approach LOS		B			C			A			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	19.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	79.4%	ICU Level of Service	D
Analysis Period (min)	15		

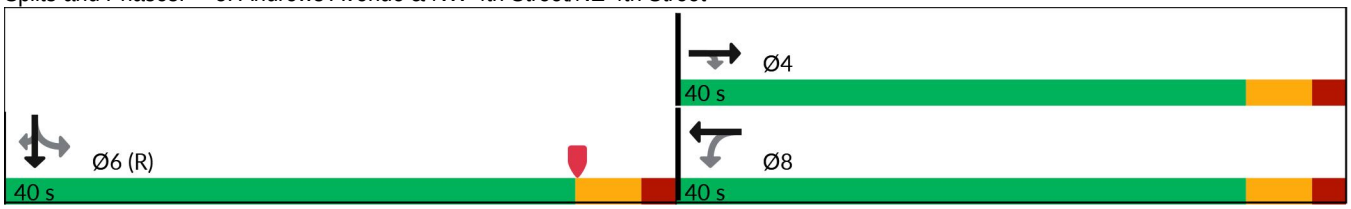
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	154	96	91	337	1085	101
Future Volume (vph)	154	96	91	337	1085	101
Turn Type	NA	Perm	Perm	NA	NA	Perm
Protected Phases	4			8	6	
Permitted Phases		4	8			6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 2 (3%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 5: Andrews Avenue & NW 4th Street/NE 4th Street



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	173	108	102	379	1300	113
v/c Ratio	0.33	0.23	0.30	0.80	0.54	0.15
Control Delay (s/veh)	21.0	12.5	21.1	37.8	5.7	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.0	12.5	21.1	37.8	5.7	0.6
Queue Length 50th (ft)	65	24	38	171	48	0
Queue Length 95th (ft)	96	50	65	229	56	m1
Internal Link Dist (ft)	119			908	1290	
Turn Bay Length (ft)		100	50			150
Base Capacity (vph)	705	610	453	634	2411	775
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.18	0.23	0.60	0.54	0.15

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	154	96	91	337	0	0	0	0	72	1085	101
Future Volume (vph)	0	154	96	91	337	0	0	0	0	72	1085	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		1.00	1.00	1.00	1.00						0.91	1.00
Frpb, ped/bikes		1.00	0.98	1.00	1.00						1.00	0.96
Flpb, ped/bikes		1.00	1.00	0.99	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						1.00	1.00
Satd. Flow (prot)		1660	1380	1566	1494						4514	1354
Flt Permitted		1.00	1.00	0.65	1.00						1.00	1.00
Satd. Flow (perm)		1660	1380	1068	1494						4514	1354
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	173	108	102	379	0	0	0	0	81	1219	113
RTOR Reduction (vph)	0	0	28	0	0	0	0	0	0	0	0	53
Lane Group Flow (vph)	0	173	80	102	379	0	0	0	0	0	1300	60
Confl. Peds. (#/hr)	9		7	7		9	10		8	8		10
Confl. Bikes (#/hr)			2			1			1			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)					0	0						
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4	8						6		6
Actuated Green, G (s)		25.3	25.3	25.3	25.3						42.7	42.7
Effective Green, g (s)		25.3	25.3	25.3	25.3						42.7	42.7
Actuated g/C Ratio		0.32	0.32	0.32	0.32						0.53	0.53
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0	2.0						3.0	3.0
Lane Grp Cap (vph)		524	436	337	472						2409	722
v/s Ratio Prot		0.10			c0.25							
v/s Ratio Perm			0.06	0.10							0.29	0.04
v/c Ratio		0.33	0.18	0.30	0.80						0.54	0.08
Uniform Delay, d1		20.9	19.9	20.7	25.1						12.2	9.1
Progression Factor		1.00	1.00	1.00	1.00						0.36	0.09
Incremental Delay, d2		0.1	0.1	0.2	9.0						0.8	0.2
Delay (s)		21.0	19.9	20.9	34.1						5.2	1.0
Level of Service		C	B	C	C						A	A
Approach Delay (s/veh)		20.6			31.3			0.0			4.8	
Approach LOS		C			C			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	12.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	85.3%	ICU Level of Service	E
Analysis Period (min)	15		

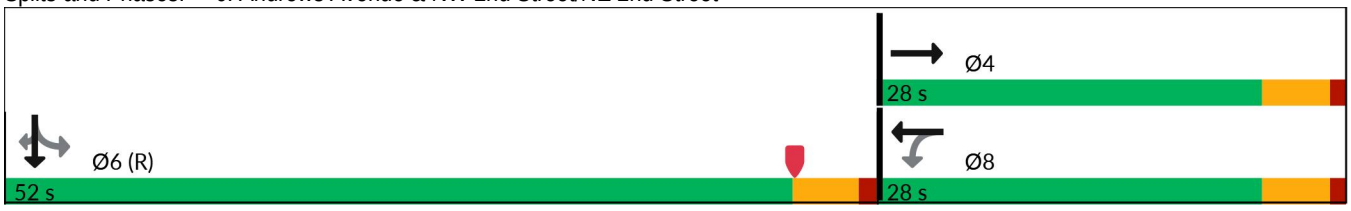
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	49	98	41	1256	35
Future Volume (vph)	49	98	41	1256	35
Turn Type	NA	Perm	NA	NA	Perm
Protected Phases	4		8	6	
Permitted Phases		8			6
Detector Phase	4	8	8	6	6
Switch Phase					
Minimum Initial (s)	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0
Total Split (s)	28.0	28.0	28.0	52.0	52.0
Total Split (%)	35.0%	35.0%	35.0%	65.0%	65.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 37 (46%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 6: Andrews Avenue & NW 2nd Street/NE 2nd Street



Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	69	111	47	1429	40
v/c Ratio	0.27	0.63	0.19	0.41	0.04
Control Delay (s/veh)	26.4	46.9	29.3	2.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.4	46.9	29.3	2.0	0.2
Queue Length 50th (ft)	25	53	21	33	1
Queue Length 95th (ft)	54	94	45	15	m1
Internal Link Dist (ft)	113		909	605	
Turn Bay Length (ft)		50			150
Base Capacity (vph)	473	337	477	3468	1021
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.15	0.33	0.10	0.41	0.04

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	49	11	98	41	0	0	0	0	2	1256	35
Future Volume (vph)	0	49	11	98	41	0	0	0	0	2	1256	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						5.0	5.0
Lane Util. Factor		1.00		1.00	1.00						0.91	1.00
Frpb, ped/bikes		1.00		1.00	1.00						1.00	0.94
Flpb, ped/bikes		1.00		0.99	1.00						1.00	1.00
Frt		0.97		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		1612		1568	1660						4532	1323
Flt Permitted		1.00		0.71	1.00						1.00	1.00
Satd. Flow (perm)		1612		1175	1660						4532	1323
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	56	12	111	47	0	0	0	0	2	1427	40
RTOR Reduction (vph)	0	11	0	0	0	0	0	0	0	0	0	10
Lane Group Flow (vph)	0	58	0	111	47	0	0	0	0	0	1429	30
Confl. Peds. (#/hr)	4		5	5		4	19		12	12		19
Confl. Bikes (#/hr)			1						4			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)		10.8		10.8	10.8						59.2	59.2
Effective Green, g (s)		10.8		10.8	10.8						59.2	59.2
Actuated g/C Ratio		0.14		0.14	0.14						0.74	0.74
Clearance Time (s)		5.0		5.0	5.0						5.0	5.0
Vehicle Extension (s)		2.0		2.0	2.0						3.0	3.0
Lane Grp Cap (vph)		217		158	224						3353	979
v/s Ratio Prot		0.04			0.03							
v/s Ratio Perm				c0.09							0.32	0.02
v/c Ratio		0.27		0.70	0.21						0.43	0.03
Uniform Delay, d1		31.0		33.1	30.8						3.9	2.8
Progression Factor		1.00		1.00	1.00						0.35	0.06
Incremental Delay, d2		0.2		10.9	0.2						0.4	0.1
Delay (s)		31.3		44.0	31.0						1.7	0.2
Level of Service		C		D	C						A	A
Approach Delay (s/veh)		31.3			40.1			0.0			1.7	
Approach LOS		C			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	6.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	71.1%	ICU Level of Service	C
Analysis Period (min)	15		

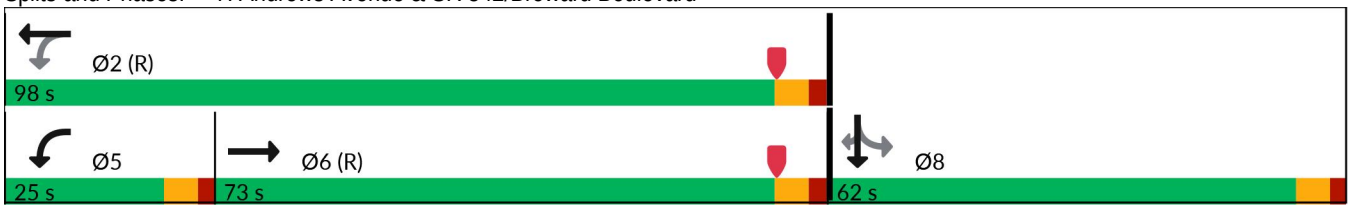
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	1016	172	1142	908	271
Future Volume (vph)	1016	172	1142	908	271
Turn Type	NA	pm+pt	NA	NA	Perm
Protected Phases	6	5	2	8	
Permitted Phases		2			8
Detector Phase	6	5	2	8	8
Switch Phase					
Minimum Initial (s)	15.0	5.0	15.0	6.0	6.0
Minimum Split (s)	31.0	11.0	29.0	39.0	39.0
Total Split (s)	73.0	25.0	98.0	62.0	62.0
Total Split (%)	45.6%	15.6%	61.3%	38.8%	38.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	C-Max	None	C-Max	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 125 (78%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 7: Andrews Avenue & SR 842/Broward Boulevard



Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	1383	176	1165	1170	277
v/c Ratio	0.66	0.74	0.42	0.84	0.60
Control Delay (s/veh)	33.5	34.0	30.1	45.4	29.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.5	34.0	30.1	45.4	29.7
Queue Length 50th (ft)	386	127	358	339	129
Queue Length 95th (ft)	490	m156	m410	318	188
Internal Link Dist (ft)	126		909	606	
Turn Bay Length (ft)					150
Base Capacity (vph)	2083	277	2752	1542	504
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.66	0.64	0.42	0.76	0.55

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

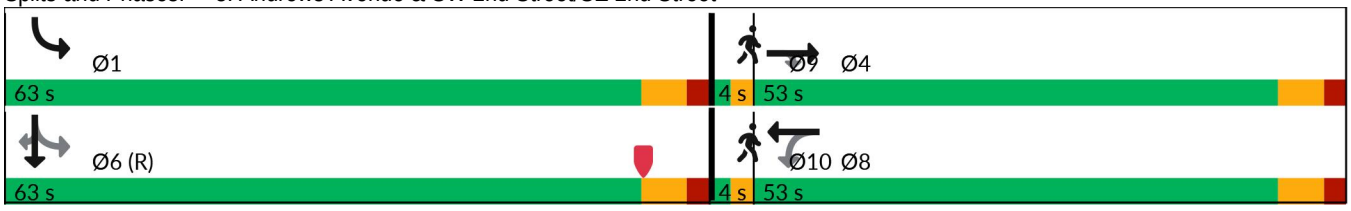
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1016	339	172	1142	0	0	0	0	238	908	271
Future Volume (veh/h)	0	1016	339	172	1142	0	0	0	0	238	908	271
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00				1.00		0.92
Parking Bus, Adj	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	
Adj Sat Flow, veh/h/ln	0	1670	1670	1670	1670	1670				1670	1670	1670
Adj Flow Rate, veh/h	0	1037	280	176	1165	0				243	927	211
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	3	3	3	3	3				3	3	3
Cap, veh/h	0	1908	515	295	2912	0				277	1057	374
Arrive On Green	0.00	0.72	0.72	0.08	0.85	0.00				0.29	0.29	0.29
Sat Flow, veh/h	0	3697	957	1590	4709	0				968	3693	1306
Grp Volume(v), veh/h	0	889	428	176	1165	0				407	763	211
Grp Sat Flow(s),veh/h/ln	0	1520	1464	1590	1520	0				1622	1520	1306
Q Serve(g_s), s	0.0	21.8	21.8	7.8	9.3	0.0				38.3	38.3	22.0
Cycle Q Clear(g_c), s	0.0	21.8	21.8	7.8	9.3	0.0				38.3	38.3	22.0
Prop In Lane	0.00		0.65	1.00		0.00				0.60		1.00
Lane Grp Cap(c), veh/h	0	1635	787	295	2912	0				464	870	374
V/C Ratio(X)	0.00	0.54	0.54	0.60	0.40	0.00				0.88	0.88	0.56
Avail Cap(c_a), veh/h	0	1635	787	383	2912	0				568	1064	457
HCM Platoon Ratio	1.00	1.33	1.33	1.33	1.33	1.33				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.47	0.47	0.00				0.91	0.91	0.91
Uniform Delay (d), s/veh	0.0	13.6	13.6	16.4	5.0	0.0				54.4	54.4	48.6
Incr Delay (d2), s/veh	0.0	1.3	2.7	0.9	0.2	0.0				10.2	5.8	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
%ile BackOfQ(50%),veh/ln	0.0	6.7	6.8	2.8	2.4	0.0				17.0	15.4	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	14.9	16.3	17.3	5.2	0.0				64.6	60.3	49.1
LnGrp LOS		B	B	B	A					E	E	D
Approach Vol, veh/h		1317			1341						1381	
Approach Delay, s/veh		15.4			6.8						59.8	
Approach LOS		B			A						E	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		108.2			16.1	92.1		51.8				
Change Period (Y+Rc), s		6.0			6.0	6.0		6.0				
Max Green Setting (Gmax), s		92.0			19.0	67.0		56.0				
Max Q Clear Time (g_c+I1), s		11.3			9.8	23.8		40.3				
Green Ext Time (p_c), s		11.9			0.3	12.8		5.5				
Intersection Summary												
HCM 7th Control Delay, s/veh			27.7									
HCM 7th LOS			C									

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR	Ø1	Ø9	Ø10
Lane Configurations									
Traffic Volume (vph)	68	160	193	165	1126	161			
Future Volume (vph)	68	160	193	165	1126	161			
Turn Type	NA	Perm	Perm	NA	NA	Perm			
Protected Phases	4			8	6		1	9	10
Permitted Phases		4	8			6			
Detector Phase	4	4	8	8	6	6			
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	7.0	7.0	4.0	1.0	1.0
Minimum Split (s)	33.0	33.0	33.0	33.0	26.0	26.0	10.0	4.0	4.0
Total Split (s)	53.0	53.0	53.0	53.0	63.0	63.0	63.0	4.0	4.0
Total Split (%)	44.2%	44.2%	44.2%	44.2%	52.5%	52.5%	53%	3%	3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0			
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 88 (73%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 8: Andrews Avenue & SW 2nd Street/SE 2nd Street



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	74	174	210	179	1365	175
v/c Ratio	0.18	0.49	0.80	0.45	0.47	0.20
Control Delay (s/veh)	34.5	26.8	64.0	40.7	13.5	3.9
Queue Delay	0.0	0.1	0.2	0.0	0.3	0.0
Total Delay (s/veh)	34.5	26.9	64.2	40.7	13.8	3.9
Queue Length 50th (ft)	47	72	157	121	184	9
Queue Length 95th (ft)	77	125	219	165	293	48
Internal Link Dist (ft)	237			243	539	
Turn Bay Length (ft)						150
Base Capacity (vph)	656	542	428	656	2885	886
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	40	26	0	772	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.35	0.52	0.27	0.65	0.20

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	68	160	193	165	0	0	0	0	130	1126	161
Future Volume (vph)	0	68	160	193	165	0	0	0	0	130	1126	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		1.00	1.00	1.00	1.00						0.91	1.00
Frpb, ped/bikes		1.00	0.90	1.00	1.00						1.00	0.93
Flpb, ped/bikes		1.00	1.00	0.92	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.99	1.00
Satd. Flow (prot)		1676	1283	1464	1676						4553	1320
Flt Permitted		1.00	1.00	0.71	1.00						0.99	1.00
Satd. Flow (perm)		1676	1283	1093	1676						4553	1320
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	74	174	210	179	0	0	0	0	141	1224	175
RTOR Reduction (vph)	0	0	50	0	0	0	0	0	0	0	0	52
Lane Group Flow (vph)	0	74	124	210	179	0	0	0	0	0	1365	123
Confl. Peds. (#/hr)	61		67	67		61	18		44	44		18
Confl. Bikes (#/hr)						1			3			2
Turn Type		NA	Perm	Perm	NA					pm+pt	NA	Perm
Protected Phases		4			8					1	6	
Permitted Phases			4	8						6		6
Actuated Green, G (s)		28.8	28.8	28.8	28.8						75.6	75.6
Effective Green, g (s)		28.8	28.8	28.8	28.8						75.6	75.6
Actuated g/C Ratio		0.24	0.24	0.24	0.24						0.63	0.63
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0	2.0						0.2	0.2
Lane Grp Cap (vph)		402	307	262	402						2868	831
v/s Ratio Prot		0.04			0.11						c0.30	
v/s Ratio Perm			0.10	c0.19								0.09
v/c Ratio		0.18	0.40	0.80	0.45						0.48	0.15
Uniform Delay, d1		36.3	38.4	42.9	38.8						11.7	9.1
Progression Factor		1.00	1.00	1.00	1.00						1.00	1.00
Incremental Delay, d2		0.1	0.3	15.2	0.3						0.0	0.4
Delay (s)		36.3	38.7	58.1	39.1						11.8	9.4
Level of Service		D	D	E	D						B	A
Approach Delay (s/veh)		38.0			49.3			0.0			11.5	
Approach LOS		D			D			A			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	21.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	75.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	SBT
Lane Configurations			
Traffic Volume (vph)	4	470	1233
Future Volume (vph)	4	470	1233
Turn Type	NA	Prot	NA
Protected Phases	8	4	6
Permitted Phases			
Detector Phase	8	4	6
Switch Phase			
Minimum Initial (s)	6.0	5.0	7.0
Minimum Split (s)	39.0	34.0	39.0
Total Split (s)	39.0	34.0	47.0
Total Split (%)	32.5%	28.3%	39.2%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?			
Recall Mode	None	None	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 65 (54%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 125
Control Type: Actuated-Coordinated

Splits and Phases: 9: Andrews Avenue & Las Olas Boulevard

Lane Group	EBT	WBL	SBT
Lane Group Flow (vph)	229	540	1699
v/c Ratio	0.38	0.84	0.94
Control Delay (s/veh)	35.3	57.8	40.1
Queue Delay	0.0	0.0	1.8
Total Delay (s/veh)	35.3	57.8	41.9
Queue Length 50th (ft)	67	202	~557
Queue Length 95th (ft)	100	255	#600
Internal Link Dist (ft)	104		322
Turn Bay Length (ft)			
Base Capacity (vph)	700	714	1806
Starvation Cap Reductn	0	0	43
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.33	0.76	0.96

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	4	195	470	0	0	0	0	0	245	1233	0
Future Volume (vph)	0	4	195	470	0	0	0	0	0	245	1233	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0							6.0	
Lane Util. Factor		0.95		0.97							0.91	
Frpb, ped/bikes		0.93		1.00							1.00	
Flpb, ped/bikes		1.00		1.00							0.99	
Frt		0.85		1.00							1.00	
Flt Protected		1.00		0.95							0.99	
Satd. Flow (prot)		2491		3060							4470	
Flt Permitted		1.00		0.95							0.99	
Satd. Flow (perm)		2491		3060							4470	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	0	5	224	540	0	0	0	0	0	282	1417	0
RTOR Reduction (vph)	0	16	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	213	0	540	0	0	0	0	0	0	1699	0
Confl. Peds. (#/hr)	37		57	57		37	40		31	31		40
Confl. Bikes (#/hr)			4			1			4			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)						0						
Turn Type		NA		Prot						Perm	NA	
Protected Phases		8		4							6	
Permitted Phases										6		
Actuated Green, G (s)		28.3		25.2							48.5	
Effective Green, g (s)		28.3		25.2							48.5	
Actuated g/C Ratio		0.24		0.21							0.40	
Clearance Time (s)		6.0		6.0							6.0	
Vehicle Extension (s)		2.0		2.0							1.0	
Lane Grp Cap (vph)		587		642							1806	
v/s Ratio Prot		c0.09		c0.18								
v/s Ratio Perm											0.38	
v/c Ratio		0.36		0.84							0.94	
Uniform Delay, d1		38.3		45.5							34.4	
Progression Factor		1.00		1.00							0.77	
Incremental Delay, d2		0.1		9.3							10.4	
Delay (s)		38.5		54.8							36.9	
Level of Service		D		D							D	
Approach Delay (s/veh)		38.5			54.8			0.0			36.9	
Approach LOS		D			D			A			D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	41.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	94.4%	ICU Level of Service	F
Analysis Period (min)	15		

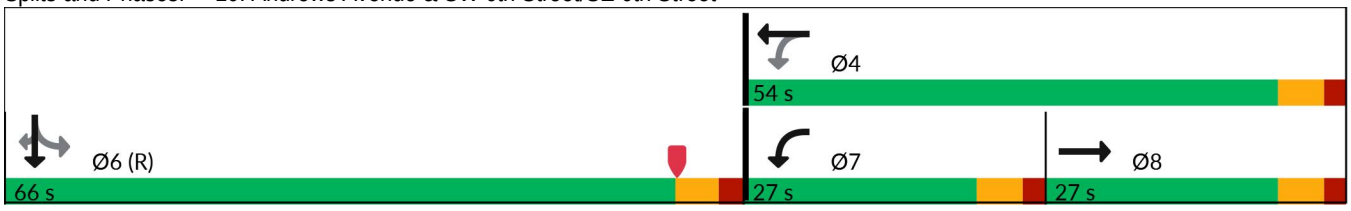
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	0	242	238	1716	188
Future Volume (vph)	0	242	238	1716	188
Turn Type	NA	pm+pt	NA	NA	Perm
Protected Phases	8	7	4	6	
Permitted Phases		4			6
Detector Phase	8	7	4	6	6
Switch Phase					
Minimum Initial (s)	6.0	6.0	6.0	12.0	12.0
Minimum Split (s)	27.0	27.0	27.0	26.0	26.0
Total Split (s)	27.0	27.0	54.0	66.0	66.0
Total Split (%)	22.5%	22.5%	45.0%	55.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 104 (87%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 10: Andrews Avenue & SW 6th Street/SE 6th Street



Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	203	275	270	1950	214
v/c Ratio	0.85	0.91	0.47	0.78	0.28
Control Delay (s/veh)	59.3	66.1	32.5	8.9	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.3	66.1	32.5	8.9	1.4
Queue Length 50th (ft)	93	168	159	198	6
Queue Length 95th (ft)	168	#279	217	220	m10
Internal Link Dist (ft)	240		899	1642	
Turn Bay Length (ft)					150
Base Capacity (vph)	300	305	664	2507	755
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.68	0.90	0.41	0.78	0.28

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	179	242	238	0	0	0	0	0	1716	188
Future Volume (vph)	0	0	179	242	238	0	0	0	0	0	1716	188
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	6.0
Lane Util. Factor		1.00		1.00	1.00						0.91	1.00
Frpb, ped/bikes		0.93		1.00	1.00						1.00	0.90
Flpb, ped/bikes		1.00		0.99	1.00						1.00	1.00
Frt		0.87		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		1332		1411	1660						4532	1265
Flt Permitted		1.00		0.23	1.00						1.00	1.00
Satd. Flow (perm)		1332		345	1660						4532	1265
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	0	203	275	270	0	0	0	0	0	1950	214
RTOR Reduction (vph)	0	72	0	0	0	0	0	0	0	0	0	56
Lane Group Flow (vph)	0	131	0	275	270	0	0	0	0	0	1950	158
Confl. Peds. (#/hr)	12		36	36		12	28		19	19		28
Confl. Bikes (#/hr)						2			3			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)				0								
Turn Type		NA		pm+pt	NA						NA	Perm
Protected Phases		8		7	4						6	
Permitted Phases				4						6		6
Actuated Green, G (s)		15.1		41.6	41.6						66.4	66.4
Effective Green, g (s)		15.1		41.6	41.6						66.4	66.4
Actuated g/C Ratio		0.13		0.35	0.35						0.55	0.55
Clearance Time (s)		6.0		6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0		2.0	2.0						3.0	3.0
Lane Grp Cap (vph)		167		301	575						2507	699
v/s Ratio Prot		0.10		c0.16	0.16						c0.43	
v/s Ratio Perm				c0.16								0.12
v/c Ratio		0.79		0.91	0.47						0.78	0.23
Uniform Delay, d1		50.9		32.9	30.6						21.0	13.7
Progression Factor		1.00		1.00	1.00						0.34	0.13
Incremental Delay, d2		19.7		29.9	0.2						1.3	0.4
Delay (s)		70.6		62.8	30.8						8.4	2.2
Level of Service		E		E	C						A	A
Approach Delay (s/veh)		70.6			47.0			0.0			7.8	
Approach LOS		E			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	19.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	83.6%	ICU Level of Service	E
Analysis Period (min)	15		

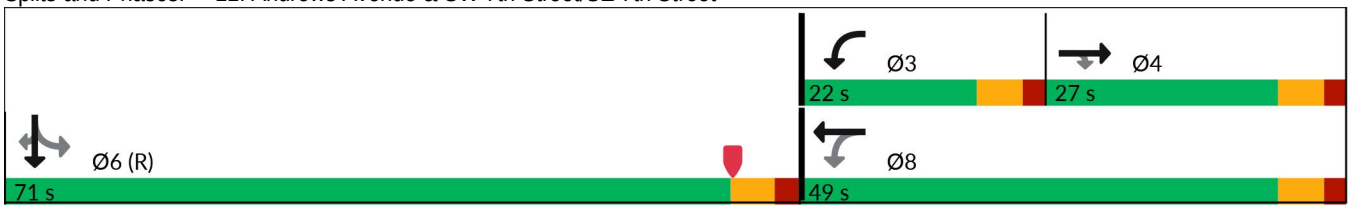
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	52	77	237	301	1758	75
Future Volume (vph)	52	77	237	301	1758	75
Turn Type	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		3	8	6	
Permitted Phases		4	8			6
Detector Phase	4	4	3	8	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	5.0	6.0	12.0	12.0
Minimum Split (s)	27.0	27.0	11.0	27.0	25.0	25.0
Total Split (s)	27.0	27.0	22.0	49.0	71.0	71.0
Total Split (%)	22.5%	22.5%	18.3%	40.8%	59.2%	59.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 119 (99%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 11: Andrews Avenue & SW 7th Street/SE 7th Street



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	58	87	266	338	2068	84
v/c Ratio	0.47	0.46	0.88	0.77	0.72	0.10
Control Delay (s/veh)	63.6	19.7	67.6	53.2	5.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0
Total Delay (s/veh)	63.6	19.7	67.6	53.2	5.4	0.1
Queue Length 50th (ft)	44	4	184	245	109	0
Queue Length 95th (ft)	83	50	#271	323	124	m0
Internal Link Dist (ft)	244			248	562	
Turn Bay Length (ft)		50				150
Base Capacity (vph)	261	310	306	594	2876	862
Starvation Cap Reductn	0	0	0	0	122	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.28	0.87	0.57	0.75	0.10

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	52	77	237	301	0	0	0	0	83	1758	75
Future Volume (vph)	0	52	77	237	301	0	0	0	0	83	1758	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		1.00	1.00	1.00	1.00						0.91	1.00
Frpb, ped/bikes		1.00	0.98	1.00	1.00						1.00	0.93
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						1.00	1.00
Satd. Flow (prot)		1494	1389	1575	1660						4518	1308
Flt Permitted		1.00	1.00	0.45	1.00						1.00	1.00
Satd. Flow (perm)		1494	1389	743	1660						4518	1308
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	58	87	266	338	0	0	0	0	93	1975	84
RTOR Reduction (vph)	0	0	75	0	0	0	0	0	0	0	0	30
Lane Group Flow (vph)	0	58	12	266	338	0	0	0	0	0	2068	54
Confl. Peds. (#/hr)	3		2	2		3	17		6	6		17
Confl. Bikes (#/hr)									4			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)		0										
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	Perm
Protected Phases		4		3	8						6	
Permitted Phases			4	8						6		6
Actuated Green, G (s)		9.9	9.9	31.6	31.6						76.4	76.4
Effective Green, g (s)		9.9	9.9	31.6	31.6						76.4	76.4
Actuated g/C Ratio		0.08	0.08	0.26	0.26						0.64	0.64
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0	2.0	3.0	2.0						3.0	3.0
Lane Grp Cap (vph)		123	114	304	437						2876	832
v/s Ratio Prot		0.04		c0.11	0.20							
v/s Ratio Perm			0.01	c0.12							0.46	0.04
v/c Ratio		0.47	0.10	0.88	0.77						0.72	0.07
Uniform Delay, d1		52.6	50.9	40.1	40.9						14.6	8.3
Progression Factor		1.00	1.00	1.00	1.00						0.28	0.00
Incremental Delay, d2		1.0	0.1	23.2	7.6						0.9	0.1
Delay (s)		53.6	51.1	63.4	48.5						5.0	0.1
Level of Service		D	D	E	D						A	A
Approach Delay (s/veh)		52.1			55.0			0.0			4.8	
Approach LOS		D			E			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	17.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	75.5%	ICU Level of Service	D
Analysis Period (min)	15		

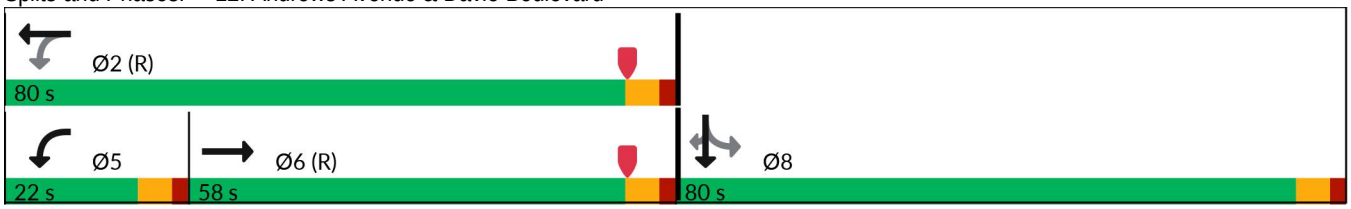
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	717	211	723	1142	692
Future Volume (vph)	717	211	723	1142	692
Turn Type	NA	pm+pt	NA	NA	Perm
Protected Phases	6	5	2	8	
Permitted Phases		2			8
Detector Phase	6	5	2	8	8
Switch Phase					
Minimum Initial (s)	12.0	4.0	12.0	6.0	6.0
Minimum Split (s)	40.0	10.0	40.0	34.0	34.0
Total Split (s)	58.0	22.0	80.0	80.0	80.0
Total Split (%)	36.3%	13.8%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?					
Recall Mode	C-Min	None	C-Min	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 12: Andrews Avenue & Davie Boulevard



Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	946	218	745	1409	713
v/c Ratio	0.83	0.90	0.45	0.62	0.93
Control Delay (s/veh)	55.6	92.8	28.5	34.7	54.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.6	92.8	28.5	34.7	54.0
Queue Length 50th (ft)	477	182	162	398	600
Queue Length 95th (ft)	567	m#315	307	450	#882
Internal Link Dist (ft)	223		909	1907	
Turn Bay Length (ft)		160			150
Base Capacity (vph)	1159	246	1660	2313	780
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.82	0.89	0.45	0.61	0.91

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	717	201	211	723	0	0	0	0	225	1142	692
Future Volume (veh/h)	0	717	201	211	723	0	0	0	0	225	1142	692
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	739	182	218	745	0				232	1177	587
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	1088	268	313	1808	0				352	1788	645
Arrive On Green	0.00	0.52	0.52	0.11	0.68	0.00				0.41	0.41	0.41
Sat Flow, veh/h	0	2887	688	1767	3618	0				853	4337	1566
Grp Volume(v), veh/h	0	466	455	218	745	0				493	916	587
Grp Sat Flow(s),veh/h/ln	0	1763	1719	1767	1763	0				1813	1689	1566
Q Serve(g_s), s	0.0	31.5	31.5	11.7	15.0	0.0				35.1	35.0	56.4
Cycle Q Clear(g_c), s	0.0	31.5	31.5	11.7	15.0	0.0				35.1	35.0	56.4
Prop In Lane	0.00		0.40	1.00		0.00				0.47		1.00
Lane Grp Cap(c), veh/h	0	686	669	313	1808	0				747	1392	645
V/C Ratio(X)	0.00	0.68	0.68	0.70	0.41	0.00				0.66	0.66	0.91
Avail Cap(c_a), veh/h	0	686	669	338	1808	0				838	1562	724
HCM Platoon Ratio	1.00	1.33	1.33	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.77	0.77	0.00				0.61	0.61	0.61
Uniform Delay (d), s/veh	0.0	31.2	31.2	28.5	14.8	0.0				38.0	37.9	44.2
Incr Delay (d2), s/veh	0.0	5.4	5.5	3.5	0.5	0.0				0.7	0.4	9.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.7	13.4	5.1	5.5	0.0				15.9	14.7	23.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	36.5	36.7	31.9	15.3	0.0				38.7	38.3	53.3
LnGrp LOS		D	D	C	B					D	D	D
Approach Vol, veh/h		921			963						1996	
Approach Delay, s/veh		36.6			19.1						42.8	
Approach LOS		D			B						D	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		88.0			19.8	68.3		72.0				
Change Period (Y+Rc), s		6.0			6.0	6.0		6.0				
Max Green Setting (Gmax), s		74.0			16.0	52.0		74.0				
Max Q Clear Time (g_c+I1), s		17.0			13.7	33.5		58.4				
Green Ext Time (p_c), s		6.3			0.1	6.0		7.5				
Intersection Summary												
HCM 7th Control Delay, s/veh			35.4									
HCM 7th LOS			D									

Lane Group	EBT	WBL	WBT	NBL	NBR	SBL	SBT	SBR	Ø2
Lane Configurations									
Traffic Volume (vph)	291	180	319	69	249	267	1002	432	
Future Volume (vph)	291	180	319	69	249	267	1002	432	
Turn Type	NA	pm+pt	NA	pm+pt	pt+ov	pm+pt	NA	Perm	
Protected Phases	4	3	8	5	2 3	1	6		2
Permitted Phases		8		2		6		6	
Detector Phase	4	3	8	5	2 3	1	6	6	
Switch Phase									
Minimum Initial (s)	6.0	5.0	6.0	4.0		4.0	10.0	10.0	10.0
Minimum Split (s)	39.5	11.0	39.5	9.5		9.5	39.5	39.5	39.5
Total Split (s)	39.5	11.0	50.5	9.8		9.6	39.7	39.7	39.9
Total Split (%)	39.5%	11.0%	50.5%	9.8%		9.6%	39.7%	39.7%	40%
Yellow Time (s)	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	2.0	1.5	1.5		1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Total Lost Time (s)	5.5	6.0	5.5	5.5		5.5	5.5	5.5	
Lead/Lag	Lag	Lead		Lead		Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes							
Recall Mode	None	None	None	None		None	Min	Min	Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 73.8
Natural Cycle: 100
Control Type: Actuated-Uncoordinated

Splits and Phases: 13: Andrews Avenue & SW 17th Street/SE 17th Street

Lane Group	EBT	WBL	WBT	NBL	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	336	186	329	71	257	275	1033	445
v/c Ratio	0.56	0.67	0.29	0.32	0.13	0.34	0.70	0.54
Control Delay (s/veh)	31.4	34.8	20.4	13.8	1.6	13.6	21.8	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.4	34.8	20.4	13.8	1.6	13.6	21.8	8.2
Queue Length 50th (ft)	77	72	65	14	0	63	200	38
Queue Length 95th (ft)	116	122	96	42	14	142	339	137
Internal Link Dist (ft)	226		905				2503	
Turn Bay Length (ft)		70		145	105			150
Base Capacity (vph)	1653	279	2218	221	2180	807	1685	904
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	0.20	0.67	0.15	0.32	0.12	0.34	0.61	0.49

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	291	35	180	319	0	69	0	249	267	1002	432
Future Volume (vph)	0	291	35	180	319	0	69	0	249	267	1002	432
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5		6.0	5.5		5.5		5.5	5.5	5.5	5.5
Lane Util. Factor		0.95		1.00	0.95		1.00		0.76	1.00	0.95	1.00
Frpb, ped/bikes		1.00		1.00	1.00		1.00		1.00	1.00	1.00	0.98
Flpb, ped/bikes		1.00		1.00	1.00		1.00		1.00	1.00	1.00	1.00
Frt		0.98		1.00	1.00		1.00		0.85	1.00	1.00	0.85
Flt Protected		1.00		0.95	1.00		0.95		1.00	0.95	1.00	1.00
Satd. Flow (prot)		3442		1751	3505		1752		3575	1752	3505	1544
Flt Permitted		1.00		0.34	1.00		0.16		1.00	0.95	1.00	1.00
Satd. Flow (perm)		3442		625	3505		300		3575	1752	3505	1544
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	300	36	186	329	0	71	0	257	275	1033	445
RTOR Reduction (vph)	0	12	0	0	0	0	0	0	118	0	0	183
Lane Group Flow (vph)	0	324	0	186	329	0	71	0	139	275	1033	262
Confl. Peds. (#/hr)	16		5	5		16	3					3
Confl. Bikes (#/hr)			2			4						2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA		pm+pt	NA		pm+pt		pt+ov	pm+pt	NA	Perm
Protected Phases		4		3	8		5		2 3	1	6	
Permitted Phases				8			2			6		6
Actuated Green, G (s)		12.9		24.1	24.1		33.1		40.6	35.3	31.0	31.0
Effective Green, g (s)		12.9		24.1	24.1		33.1		40.6	35.3	31.0	31.0
Actuated g/C Ratio		0.17		0.32	0.32		0.44		0.54	0.47	0.41	0.41
Clearance Time (s)		5.5		6.0	5.5		5.5			5.5	5.5	5.5
Vehicle Extension (s)		2.0		3.0	2.0		1.5			1.5	3.0	3.0
Lane Grp Cap (vph)		593		279	1129		194		1940	826	1452	639
v/s Ratio Prot		0.09		c0.05	0.09		0.02		0.04	c0.02	c0.29	
v/s Ratio Perm				c0.17			0.15			0.14		0.17
v/c Ratio		0.55		0.67	0.29		0.37		0.07	0.33	0.71	0.41
Uniform Delay, d1		28.3		20.5	19.0		13.3		8.1	12.4	18.2	15.4
Progression Factor		1.00		1.00	1.00		1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2		0.6		5.9	0.1		0.4		0.0	0.1	1.7	0.4
Delay (s)		28.8		26.4	19.0		13.7		8.2	12.5	19.9	15.9
Level of Service		C		C	B		B		A	B	B	B
Approach Delay (s/veh)		28.8			21.7			9.4			17.7	
Approach LOS		C			C			A			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	18.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	74.8	Sum of lost time (s)	22.5
Intersection Capacity Utilization	71.2%	ICU Level of Service	C
Analysis Period (min)	15		

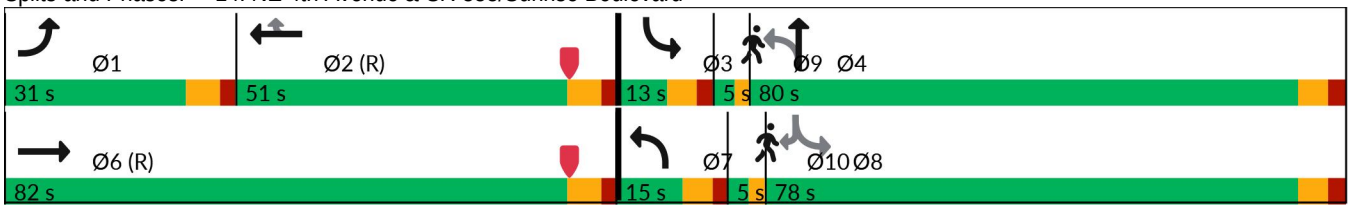
c Critical Lane Group

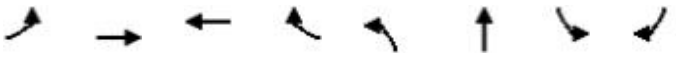
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBR	Ø9	Ø10
Lane Configurations										
Traffic Volume (vph)	223	1059	936	111	377	1190	104	276		
Future Volume (vph)	223	1059	936	111	377	1190	104	276		
Turn Type	Prot	NA	NA	Perm	pm+pt	NA	pm+pt	Perm		
Protected Phases	1	6	2		7	4	3		9	10
Permitted Phases				2	4		8	8		
Detector Phase	1	6	2	2	7	4	3	8		
Switch Phase										
Minimum Initial (s)	5.0	12.0	12.0	12.0	4.0	6.0	4.0	6.0	1.0	1.0
Minimum Split (s)	11.5	37.5	35.5	35.5	10.0	48.5	10.0	41.5	5.0	5.0
Total Split (s)	31.0	82.0	51.0	51.0	15.0	80.0	13.0	78.0	5.0	5.0
Total Split (%)	17.2%	45.6%	28.3%	28.3%	8.3%	44.4%	7.2%	43.3%	3%	3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.5	2.0	2.5	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.0	6.5	6.0	6.5		
Lead/Lag	Lead		Lag	Lag	Lead		Lead		Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	C-Min	C-Min	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 125
Control Type: Actuated-Coordinated

Splits and Phases: 14: NE 4th Avenue & SR 838/Sunrise Boulevard

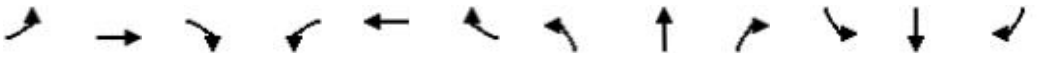




Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBR
Lane Group Flow (vph)	228	1081	955	113	385	1284	106	282
v/c Ratio	0.90	0.48	0.73	0.23	0.24	0.90	0.80	0.37
Control Delay (s/veh)	141.0	20.8	65.2	10.3	26.8	59.7	75.0	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	141.0	20.8	65.2	10.3	26.8	59.7	75.0	4.6
Queue Length 50th (ft)	268	105	392	4	132	742	73	0
Queue Length 95th (ft)	#462	184	443	59	162	804	#214	62
Internal Link Dist (ft)		1177	669			489		
Turn Bay Length (ft)	260			210			330	
Base Capacity (vph)	258	2231	1325	483	1586	1471	132	785
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	0.88	0.48	0.72	0.23	0.24	0.87	0.80	0.36

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	223	1059	0	0	936	111	377	1190	69	104	0	276
Future Volume (vph)	223	1059	0	0	936	111	377	1190	69	104	0	276
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5			6.5	6.5	6.0	6.5		6.0		6.5
Lane Util. Factor	1.00	0.91			0.91	1.00	0.97	0.95		1.00		1.00
Frpb, ped/bikes	1.00	1.00			1.00	0.98	1.00	1.00		1.00		0.97
Flpb, ped/bikes	1.00	1.00			1.00	1.00	0.99	1.00		1.00		1.00
Frt	1.00	1.00			1.00	0.85	1.00	0.99		1.00		0.85
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00		0.95		1.00
Satd. Flow (prot)	1770	5085			5085	1546	3383	3506		1770		1535
Flt Permitted	0.95	1.00			1.00	1.00	0.95	1.00		0.06		1.00
Satd. Flow (perm)	1770	5085			5085	1546	3383	3506		106		1535
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	228	1081	0	0	955	113	385	1214	70	106	0	282
RTOR Reduction (vph)	0	0	0	0	0	82	0	2	0	0	0	172
Lane Group Flow (vph)	228	1081	0	0	955	31	385	1282	0	106	0	110
Confl. Peds. (#/hr)	4		2	2		4	12		6	6		12
Confl. Bikes (#/hr)			3			5			1			1
Turn Type	Prot	NA			NA	Perm	pm+pt	NA		pm+pt		Perm
Protected Phases	1	6			2		7	4		3		
Permitted Phases						2	4			8		8
Actuated Green, G (s)	25.9	77.4			45.0	45.0	85.4	74.4		79.2		70.0
Effective Green, g (s)	25.9	77.4			45.0	45.0	85.4	74.4		79.2		70.0
Actuated g/C Ratio	0.14	0.43			0.25	0.25	0.47	0.41		0.44		0.39
Clearance Time (s)	6.5	6.5			6.5	6.5	6.0	6.5		6.0		6.5
Vehicle Extension (s)	1.5	3.0			3.0	3.0	1.5	2.0		1.5		2.0
Lane Grp Cap (vph)	254	2186			1271	386	1605	1449		131		596
v/s Ratio Prot	c0.13	0.21			c0.19		0.01	c0.37		c0.04		
v/s Ratio Perm						0.02	0.10			0.31		0.07
v/c Ratio	0.90	0.49			0.75	0.08	0.24	0.88		0.81		0.18
Uniform Delay, d1	75.7	37.1			62.3	51.7	28.1	48.8		40.2		36.2
Progression Factor	1.52	0.55			1.00	1.00	1.00	1.00		1.00		1.00
Incremental Delay, d2	26.5	0.7			4.1	0.4	0.0	6.6		28.1		0.1
Delay (s)	142.0	21.2			66.5	52.1	28.1	55.4		68.3		36.3
Level of Service	F	C			E	D	C	E		E		D
Approach Delay (s/veh)		42.2			64.9			49.1			45.0	
Approach LOS		D			E			D			D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	50.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	27.5
Intersection Capacity Utilization	98.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	36	0	0	1648	0	0
Future Vol, veh/h	36	0	0	1648	0	0
Conflicting Peds, #/hr	0	0	6	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	0	0	1753	0	0

Major/Minor	Minor2		Major1	
Conflicting Flow All	701	-	-	0
Stage 1	0	-	-	-
Stage 2	701	-	-	-
Critical Hdwy	5.74	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-
Follow-up Hdwy	3.82	-	-	-
Pot Cap-1 Maneuver	437	0	0	-
Stage 1	-	0	0	-
Stage 2	412	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	437	-	-	-
Mov Cap-2 Maneuver	437	-	-	-
Stage 1	-	-	-	-
Stage 2	412	-	-	-

Approach	EB	NB
HCM Control Delay, s/v	14.0	3 0
HCM LOS	B	

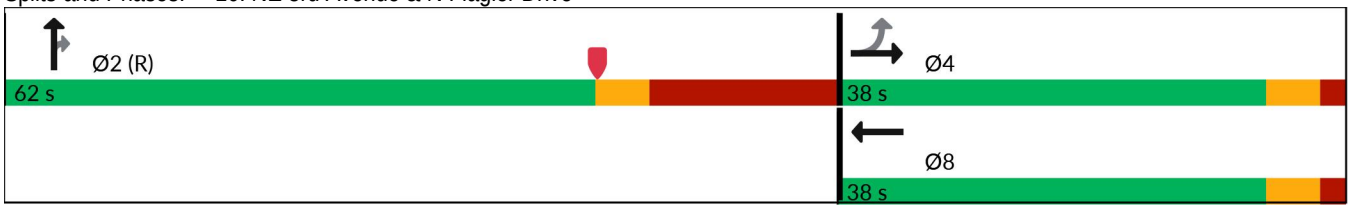
Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	437
HCM Lane V/C Ratio	-	0.088
HCM Control Delay (s/veh)	-	14
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	0.3

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	38	6	71	1510	261
Future Volume (vph)	38	6	71	1510	261
Turn Type	Perm	NA	NA	NA	Perm
Protected Phases		4	8	2	
Permitted Phases	4				2
Detector Phase	4	4	8	2	2
Switch Phase					
Minimum Initial (s)	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	38.0	38.0	38.0	45.0	45.0
Total Split (s)	38.0	38.0	38.0	62.0	62.0
Total Split (%)	38.0%	38.0%	38.0%	62.0%	62.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	14.0	14.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	18.0	18.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 64 (64%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 16: NE 3rd Avenue & N Flagler Drive



Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	41	7	153	1641	284
v/c Ratio	0.29	0.03	0.65	0.52	0.27
Control Delay (s/veh)	42.7	34.8	51.4	3.4	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.7	34.8	51.4	3.4	0.5
Queue Length 50th (ft)	24	4	90	41	0
Queue Length 95th (ft)	54	16	147	57	m1
Internal Link Dist (ft)		1307	61	1514	
Turn Bay Length (ft)	50				150
Base Capacity (vph)	333	596	556	3180	1042
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.12	0.01	0.28	0.52	0.27

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	6	0	0	71	70	0	1510	261	0	0	0
Future Volume (vph)	38	6	0	0	71	70	0	1510	261	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0			18.0	18.0			
Lane Util. Factor	1.00	1.00			1.00			0.91	1.00			
Frpb, ped/bikes	1.00	1.00			0.99			1.00	0.97			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.93			1.00	0.85			
Flt Protected	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (prot)	1766	1863			1724			5085	1539			
Flt Permitted	0.56	1.00			1.00			1.00	1.00			
Satd. Flow (perm)	1041	1863			1724			5085	1539			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	41	7	0	0	77	76	0	1641	284	0	0	0
RTOR Reduction (vph)	0	0	0	0	5	0	0	0	80	0	0	0
Lane Group Flow (vph)	41	7	0	0	148	0	0	1641	204	0	0	0
Confl. Peds. (#/hr)	3		5	5		3	6		4	4		6
Confl. Bikes (#/hr)						1			1			1
Turn Type	Perm	NA			NA			NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4								2			
Actuated Green, G (s)	13.5	13.5			13.5			62.5	62.5			
Effective Green, g (s)	13.5	13.5			13.5			62.5	62.5			
Actuated g/C Ratio	0.14	0.14			0.14			0.63	0.63			
Clearance Time (s)	6.0	6.0			6.0			18.0	18.0			
Vehicle Extension (s)	2.5	2.5			2.5			3.0	3.0			
Lane Grp Cap (vph)	140	251			232			3178	961			
v/s Ratio Prot		0.00			c0.09			c0.32				
v/s Ratio Perm	0.04								0.13			
v/c Ratio	0.29	0.03			0.64			0.52	0.21			
Uniform Delay, d1	39.0	37.6			40.9			10.4	8.1			
Progression Factor	1.00	1.00			1.00			0.27	0.02			
Incremental Delay, d2	0.8	0.0			4.9			0.5	0.4			
Delay (s)	39.8	37.6			45.9			3.3	0.5			
Level of Service	D	D			D			A	A			
Approach Delay (s/veh)		39.5			45.9			2.9			0.0	
Approach LOS		D			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	6.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	69.1%	ICU Level of Service	C
Analysis Period (min)	15		

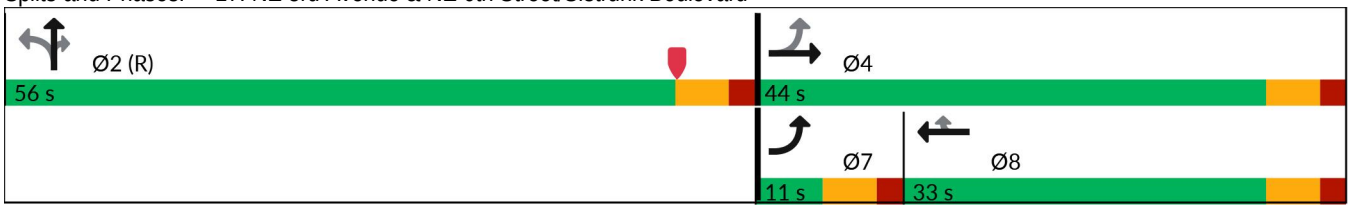
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	98	243	305	91	1502	119
Future Volume (vph)	98	243	305	91	1502	119
Turn Type	pm+pt	NA	NA	Perm	NA	Perm
Protected Phases	7	4	8		2	
Permitted Phases	4			8		2
Detector Phase	7	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	11.0	32.0	32.0	32.0	28.0	28.0
Total Split (s)	11.0	44.0	33.0	33.0	56.0	56.0
Total Split (%)	11.0%	44.0%	33.0%	33.0%	56.0%	56.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 27 (27%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 17: NE 3rd Avenue & NE 6th Street/Sistrunk Boulevard



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	101	251	314	94	1916	123
v/c Ratio	0.54	0.49	0.85	0.24	0.76	0.15
Control Delay (s/veh)	34.4	29.8	57.3	7.3	4.3	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.4	29.8	57.3	7.3	4.3	0.2
Queue Length 50th (ft)	45	123	191	0	45	0
Queue Length 95th (ft)	79	183	279	36	m50	m0
Internal Link Dist (ft)		911	651		1288	
Turn Bay Length (ft)	170			115		150
Base Capacity (vph)	187	630	448	446	2537	818
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.40	0.70	0.21	0.76	0.15

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	243	0	0	305	91	357	1502	119	0	0	0
Future Volume (vph)	98	243	0	0	305	91	357	1502	119	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Lane Util. Factor	1.00	1.00			1.00	1.00		0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00	0.97			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		0.99	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (prot)	1577	1660			1660	1390		4466	1365			
Flt Permitted	0.24	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (perm)	400	1660			1660	1390		4466	1365			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	101	251	0	0	314	94	368	1548	123	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	73	0	0	44	0	0	0
Lane Group Flow (vph)	101	251	0	0	314	21	0	1916	79	0	0	0
Confl. Peds. (#/hr)	2		27	27		2	12		5	5		12
Confl. Bikes (#/hr)			1			1			2			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	7	4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)	32.4	32.4			22.4	22.4		55.6	55.6			
Effective Green, g (s)	32.4	32.4			22.4	22.4		55.6	55.6			
Actuated g/C Ratio	0.32	0.32			0.22	0.22		0.56	0.56			
Clearance Time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Vehicle Extension (s)	3.0	2.0			2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)	176	537			371	311		2483	758			
v/s Ratio Prot	0.02	c0.15			c0.19							
v/s Ratio Perm	0.16					0.02		0.43	0.06			
v/c Ratio	0.57	0.47			0.85	0.07		0.77	0.10			
Uniform Delay, d1	27.6	26.9			37.2	30.6		17.3	10.5			
Progression Factor	1.00	1.00			1.00	1.00		0.18	0.00			
Incremental Delay, d2	4.5	0.2			15.5	0.0		1.1	0.1			
Delay (s)	32.1	27.2			52.7	30.6		4.2	0.1			
Level of Service	C	C			D	C		A	A			
Approach Delay (s/veh)		28.6			47.6			3.9			0.0	
Approach LOS		C			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	13.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	79.4%	ICU Level of Service	D
Analysis Period (min)	15		

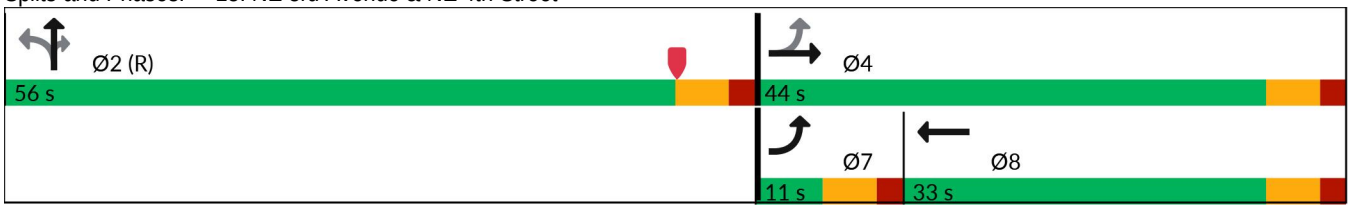
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	81	132	239	1797	160
Future Volume (vph)	81	132	239	1797	160
Turn Type	pm+pt	NA	NA	NA	Perm
Protected Phases	7	4	8	2	
Permitted Phases	4				2
Detector Phase	7	4	8	2	2
Switch Phase					
Minimum Initial (s)	5.0	6.0	6.0	10.0	10.0
Minimum Split (s)	11.0	32.0	32.0	27.0	27.0
Total Split (s)	11.0	44.0	33.0	56.0	56.0
Total Split (%)	11.0%	44.0%	33.0%	56.0%	56.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 96 (96%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 18: NE 3rd Avenue & NE 4th Street



Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	85	139	365	2117	168
v/c Ratio	0.45	0.27	0.95	0.89	0.22
Control Delay (s/veh)	29.0	23.7	70.2	18.2	1.2
Queue Delay	0.0	0.0	0.0	0.5	0.0
Total Delay (s/veh)	29.0	23.7	70.2	18.7	1.2
Queue Length 50th (ft)	35	60	214	475	1
Queue Length 95th (ft)	68	106	#392	#570	m5
Internal Link Dist (ft)		908	191	262	
Turn Bay Length (ft)	120				150
Base Capacity (vph)	189	567	397	2380	759
Starvation Cap Reductn	0	0	0	58	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.45	0.25	0.92	0.91	0.22

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	132	0	0	239	107	214	1797	160	0	0	0
Future Volume (vph)	81	132	0	0	239	107	214	1797	160	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0			6.0	6.0			
Lane Util. Factor	1.00	1.00			1.00			0.91	1.00			
Frpb, ped/bikes	1.00	1.00			0.99			1.00	0.94			
Flpb, ped/bikes	1.00	1.00			1.00			0.99	1.00			
Frt	1.00	1.00			0.96			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.99	1.00			
Satd. Flow (prot)	1574	1494			1414			4480	1333			
Flt Permitted	0.23	1.00			1.00			0.99	1.00			
Satd. Flow (perm)	373	1494			1414			4480	1333			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	85	139	0	0	252	113	225	1892	168	0	0	0
RTOR Reduction (vph)	0	0	0	0	16	0	0	0	52	0	0	0
Lane Group Flow (vph)	85	139	0	0	349	0	0	2117	116	0	0	0
Confl. Peds. (#/hr)	24		14	14		24	25		30	30		25
Confl. Bikes (#/hr)			2			2			3			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)		0	0		0	0						
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			
Protected Phases	7	4			8			2				
Permitted Phases	4						2		2			
Actuated Green, G (s)	36.1	36.1			26.1			51.9	51.9			
Effective Green, g (s)	36.1	36.1			26.1			51.9	51.9			
Actuated g/C Ratio	0.36	0.36			0.26			0.52	0.52			
Clearance Time (s)	6.0	6.0			6.0			6.0	6.0			
Vehicle Extension (s)	3.0	2.0			2.0			3.0	3.0			
Lane Grp Cap (vph)	182	539			369			2325	691			
v/s Ratio Prot	c0.02	0.09			c0.25							
v/s Ratio Perm	0.15							0.47	0.09			
v/c Ratio	0.47	0.26			0.95			0.91	0.17			
Uniform Delay, d1	23.5	22.5			36.2			21.9	12.7			
Progression Factor	1.00	1.00			1.00			0.59	0.12			
Incremental Delay, d2	1.9	0.1			32.4			5.3	0.4			
Delay (s)	25.4	22.6			68.7			18.3	1.9			
Level of Service	C	C			E			B	A			
Approach Delay (s/veh)		23.7			68.7			17.1			0.0	
Approach LOS		C			E			B			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	24.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	85.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	20	18	51	1958	40
Future Volume (vph)	20	18	51	1958	40
Turn Type	Perm	NA	NA	NA	Perm
Protected Phases		4	8	2	
Permitted Phases	4				2
Detector Phase	4	4	8	2	2
Switch Phase					
Minimum Initial (s)	6.0	6.0	6.0	7.0	7.0
Minimum Split (s)	31.0	31.0	31.0	28.0	28.0
Total Split (s)	34.0	34.0	34.0	66.0	66.0
Total Split (%)	34.0%	34.0%	34.0%	66.0%	66.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 1 (1%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 19: NE 3rd Avenue & NE 3rd Street

Lane Group	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	40	219	2050	42
v/c Ratio	0.15	0.80	0.67	0.05
Control Delay (s/veh)	31.4	56.7	7.9	1.4
Queue Delay	0.0	0.0	0.5	0.0
Total Delay (s/veh)	31.4	56.7	8.3	1.4
Queue Length 50th (ft)	21	128	95	1
Queue Length 95th (ft)	45	195	146	m2
Internal Link Dist (ft)	415	157	266	
Turn Bay Length (ft)				150
Base Capacity (vph)	365	377	3073	875
Starvation Cap Reductn	0	0	109	0
Spillback Cap Reductn	0	0	493	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.11	0.58	0.79	0.05

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	18	0	0	51	159	10	1958	40	0	0	0
Future Volume (vph)	20	18	0	0	51	159	10	1958	40	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0	6.0			
Lane Util. Factor		1.00			1.00			0.91	1.00			
Frpb, ped/bikes		1.00			0.99			1.00	0.90			
Flpb, ped/bikes		1.00			1.00			1.00	1.00			
Frt		1.00			0.90			1.00	0.85			
Flt Protected		0.97			1.00			1.00	1.00			
Satd. Flow (prot)		1614			1323			4530	1274			
Flt Permitted		0.79			1.00			1.00	1.00			
Satd. Flow (perm)		1303			1323			4530	1274			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	21	19	0	0	53	166	10	2040	42	0	0	0
RTOR Reduction (vph)	0	0	0	0	7	0	0	0	11	0	0	0
Lane Group Flow (vph)	0	40	0	0	212	0	0	2050	31	0	0	0
Confl. Peds. (#/hr)	5		12	12		5	33		34	34		33
Confl. Bikes (#/hr)									3			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)					0	0						
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4						2		2			
Actuated Green, G (s)		20.2			20.2			67.8	67.8			
Effective Green, g (s)		20.2			20.2			67.8	67.8			
Actuated g/C Ratio		0.20			0.20			0.68	0.68			
Clearance Time (s)		6.0			6.0			6.0	6.0			
Vehicle Extension (s)		2.0			2.0			1.0	1.0			
Lane Grp Cap (vph)		263			267			3071	863			
v/s Ratio Prot					c0.16							
v/s Ratio Perm		0.03						0.45	0.02			
v/c Ratio		0.15			0.79			0.67	0.04			
Uniform Delay, d1		32.8			37.9			9.5	5.3			
Progression Factor		1.00			1.00			0.65	0.42			
Incremental Delay, d2		0.1			14.0			1.0	0.1			
Delay (s)		32.9			51.9			7.1	2.3			
Level of Service		C			D			A	A			
Approach Delay (s/veh)		32.9			51.9			7.0			0.0	
Approach LOS		C			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	11.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	75.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	73	19	2	1718	32
Future Volume (vph)	73	19	2	1718	32
Turn Type	Perm	NA	NA	NA	Perm
Protected Phases		4	8	2	
Permitted Phases	4				2
Detector Phase	4	4	8	2	2
Switch Phase					
Minimum Initial (s)	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	33.0	33.0	33.0	25.0	25.0
Total Split (s)	34.0	34.0	34.0	66.0	66.0
Total Split (%)	34.0%	34.0%	34.0%	66.0%	66.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 8 (8%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 20: NE 3rd Avenue & NE 2nd Street

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	78	20	193	1896	34
v/c Ratio	0.56	0.07	0.76	0.59	0.04
Control Delay (s/veh)	52.1	32.1	54.5	9.1	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	52.1	32.1	54.5	9.1	2.4
Queue Length 50th (ft)	46	11	110	193	0
Queue Length 95th (ft)	88	29	172	304	11
Internal Link Dist (ft)		909	241	605	
Turn Bay Length (ft)	50				150
Base Capacity (vph)	227	464	407	3200	913
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	129	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.34	0.04	0.47	0.62	0.04

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	19	0	0	2	178	46	1718	32	0	0	0
Future Volume (vph)	73	19	0	0	2	178	46	1718	32	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0			6.0	6.0			
Lane Util. Factor	1.00	1.00			1.00			0.91	1.00			
Frpb, ped/bikes	1.00	1.00			0.99			1.00	0.90			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.87			1.00	0.85			
Flt Protected	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (prot)	1575	1660			1418			4516	1275			
Flt Permitted	0.49	1.00			1.00			1.00	1.00			
Satd. Flow (perm)	811	1660			1418			4516	1275			
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	78	20	0	0	2	191	49	1847	34	0	0	0
RTOR Reduction (vph)	0	0	0	0	12	0	0	0	10	0	0	0
Lane Group Flow (vph)	78	20	0	0	181	0	0	1896	24	0	0	0
Confl. Peds. (#/hr)	2		7	7		2	35		29	29		35
Confl. Bikes (#/hr)			1						3			5
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4						2		2			
Actuated Green, G (s)	17.1	17.1			17.1			70.9	70.9			
Effective Green, g (s)	17.1	17.1			17.1			70.9	70.9			
Actuated g/C Ratio	0.17	0.17			0.17			0.71	0.71			
Clearance Time (s)	6.0	6.0			6.0			6.0	6.0			
Vehicle Extension (s)	2.0	2.0			2.0			3.0	3.0			
Lane Grp Cap (vph)	138	283			242			3201	903			
v/s Ratio Prot		0.01			c0.13							
v/s Ratio Perm	0.10							0.42	0.02			
v/c Ratio	0.57	0.07			0.75			0.59	0.03			
Uniform Delay, d1	38.0	34.8			39.4			7.3	4.3			
Progression Factor	1.00	1.00			1.00			1.00	1.00			
Incremental Delay, d2	3.1	0.0			10.6			0.8	0.1			
Delay (s)	41.2	34.8			50.0			8.1	4.4			
Level of Service	D	C			D			A	A			
Approach Delay (s/veh)		39.9			50.0			8.0			0.0	
Approach LOS		D			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	13.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	71.1%	ICU Level of Service	C
Analysis Period (min)	15		

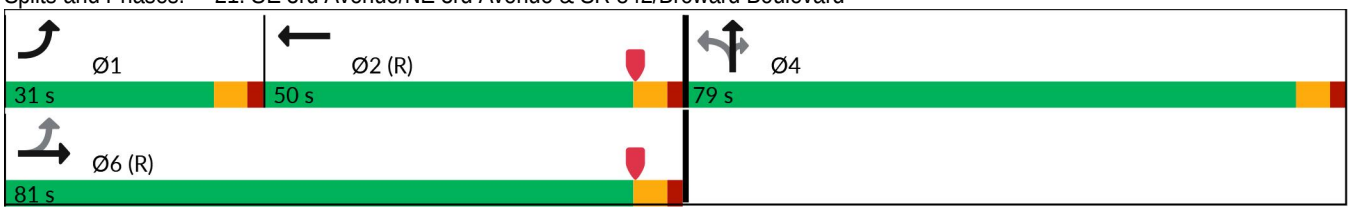
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	298	925	827	1326	269
Future Volume (vph)	298	925	827	1326	269
Turn Type	pm+pt	NA	NA	NA	Perm
Protected Phases	1	6	2	4	
Permitted Phases	6				4
Detector Phase	1	6	2	4	4
Switch Phase					
Minimum Initial (s)	4.0	7.0	7.0	6.0	6.0
Minimum Split (s)	10.0	40.0	40.0	43.0	43.0
Total Split (s)	31.0	81.0	50.0	79.0	79.0
Total Split (%)	19.4%	50.6%	31.3%	49.4%	49.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 21: SE 3rd Avenue/NE 3rd Avenue & SR 842/Broward Boulevard

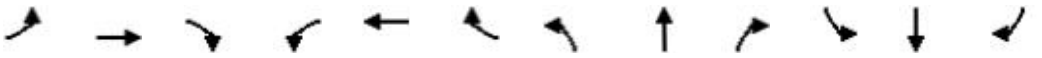


Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	310	964	1001	1901	280
v/c Ratio	1.02	0.45	0.82	0.95	0.44
Control Delay (s/veh)	82.5	18.6	59.5	52.6	24.6
Queue Delay	0.0	0.0	0.0	44.4	0.0
Total Delay (s/veh)	82.5	18.6	59.5	97.0	24.6
Queue Length 50th (ft)	~238	245	354	687	150
Queue Length 95th (ft)	#468	148	414	#767	234
Internal Link Dist (ft)		909	213	543	
Turn Bay Length (ft)	140				150
Base Capacity (vph)	305	2129	1227	2014	643
Starvation Cap Reductn	0	0	0	328	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.02	0.45	0.82	1.13	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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	298	925	0	0	827	134	499	1326	269	0	0	0
Future Volume (veh/h)	298	925	0	0	827	134	499	1326	269	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1670	1670	0	0	1670	1670	1670	1670	1670			
Adj Flow Rate, veh/h	310	964	0	0	861	120	520	1381	212			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	340	2209	0	0	1209	168	557	1489	600			
Arrive On Green	0.20	0.64	0.00	0.00	0.40	0.40	0.44	0.44	0.44			
Sat Flow, veh/h	1590	4709	0	0	4181	558	1265	3382	1363			
Grp Volume(v), veh/h	310	964	0	0	648	333	661	1240	212			
Grp Sat Flow(s),veh/h/ln	1590	1520	0	0	1520	1549	1607	1520	1363			
Q Serve(g_s), s	21.5	16.7	0.0	0.0	28.6	28.9	62.5	61.7	16.5			
Cycle Q Clear(g_c), s	21.5	16.7	0.0	0.0	28.6	28.9	62.5	61.7	16.5			
Prop In Lane	1.00		0.00	0.00		0.36	0.79		1.00			
Lane Grp Cap(c), veh/h	340	2209	0	0	912	465	708	1339	600			
V/C Ratio(X)	0.91	0.44	0.00	0.00	0.71	0.72	0.93	0.93	0.35			
Avail Cap(c_a), veh/h	355	2209	0	0	912	465	733	1387	622			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.33	1.33	1.00	1.00	1.00			
Upstream Filter(I)	0.70	0.70	0.00	0.00	1.00	1.00	0.09	0.09	0.09			
Uniform Delay (d), s/veh	33.0	17.6	0.0	0.0	42.2	42.3	42.5	42.3	29.7			
Incr Delay (d2), s/veh	19.7	0.4	0.0	0.0	4.7	9.1	2.4	1.2	0.0			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	9.7	5.4	0.0	0.0	10.9	11.8	25.2	23.3	5.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.7	18.1	0.0	0.0	46.9	51.4	45.0	43.5	29.7			
LnGrp LOS	D	B			D	D	D	D	C			
Approach Vol, veh/h		1274			981			2113				
Approach Delay, s/veh		26.5			48.5			42.6				
Approach LOS		C			D			D				
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	29.5	54.0		76.5		83.5						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	25.0	44.0		73.0		75.0						
Max Q Clear Time (g_c+I1), s	23.5	30.9		64.5		18.7						
Green Ext Time (p_c), s	0.1	1.3		5.9		1.6						
Intersection Summary												
HCM 7th Control Delay, s/veh			39.2									
HCM 7th LOS			D									

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	156	103	11	493	1376	99
Future Volume (vph)	156	103	11	493	1376	99
Turn Type	Perm	NA	NA	Perm	NA	Perm
Protected Phases		4	8		2	
Permitted Phases	4			8		2
Detector Phase	4	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	15.0	15.0
Minimum Split (s)	32.0	32.0	34.0	34.0	31.0	31.0
Total Split (s)	34.0	34.0	34.0	34.0	32.0	32.0
Total Split (%)	34.0%	34.0%	34.0%	34.0%	32.0%	32.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 50 (50%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 22: SE 3rd Avenue & SE 2nd Street

Lane Group	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	270	11	514	1607	103
v/c Ratio	5.09	0.03	0.96	1.22	0.23
Control Delay (s/veh)	Error	26.5	47.4	128.4	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	Error	26.5	47.4	128.4	2.9
Queue Length 50th (ft)	~299	5	163	~506	2
Queue Length 95th (ft)	#461	19	#370	#586	m7
Internal Link Dist (ft)	583	245		436	
Turn Bay Length (ft)					150
Base Capacity (vph)	53	464	577	1319	454
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	5.09	0.02	0.89	1.22	0.23

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	156	103	0	0	11	493	167	1376	99	0	0	0
Future Volume (vph)	156	103	0	0	11	493	167	1376	99	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0	6.0		6.0	6.0			
Lane Util. Factor		1.00			1.00	1.00		0.91	1.00			
Frpb, ped/bikes		1.00			1.00	0.97		1.00	0.92			
Flpb, ped/bikes		1.00			1.00	1.00		0.99	1.00			
Frt		1.00			1.00	0.85		1.00	0.85			
Flt Protected		0.97			1.00	1.00		0.99	1.00			
Satd. Flow (prot)		1605			1660	1375		4469	1305			
Flt Permitted		0.11			1.00	1.00		0.99	1.00			
Satd. Flow (perm)		189			1660	1375		4469	1305			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	162	107	0	0	11	514	174	1433	103	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	202	0	0	69	0	0	0
Lane Group Flow (vph)	0	270	0	0	11	312	0	1607	34	0	0	0
Confl. Peds. (#/hr)	12		65	65		12	67		27	27		67
Confl. Bikes (#/hr)			1			1			2			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)		28.0			24.5	24.5		29.5	29.5			
Effective Green, g (s)		28.0			24.5	24.5		29.5	29.5			
Actuated g/C Ratio		0.28			0.25	0.25		0.30	0.30			
Clearance Time (s)		6.0			6.0	6.0		6.0	6.0			
Vehicle Extension (s)		2.0			2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)		52			406	336		1318	384			
v/s Ratio Prot					0.01							
v/s Ratio Perm		c1.43				c0.23		0.36	0.03			
v/c Ratio		5.19			0.03	0.93		1.22	0.09			
Uniform Delay, d1		36.0			28.7	36.9		35.3	25.5			
Progression Factor		1.00			1.00	1.00		0.63	0.29			
Incremental Delay, d2		1928.5			0.0	30.8		103.8	0.3			
Delay (s)		1964.5			28.7	67.7		125.9	7.7			
Level of Service		F			C	E		F	A			
Approach Delay (s/veh)		1964.5			66.9			118.8			0.0	
Approach LOS		F			E			F			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	306.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.46		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	104.4%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	125	171	266	1276	360
Future Volume (vph)	125	171	266	1276	360
Turn Type	pm+pt	NA	NA	NA	Perm
Protected Phases	7	4	8	2	
Permitted Phases	4				2
Detector Phase	7	4	8	2	2
Switch Phase					
Minimum Initial (s)	4.0	6.0	6.0	10.0	10.0
Minimum Split (s)	11.0	32.0	32.0	33.0	33.0
Total Split (s)	16.0	50.0	34.0	50.0	50.0
Total Split (%)	16.0%	50.0%	34.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 51 (51%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 23: SE 3rd Avenue & Las Olas Boulevard

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	133	182	517	1516	383
v/c Ratio	0.51	0.15	0.79	0.71	0.51
Control Delay (s/veh)	26.0	18.6	38.3	14.4	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.0	18.6	38.3	14.4	3.2
Queue Length 50th (ft)	53	36	133	315	16
Queue Length 95th (ft)	90	56	191	127	5
Internal Link Dist (ft)		240	307	1522	
Turn Bay Length (ft)	110				150
Base Capacity (vph)	270	1387	735	2140	753
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.49	0.13	0.70	0.71	0.51

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	171	0	0	266	220	149	1276	360	0	0	0
Future Volume (vph)	125	171	0	0	266	220	149	1276	360	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0			6.0	6.0			
Lane Util. Factor	1.00	0.95			0.95			0.91	1.00			
Frpb, ped/bikes	1.00	1.00			0.86			1.00	0.92			
Flpb, ped/bikes	0.98	1.00			1.00			0.98	1.00			
Frt	1.00	1.00			0.93			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.99	1.00			
Satd. Flow (prot)	1540	3154			2402			4422	1295			
Flt Permitted	0.26	1.00			1.00			0.99	1.00			
Satd. Flow (perm)	418	3154			2402			4422	1295			
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	133	182	0	0	283	234	159	1357	383	0	0	0
RTOR Reduction (vph)	0	0	0	0	66	0	0	0	126	0	0	0
Lane Group Flow (vph)	133	182	0	0	451	0	0	1516	257	0	0	0
Confl. Peds. (#/hr)	267		161	161		267	165		64	64		165
Confl. Bikes (#/hr)			9			4			2			3
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)					0	0						
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			
Protected Phases	7	4			8			2				
Permitted Phases	4						2		2			
Actuated Green, G (s)	39.6	39.6			24.5			48.4	48.4			
Effective Green, g (s)	39.6	39.6			24.5			48.4	48.4			
Actuated g/C Ratio	0.40	0.40			0.25			0.48	0.48			
Clearance Time (s)	6.0	6.0			6.0			6.0	6.0			
Vehicle Extension (s)	1.5	2.5			2.5			3.0	3.0			
Lane Grp Cap (vph)	267	1248			588			2140	626			
v/s Ratio Prot	c0.05	0.06			c0.19							
v/s Ratio Perm	0.15							0.34	0.20			
v/c Ratio	0.50	0.15			0.77			0.71	0.41			
Uniform Delay, d1	21.1	19.4			35.1			20.3	16.6			
Progression Factor	1.00	1.00			1.00			0.60	0.18			
Incremental Delay, d2	0.5	0.0			5.7			1.5	1.5			
Delay (s)	21.6	19.4			40.8			13.7	4.6			
Level of Service	C	B			D			B	A			
Approach Delay (s/veh)		20.3			40.8			11.8			0.0	
Approach LOS		C			D			B			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	18.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	94.4%	ICU Level of Service	F
Analysis Period (min)	15		

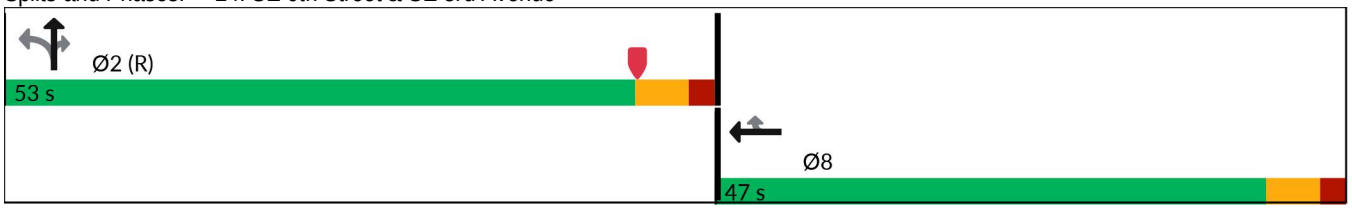
c Critical Lane Group

Lane Group	WBT	WBR	NBT	NBR
Lane Configurations				
Traffic Volume (vph)	115	343	1426	66
Future Volume (vph)	115	343	1426	66
Turn Type	NA	Perm	NA	Perm
Protected Phases	8		2	
Permitted Phases		8		2
Detector Phase	8	8	2	2
Switch Phase				
Minimum Initial (s)	6.0	6.0	10.0	10.0
Minimum Split (s)	36.0	36.0	37.0	37.0
Total Split (s)	47.0	47.0	53.0	53.0
Total Split (%)	47.0%	47.0%	53.0%	53.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 18 (18%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 24: SE 6th Street & SE 3rd Avenue



Lane Group	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	125	373	1672	72
v/c Ratio	0.13	0.85	0.64	0.09
Control Delay (s/veh)	23.2	46.7	5.6	0.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.2	46.7	5.6	0.2
Queue Length 50th (ft)	30	204	54	0
Queue Length 95th (ft)	44	277	68	m0
Internal Link Dist (ft)	474		566	
Turn Bay Length (ft)		360		150
Base Capacity (vph)	1293	577	2602	808
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.10	0.65	0.64	0.09

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	115	343	112	1426	66	0	0	0
Future Volume (vph)	0	0	0	0	115	343	112	1426	66	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					6.0	6.0		6.0	6.0			
Lane Util. Factor					0.95	1.00		0.91	1.00			
Frpb, ped/bikes					1.00	0.96		1.00	0.97			
Flpb, ped/bikes					1.00	1.00		1.00	1.00			
Frt					1.00	0.85		1.00	0.85			
Flt Protected					1.00	1.00		1.00	1.00			
Satd. Flow (prot)					3154	1361		4513	1367			
Flt Permitted					1.00	1.00		1.00	1.00			
Satd. Flow (perm)					3154	1361		4513	1367			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	125	373	122	1550	72	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	23	0	14	24	0	0	0
Lane Group Flow (vph)	0	0	0	0	125	350	0	1658	48	0	0	0
Confl. Peds. (#/hr)	24		3	3		24	8		18	18		8
Confl. Bikes (#/hr)									5			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type					NA	Perm	Perm	NA	Perm			
Protected Phases					8			2				
Permitted Phases						8	2		2			
Actuated Green, G (s)					30.6	30.6		57.4	57.4			
Effective Green, g (s)					30.6	30.6		57.4	57.4			
Actuated g/C Ratio					0.31	0.31		0.57	0.57			
Clearance Time (s)					6.0	6.0		6.0	6.0			
Vehicle Extension (s)					2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)					965	416		2590	784			
v/s Ratio Prot					0.04							
v/s Ratio Perm						c0.26		0.37	0.04			
v/c Ratio					0.13	0.84		0.64	0.06			
Uniform Delay, d1					25.1	32.4		14.3	9.4			
Progression Factor					1.00	1.00		0.29	0.00			
Incremental Delay, d2					0.0	13.7		1.0	0.1			
Delay (s)					25.1	46.2		5.2	0.1			
Level of Service					C	D		A	A			
Approach Delay (s/veh)		0.0			40.9			5.0			0.0	
Approach LOS		A			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	12.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	83.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	NBT	NBR
Lane Configurations				
Traffic Volume (vph)	109	90	1332	55
Future Volume (vph)	109	90	1332	55
Turn Type	NA	NA	NA	Perm
Protected Phases	4	8	2	
Permitted Phases				2
Detector Phase	4	8	2	2
Switch Phase				
Minimum Initial (s)	5.0	5.0	10.0	10.0
Minimum Split (s)	33.0	33.0	25.0	25.0
Total Split (s)	33.0	33.0	34.0	34.0
Total Split (%)	33.0%	33.0%	34.0%	34.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 25: SE 3rd Avenue & SE 7th Street

Lane Group	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	185	190	1517	57
v/c Ratio	0.70	0.73	0.65	0.08
Control Delay (s/veh)	53.4	45.1	21.5	1.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	53.4	45.1	21.5	1.3
Queue Length 50th (ft)	113	86	246	0
Queue Length 95th (ft)	173	148	391	8
Internal Link Dist (ft)	568	243	1897	
Turn Bay Length (ft)				150
Base Capacity (vph)	439	451	2325	743
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.42	0.42	0.65	0.08

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	109	0	0	90	94	140	1332	55	0	0	0
Future Volume (vph)	71	109	0	0	90	94	140	1332	55	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0	6.0			
Lane Util. Factor		1.00			1.00			0.91	1.00			
Frpb, ped/bikes		1.00			0.99			1.00	0.96			
Flpb, ped/bikes		1.00			1.00			1.00	1.00			
Frt		1.00			0.93			1.00	0.85			
Flt Protected		0.98			1.00			1.00	1.00			
Satd. Flow (prot)		1628			1533			4505	1352			
Flt Permitted		0.98			1.00			1.00	1.00			
Satd. Flow (perm)		1628			1533			4505	1352			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	73	112	0	0	93	97	144	1373	57	0	0	0
RTOR Reduction (vph)	0	0	0	0	44	0	0	0	28	0	0	0
Lane Group Flow (vph)	0	185	0	0	146	0	0	1517	29	0	0	0
Confl. Peds. (#/hr)	4		4	4		4	5		7	7		5
Confl. Bikes (#/hr)									5			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Split	NA			NA		Perm	NA	Perm			
Protected Phases	4	4			8			2				
Permitted Phases							2		2			
Actuated Green, G (s)		16.2			14.2			51.6	51.6			
Effective Green, g (s)		16.2			14.2			51.6	51.6			
Actuated g/C Ratio		0.16			0.14			0.52	0.52			
Clearance Time (s)		6.0			6.0			6.0	6.0			
Vehicle Extension (s)		2.5			2.5			3.0	3.0			
Lane Grp Cap (vph)		263			217			2324	697			
v/s Ratio Prot		c0.11			c0.10							
v/s Ratio Perm								0.34	0.02			
v/c Ratio		0.70			0.67			0.65	0.04			
Uniform Delay, d1		39.6			40.7			17.7	12.0			
Progression Factor		1.00			1.00			1.00	1.00			
Incremental Delay, d2		7.7			7.3			1.4	0.1			
Delay (s)		47.3			48.0			19.1	12.1			
Level of Service		D			D			B	B			
Approach Delay (s/veh)		47.3			48.0			18.9			0.0	
Approach LOS		D			D			B			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	24.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	74.4%	ICU Level of Service	D
Analysis Period (min)	15		

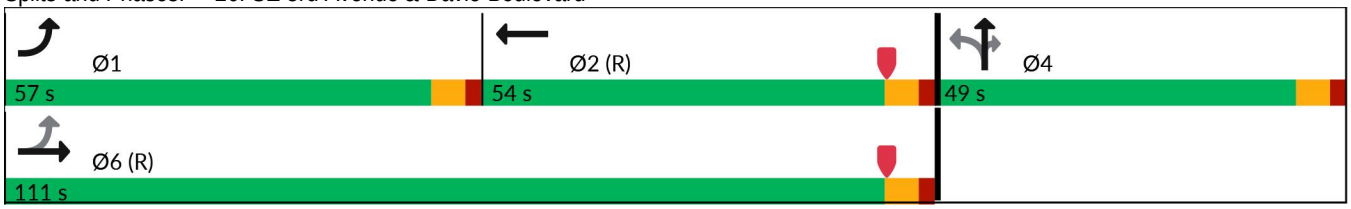
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	477	472	618	759	138
Future Volume (vph)	477	472	618	759	138
Turn Type	pm+pt	NA	NA	NA	Perm
Protected Phases	1	6	2	4	
Permitted Phases	6				4
Detector Phase	1	6	2	4	4
Switch Phase					
Minimum Initial (s)	4.0	12.0	12.0	6.0	6.0
Minimum Split (s)	10.0	33.0	33.0	33.0	33.0
Total Split (s)	57.0	111.0	54.0	49.0	49.0
Total Split (%)	35.6%	69.4%	33.8%	30.6%	30.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 26: SE 3rd Avenue & Davie Boulevard



Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	492	487	801	1052	142
v/c Ratio	0.84	0.21	0.60	0.84	0.32
Control Delay (s/veh)	58.5	18.2	42.5	78.9	37.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	58.5	18.2	42.5	78.9	37.7
Queue Length 50th (ft)	471	151	347	414	80
Queue Length 95th (ft)	583	166	478	466	153
Internal Link Dist (ft)		909	222	2382	
Turn Bay Length (ft)	140				150
Base Capacity (vph)	687	2369	1330	1344	473
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.72	0.21	0.60	0.78	0.30

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	477	472	0	0	618	159	262	759	138	0	0	0
Future Volume (vph)	477	472	0	0	618	159	262	759	138	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0			6.0	6.0			
Lane Util. Factor	1.00	0.95			0.95			0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	0.98			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.97			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.99	1.00			
Satd. Flow (prot)	1752	3505			3384			4965	1534			
Flt Permitted	0.20	1.00			1.00			0.99	1.00			
Satd. Flow (perm)	363	3505			3384			4965	1534			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	492	487	0	0	637	164	270	782	142	0	0	0
RTOR Reduction (vph)	0	0	0	0	12	0	0	0	59	0	0	0
Lane Group Flow (vph)	492	487	0	0	789	0	0	1052	83	0	0	0
Confl. Peds. (#/hr)	3		2	2		3	3		5	5		3
Confl. Bikes (#/hr)			3			4			1			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			
Protected Phases	1	6			2			4				
Permitted Phases	6						4		4			
Actuated Green, G (s)	107.9	107.9			62.4			40.1	40.1			
Effective Green, g (s)	107.9	107.9			62.4			40.1	40.1			
Actuated g/C Ratio	0.67	0.67			0.39			0.25	0.25			
Clearance Time (s)	6.0	6.0			6.0			6.0	6.0			
Vehicle Extension (s)	1.5	3.0			3.0			2.0	2.0			
Lane Grp Cap (vph)	587	2363			1319			1244	384			
v/s Ratio Prot	c0.21	0.14			0.23							
v/s Ratio Perm	c0.36							0.21	0.05			
v/c Ratio	0.84	0.21			0.60			0.85	0.22			
Uniform Delay, d1	28.9	9.9			38.8			57.0	47.5			
Progression Factor	2.07	1.76			1.00			1.27	1.71			
Incremental Delay, d2	6.4	0.1			2.0			4.9	0.1			
Delay (s)	66.2	17.5			40.8			77.4	81.1			
Level of Service	E	B			D			E	F			
Approach Delay (s/veh)		42.0			40.8			77.8			0.0	
Approach LOS		D			D			E			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	56.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	84.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT
Lane Configurations						
Traffic Volume (vph)	215	629	60	568	6	400
Future Volume (vph)	215	629	60	568	6	400
Turn Type	Prot	NA	Perm	NA	Perm	NA
Protected Phases	1	6		2		4
Permitted Phases			2		4	
Detector Phase	1	6	2	2	4	4
Switch Phase						
Minimum Initial (s)	5.0	12.0	12.0	12.0	6.0	6.0
Minimum Split (s)	9.5	36.0	36.0	36.0	43.0	43.0
Total Split (s)	26.0	87.0	61.0	61.0	73.0	73.0
Total Split (%)	16.3%	54.4%	38.1%	38.1%	45.6%	45.6%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	7.0	7.0	7.0	7.0	7.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	11.0	11.0	11.0	11.0	11.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Min	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 27: SE 3rd Avenue & SE 17th Street

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT
Lane Group Flow (vph)	229	673	64	884	6	437
v/c Ratio	0.67	0.33	0.19	0.40	0.01	0.87
Control Delay (s/veh)	79.1	18.4	31.7	28.1	37.3	72.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	79.1	18.4	31.7	28.1	37.3	72.3
Queue Length 50th (ft)	121	182	39	201	5	438
Queue Length 95th (ft)	164	265	89	286	16	523
Internal Link Dist (ft)		905		220		753
Turn Bay Length (ft)	125		50		60	
Base Capacity (vph)	456	2059	333	2220	675	712
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.33	0.19	0.40	0.01	0.61

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	215	629	4	60	568	263	6	400	10	0	0	0
Future Volume (vph)	215	629	4	60	568	263	6	400	10	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	11.0		11.0	11.0		11.0	11.0				
Lane Util. Factor	0.97	0.95		1.00	0.91		1.00	1.00				
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00				
Flpb, ped/bikes	1.00	1.00		0.99	1.00		0.99	1.00				
Frt	1.00	1.00		1.00	0.95		1.00	1.00				
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00				
Satd. Flow (prot)	3400	3501		1741	4743		1742	1837				
Flt Permitted	0.95	1.00		0.40	1.00		0.95	1.00				
Satd. Flow (perm)	3400	3501		726	4743		1742	1837				
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	229	669	4	64	604	280	6	426	11	0	0	0
RTOR Reduction (vph)	0	0	0	0	41	0	0	1	0	0	0	0
Lane Group Flow (vph)	229	673	0	64	843	0	6	436	0	0	0	0
Confl. Peds. (#/hr)	11		5	5		11	4		5	5		4
Confl. Bikes (#/hr)			2			5						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA		Perm	NA		Perm	NA				
Protected Phases	1	6			2			4				
Permitted Phases				2			4					
Actuated Green, G (s)	16.1	94.1		73.5	73.5		43.9	43.9				
Effective Green, g (s)	16.1	94.1		73.5	73.5		43.9	43.9				
Actuated g/C Ratio	0.10	0.59		0.46	0.46		0.27	0.27				
Clearance Time (s)	4.5	11.0		11.0	11.0		11.0	11.0				
Vehicle Extension (s)	3.0	2.5		2.5	2.5		2.0	2.0				
Lane Grp Cap (vph)	342	2059		333	2178		477	504				
v/s Ratio Prot	c0.07	0.19			c0.18			c0.24				
v/s Ratio Perm				0.09			0.00					
v/c Ratio	0.67	0.33		0.19	0.39		0.01	0.87				
Uniform Delay, d1	69.4	16.8		25.6	28.4		42.3	55.2				
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00				
Incremental Delay, d2	4.9	0.4		1.3	0.5		0.0	14.0				
Delay (s)	74.3	17.2		26.9	29.0		42.3	69.2				
Level of Service	E	B		C	C		D	E				
Approach Delay (s/veh)		31.7			28.8			68.9			0.0	
Approach LOS		C			C			E			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	37.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.5
Intersection Capacity Utilization	80.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Network Totals

Number of Intersections	27
Total Delay (hr)	754
Stops (#)	40091
Average Speed (mph)	10
Total Travel Time (hr)	1159
Distance Traveled (mi)	12127
Fuel Consumed (gal)	1274
Fuel Economy (mpg)	9.5
Unserved Vehicles (#)	489
Vehicles in dilemma zone (#)	0
Performance Index	865.8

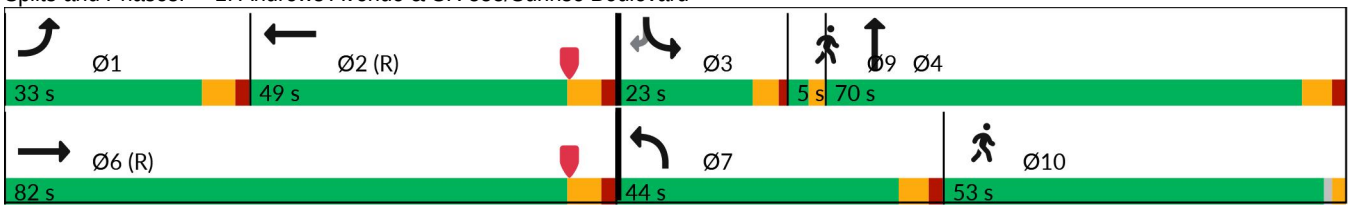
Scenario 2

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBR	Ø9	Ø10
Lane Configurations									
Traffic Volume (vph)	315	1647	778	377	1190	234	118		
Future Volume (vph)	315	1647	778	377	1190	234	118		
Turn Type	Prot	NA	NA	Prot	NA	Prot	Perm		
Protected Phases	1	6	2	7	4	3		9	10
Permitted Phases							3		
Detector Phase	1	6	2	7	4	3	3		
Switch Phase									
Minimum Initial (s)	5.0	12.0	12.0	4.0	6.0	5.0	5.0	1.0	1.0
Minimum Split (s)	11.5	36.5	37.5	10.0	43.0	22.5	22.5	5.0	5.0
Total Split (s)	33.0	82.0	49.0	44.0	70.0	23.0	23.0	5.0	53.0
Total Split (%)	18.3%	45.6%	27.2%	24.4%	38.9%	12.8%	12.8%	3%	29%
Yellow Time (s)	4.5	4.5	4.5	4.0	4.0	3.5	3.5	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	1.0	1.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.5	6.5	6.5	6.0	6.0	4.5	4.5		
Lead/Lag	Lead		Lag	Lead		Lead	Lead	Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes		
Recall Mode	None	C-Min	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 1: Andrews Avenue & SR 838/Sunrise Boulevard



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBR
Lane Group Flow (vph)	328	1716	1006	393	1312	244	123
v/c Ratio	1.26	0.82	0.88	0.25	0.94	0.76	0.45
Control Delay (s/veh)	202.4	50.8	52.5	33.3	52.7	94.9	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	202.4	50.8	52.5	33.3	52.7	94.9	11.0
Queue Length 50th (ft)	~483	649	423	128	732	146	0
Queue Length 95th (ft)	#696	709	242	305	#951	198	44
Internal Link Dist (ft)		645	1177		1806		
Turn Bay Length (ft)	475					95	
Base Capacity (vph)	260	2132	1183	1573	1403	352	283
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	1.26	0.80	0.85	0.25	0.94	0.69	0.43

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	1647	0	0	778	188	377	1190	69	234	0	118
Future Volume (vph)	315	1647	0	0	778	188	377	1190	69	234	0	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5			6.5		6.0	6.0		4.5		4.5
Lane Util. Factor	1.00	0.91			0.91		0.97	0.95		0.97		1.00
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00		0.94
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00		1.00
Frt	1.00	1.00			0.97		1.00	0.99		1.00		0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95		1.00
Satd. Flow (prot)	1770	5085			4915		3433	3506		3433		1490
Flt Permitted	0.95	1.00			1.00		0.95	1.00		0.95		1.00
Satd. Flow (perm)	1770	5085			4915		3433	3506		3433		1490
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	328	1716	0	0	810	196	393	1240	72	244	0	123
RTOR Reduction (vph)	0	0	0	0	23	0	0	2	0	0	0	111
Lane Group Flow (vph)	328	1716	0	0	983	0	393	1310	0	244	0	12
Confl. Peds. (#/hr)	4		4	4		4	13		5	5		13
Confl. Bikes (#/hr)			2			4			1			4
Turn Type	Prot	NA			NA		Prot	NA		Prot		Perm
Protected Phases	1	6			2		7	4		3		
Permitted Phases												3
Actuated Green, G (s)	26.5	72.6			39.6		81.0	73.5		16.9		16.9
Effective Green, g (s)	26.5	72.6			39.6		81.0	73.5		16.9		16.9
Actuated g/C Ratio	0.15	0.40			0.22		0.45	0.41		0.09		0.09
Clearance Time (s)	6.5	6.5			6.5		6.0	6.0		4.5		4.5
Vehicle Extension (s)	1.5	3.0			3.0		1.5	2.0		3.0		3.0
Lane Grp Cap (vph)	260	2050			1081		1544	1431		322		139
v/s Ratio Prot	c0.19	0.34			c0.20		0.11	c0.37		c0.07		
v/s Ratio Perm												0.01
v/c Ratio	1.26	0.84			0.91		0.25	0.92		0.76		0.08
Uniform Delay, d1	76.8	48.4			68.4		30.7	50.3		79.6		74.5
Progression Factor	1.00	1.00			0.67		0.91	0.80		1.00		1.00
Incremental Delay, d2	144.8	4.3			11.8		0.0	7.8		9.8		0.3
Delay (s)	221.6	52.6			57.9		28.0	48.0		89.3		74.7
Level of Service	F	D			E		C	D		F		E
Approach Delay (s/veh)		79.7			57.9			43.4			84.4	
Approach LOS		E			E			D			F	

Intersection Summary

HCM 2000 Control Delay (s/veh)	63.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	25.5
Intersection Capacity Utilization	104.7%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	14	0	0	14	31	7	1620	21	0	0	0
Future Vol, veh/h	0	14	0	0	14	31	7	1620	21	0	0	0
Conflicting Peds, #/hr	3	0	2	2	0	3	10	0	4	4	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	25	-	0	-	-	20	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	15	0	0	15	34	8	1780	23	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	748	1833	-	-	1810	897	10	0	0
Stage 1	10	10	-	-	1800	-	-	-	-
Stage 2	738	1823	-	-	10	-	-	-	-
Critical Hdwy	6.46	3.1	-	-	3.1	3.7	3.7	-	-
Critical Hdwy Stg 1	-	3.1	-	-	3.1	-	-	-	-
Critical Hdwy Stg 2	6.76	3.1	-	-	3.1	-	-	-	-
Follow-up Hdwy	3.83	3	-	-	3	2	2.9	-	-
Pot Cap-1 Maneuver	356	483	0	0	489	909	1234	-	-
Stage 1	-	1195	0	0	492	-	-	-	-
Stage 2	339	486	0	0	1195	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	325	472	-	-	478	906	1222	-	-
Mov Cap-2 Maneuver	325	472	-	-	478	-	-	-	-
Stage 1	-	1183	-	-	485	-	-	-	-
Stage 2	313	479	-	-	1183	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	10.27	0.11
HCM LOS	A	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2
Capacity (veh/h)	23	-	-	-	478	906
HCM Lane V/C Ratio	0.006	-	-	-	0.032	0.038
HCM Control Delay (s/veh)	8	0.1	-	0	12.8	9.1
HCM Lane LOS	A	A	-	A	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	70	1510	261	0	0
Future Vol, veh/h	0	70	1510	261	0	0
Conflicting Peds, #/hr	1	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	78	1678	290	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	-	844	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	3.7	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	2	-	-
Pot Cap-1 Maneuver	0	947	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	943	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s/v	9.16	0
HCM LOS	A	

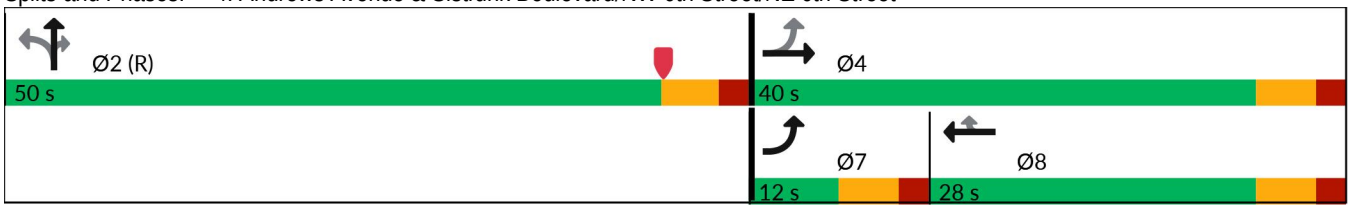
Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	943
HCM Lane V/C Ratio	-	-	0.083
HCM Control Delay (s/veh)	-	-	9.2
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.3

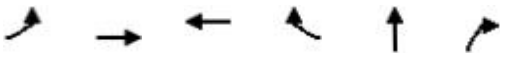
Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	98	315	410	91	1502	119
Future Volume (vph)	98	315	410	91	1502	119
Turn Type	pm+pt	NA	NA	Perm	NA	Perm
Protected Phases	7	4	8		2	
Permitted Phases	4			8		2
Detector Phase	7	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	11.0	28.0	28.0	28.0	29.0	29.0
Total Split (s)	12.0	40.0	28.0	28.0	50.0	50.0
Total Split (%)	13.3%	44.4%	31.1%	31.1%	55.6%	55.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 41 (46%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 4: Andrews Avenue & Sistrunk Boulevard/NW 6th Street/NE 6th Street

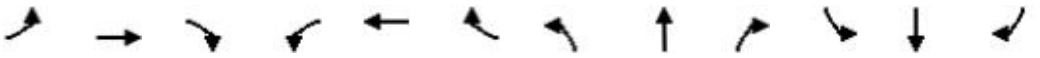




Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	107	342	446	99	2021	129
v/c Ratio	0.48	0.63	0.68	0.27	0.71	0.14
Control Delay (s/veh)	29.0	32.0	39.4	7.0	3.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.0	32.0	39.4	7.0	3.6	0.2
Queue Length 50th (ft)	45	164	127	0	30	0
Queue Length 95th (ft)	76	226	163	34	97	m0
Internal Link Dist (ft)		294	911		1290	
Turn Bay Length (ft)	155			130		150
Base Capacity (vph)	224	697	856	454	2851	907
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.49	0.52	0.22	0.71	0.14

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	315	0	0	410	91	357	1502	119	0	0	0
Future Volume (vph)	98	315	0	0	410	91	357	1502	119	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Lane Util. Factor	1.00	1.00			0.95	1.00		0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00	0.97		1.00	0.96			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (prot)	1750	1845			3505	1523		4978	1503			
Flt Permitted	0.26	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (perm)	472	1845			3505	1523		4978	1503			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	107	342	0	0	446	99	388	1633	129	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	81	0	0	48	0	0	0
Lane Group Flow (vph)	107	342	0	0	446	18	0	2021	81	0	0	0
Confl. Peds. (#/hr)	12		5	5		12	9		10	10		9
Confl. Bikes (#/hr)			2			2			3			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	4	0	0	0	0	0	0	0	0	0
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	7	4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)	27.6	27.6			16.8	16.8		50.4	50.4			
Effective Green, g (s)	27.6	27.6			16.8	16.8		50.4	50.4			
Actuated g/C Ratio	0.31	0.31			0.19	0.19		0.56	0.56			
Clearance Time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Vehicle Extension (s)	3.0	2.0			2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)	212	565			654	284		2787	841			
v/s Ratio Prot	0.03	c0.19			0.13							
v/s Ratio Perm	0.13					0.01		0.41	0.05			
v/c Ratio	0.50	0.61			0.68	0.07		0.73	0.10			
Uniform Delay, d1	23.8	26.6			34.1	30.1		14.7	9.2			
Progression Factor	1.00	1.00			1.00	1.00		0.18	0.01			
Incremental Delay, d2	1.9	1.3			2.3	0.0		0.9	0.1			
Delay (s)	25.7	27.8			36.5	30.2		3.6	0.2			
Level of Service	C	C			D	C		A	A			
Approach Delay (s/veh)		27.3			35.3			3.4			0.0	
Approach LOS		C			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	12.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	72.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	81	169	224	107	1797	160
Future Volume (vph)	81	169	224	107	1797	160
Turn Type	pm+pt	NA	NA	Perm	NA	Perm
Protected Phases	7	4	8		2	
Permitted Phases	4			8		2
Detector Phase	7	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	11.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	11.0	36.0	25.0	25.0	54.0	54.0
Total Split (%)	12.2%	40.0%	27.8%	27.8%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 10 (11%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 5: Andrews Avenue & NW 4th Street/NE 4th Street

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	91	190	252	120	2259	180
v/c Ratio	0.45	0.39	0.87	0.37	0.87	0.22
Control Delay (s/veh)	29.5	26.8	64.4	11.1	18.5	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.5	26.8	64.4	11.1	18.5	2.4
Queue Length 50th (ft)	36	80	137	5	436	3
Queue Length 95th (ft)	71	135	#255	49	#252	19
Internal Link Dist (ft)		119	908		605	
Turn Bay Length (ft)	100					150
Base Capacity (vph)	203	553	315	347	2586	835
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.34	0.80	0.35	0.87	0.22

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	169	0	0	224	107	214	1797	160	0	0	0
Future Volume (vph)	81	169	0	0	224	107	214	1797	160	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Lane Util. Factor	1.00	1.00			1.00	1.00		0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00	0.97		1.00	0.96			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (prot)	1575	1660			1494	1237		4497	1356			
Flt Permitted	0.30	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (perm)	495	1660			1494	1237		4497	1356			
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	91	190	0	0	252	120	240	2019	180	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	88	0	0	57	0	0	0
Lane Group Flow (vph)	91	190	0	0	252	32	0	2259	123	0	0	0
Confl. Peds. (#/hr)	9		7	7		9	10		8	8		10
Confl. Bikes (#/hr)			2			1			1			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)					0	0						
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	7	4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)	27.4	27.4			17.4	17.4		50.6	50.6			
Effective Green, g (s)	27.4	27.4			17.4	17.4		50.6	50.6			
Actuated g/C Ratio	0.30	0.30			0.19	0.19		0.56	0.56			
Clearance Time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Vehicle Extension (s)	3.0	2.0			2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)	198	505			288	239		2528	762			
v/s Ratio Prot	0.02	c0.11			c0.17							
v/s Ratio Perm	0.12					0.03		0.50	0.09			
v/c Ratio	0.46	0.38			0.88	0.13		0.89	0.16			
Uniform Delay, d1	24.0	24.6			35.2	30.1		17.3	9.5			
Progression Factor	1.00	1.00			1.00	1.00		0.78	0.50			
Incremental Delay, d2	1.7	0.2			23.6	0.1		4.6	0.4			
Delay (s)	25.6	24.8			58.9	30.2		18.1	5.2			
Level of Service	C	C			E	C		B	A			
Approach Delay (s/veh)		25.0			49.6			17.2			0.0	
Approach LOS		C			D			B			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	21.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	79.4%	ICU Level of Service	D
Analysis Period (min)	15		

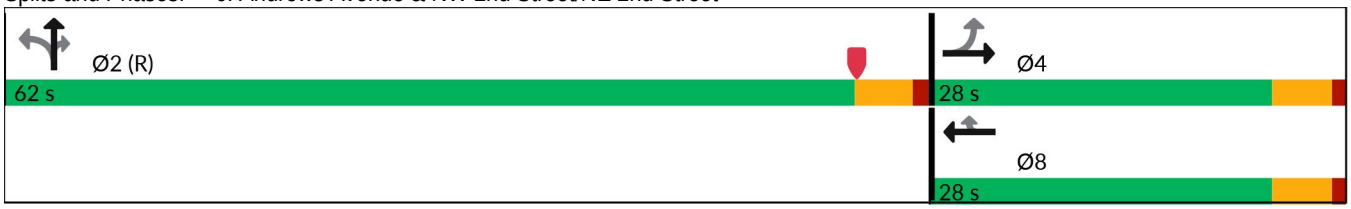
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	73	2	30	178	1718	32
Future Volume (vph)	73	2	30	178	1718	32
Turn Type	Perm	NA	NA	Perm	NA	Perm
Protected Phases		4	8		2	
Permitted Phases	4			8		2
Detector Phase	4	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	28.0	28.0	28.0	28.0	62.0	62.0
Total Split (%)	31.1%	31.1%	31.1%	31.1%	68.9%	68.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 15 (17%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 6: Andrews Avenue & NW 2nd Street/NE 2nd Street



Lane Group	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	85	34	202	2004	36
v/c Ratio	0.41	0.12	0.76	0.62	0.04
Control Delay (s/veh)	37.1	29.2	48.4	8.6	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.1	29.2	48.4	8.6	2.2
Queue Length 50th (ft)	43	16	97	184	0
Queue Length 95th (ft)	78	38	153	287	10
Internal Link Dist (ft)	113	909		606	
Turn Bay Length (ft)					150
Base Capacity (vph)	297	424	372	3216	962
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.29	0.08	0.54	0.62	0.04

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	2	0	0	30	178	46	1718	32	0	0	0
Future Volume (vph)	73	2	0	0	30	178	46	1718	32	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0	5.0		5.0	5.0			
Lane Util. Factor		1.00			1.00	1.00		0.91	1.00			
Frpb, ped/bikes		1.00			1.00	0.98		1.00	0.95			
Flpb, ped/bikes		0.99			1.00	1.00		1.00	1.00			
Frt		1.00			1.00	0.85		1.00	0.85			
Flt Protected		0.95			1.00	1.00		1.00	1.00			
Satd. Flow (prot)		1574			1660	1386		4521	1339			
Flt Permitted		0.71			1.00	1.00		1.00	1.00			
Satd. Flow (perm)		1166			1660	1386		4521	1339			
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	83	2	0	0	34	202	52	1952	36	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	20	0	0	10	0	0	0
Lane Group Flow (vph)	0	85	0	0	34	182	0	2004	26	0	0	0
Confl. Peds. (#/hr)	4		5	5		4	19		12	12		19
Confl. Bikes (#/hr)			1						4			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)		16.0			16.0	16.0		64.0	64.0			
Effective Green, g (s)		16.0			16.0	16.0		64.0	64.0			
Actuated g/C Ratio		0.18			0.18	0.18		0.71	0.71			
Clearance Time (s)		5.0			5.0	5.0		5.0	5.0			
Vehicle Extension (s)		2.0			2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)		207			295	246		3214	952			
v/s Ratio Prot					0.02							
v/s Ratio Perm		0.07				c0.13		0.44	0.02			
v/c Ratio		0.41			0.12	0.74		0.62	0.03			
Uniform Delay, d1		32.8			31.1	35.0		6.7	3.8			
Progression Factor		1.00			1.00	1.00		1.00	1.00			
Incremental Delay, d2		0.5			0.1	10.0		0.9	0.1			
Delay (s)		33.3			31.1	45.1		7.7	3.9			
Level of Service		C			C	D		A	A			
Approach Delay (s/veh)		33.3			43.0			7.6			0.0	
Approach LOS		C			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	12.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	69.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	298	1057	914	134	499	1326	269
Future Volume (vph)	298	1057	914	134	499	1326	269
Turn Type	pm+pt	NA	NA	Perm	Perm	NA	Perm
Protected Phases	1	6	2			4	
Permitted Phases	6			2	4		4
Detector Phase	1	6	2	2	4	4	4
Switch Phase							
Minimum Initial (s)	4.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	10.0	31.0	29.0	29.0	41.0	41.0	41.0
Total Split (s)	37.0	87.0	50.0	50.0	73.0	73.0	73.0
Total Split (%)	23.1%	54.4%	31.3%	31.3%	45.6%	45.6%	45.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?							
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 125 (78%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 7: Andrews Avenue & SR 842/Broward Boulevard

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	304	1079	933	137	509	1353	274
v/c Ratio	0.86	0.45	0.61	0.28	0.86	0.76	0.51
Control Delay (s/veh)	51.6	24.6	39.3	12.5	59.0	44.5	30.7
Queue Delay	0.0	0.0	0.0	0.0	10.1	1.4	0.0
Total Delay (s/veh)	51.6	24.6	39.3	12.5	69.1	45.9	30.7
Queue Length 50th (ft)	200	263	327	53	465	427	161
Queue Length 95th (ft)	#323	304	393	123	632	484	252
Internal Link Dist (ft)		126	909			539	
Turn Bay Length (ft)	80			160	150		150
Base Capacity (vph)	401	2401	1519	492	629	1897	570
Starvation Cap Reductn	0	0	0	0	98	330	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	0.76	0.45	0.61	0.28	0.96	0.86	0.48

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

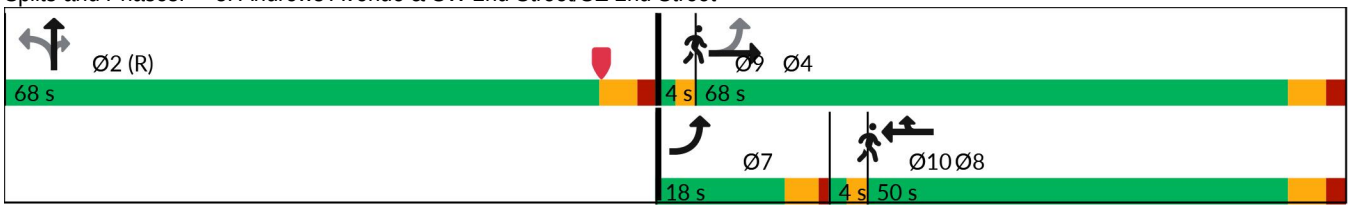
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	298	1057	0	0	914	134	499	1326	269	0	0	0
Future Volume (veh/h)	298	1057	0	0	914	134	499	1326	269	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1670	1670	0	0	1670	1670	1670	1670	1670			
Adj Flow Rate, veh/h	304	1079	0	0	933	59	509	1353	212			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	381	2563	0	0	1814	545	577	1654	481			
Arrive On Green	0.17	0.75	0.00	0.00	0.53	0.53	0.36	0.36	0.36			
Sat Flow, veh/h	1590	4709	0	0	4709	1370	1590	4559	1325			
Grp Volume(v), veh/h	304	1079	0	0	933	59	509	1353	212			
Grp Sat Flow(s),veh/h/ln	1590	1520	0	0	1520	1370	1590	1520	1325			
Q Serve(g_s), s	18.1	13.9	0.0	0.0	21.2	3.4	48.0	43.0	19.4			
Cycle Q Clear(g_c), s	18.1	13.9	0.0	0.0	21.2	3.4	48.0	43.0	19.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	381	2563	0	0	1814	545	577	1654	481			
V/C Ratio(X)	0.80	0.42	0.00	0.00	0.51	0.11	0.88	0.82	0.44			
Avail Cap(c_a), veh/h	488	2563	0	0	1814	545	666	1909	555			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.33	1.33	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.94	0.94	0.58	0.58	0.58			
Uniform Delay (d), s/veh	24.0	10.6	0.0	0.0	27.7	23.5	47.8	46.2	38.7			
Incr Delay (d2), s/veh	5.4	0.5	0.0	0.0	1.0	0.4	6.8	1.3	0.1			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	11.3	7.4	0.0	0.0	11.8	2.2	25.7	21.6	9.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.4	11.1	0.0	0.0	28.7	23.9	54.5	47.5	38.8			
LnGrp LOS	C	B			C	C	D	D	D			
Approach Vol, veh/h		1383			992			2074				
Approach Delay, s/veh		15.1			28.4			48.3				
Approach LOS		B			C			D				
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	26.3	69.6		64.1		95.9						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	31.0	44.0		67.0		81.0						
Max Q Clear Time (g_c+I1), s	20.1	23.2		50.0		15.9						
Green Ext Time (p_c), s	0.2	7.0		8.1		10.4						
Intersection Summary												
HCM 7th Control Delay, s/veh			33.6									
HCM 7th LOS			C									

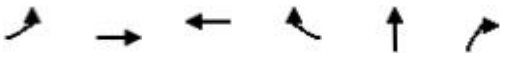
Lane Group	EBL	EBT	WBT	WBR	NBT	NBR	Ø9	Ø10
Lane Configurations								
Traffic Volume (vph)	156	72	159	493	1376	99		
Future Volume (vph)	156	72	159	493	1376	99		
Turn Type	pm+pt	NA	NA	Prot	NA	Perm		
Protected Phases	7	4	8	8	2		9	10
Permitted Phases	4					2		
Detector Phase	7	4	8	8	2	2		
Switch Phase								
Minimum Initial (s)	5.0	6.0	6.0	6.0	7.0	7.0	1.0	1.0
Minimum Split (s)	9.5	33.0	33.0	33.0	26.0	26.0	4.0	4.0
Total Split (s)	18.0	68.0	50.0	50.0	68.0	68.0	4.0	4.0
Total Split (%)	12.9%	48.6%	35.7%	35.7%	48.6%	48.6%	3%	3%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.5	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lead							Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 15 (11%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 8: Andrews Avenue & SW 2nd Street/SE 2nd Street



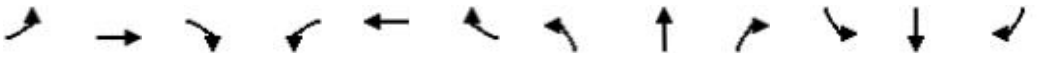


Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	170	78	366	343	1678	108
v/c Ratio	0.66	0.12	0.91	0.80	0.75	0.17
Control Delay (s/veh)	37.0	25.4	69.7	48.3	8.4	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.0
Total Delay (s/veh)	37.0	25.4	69.7	48.3	8.6	0.6
Queue Length 50th (ft)	94	43	301	228	60	0
Queue Length 95th (ft)	138	75	#450	345	66	m1
Internal Link Dist (ft)		237	243		322	
Turn Bay Length (ft)	80					150
Base Capacity (vph)	257	742	464	487	2236	627
Starvation Cap Reductn	0	0	0	0	101	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.11	0.79	0.70	0.79	0.17

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	156	72	0	0	159	493	167	1376	99	0	0	0
Future Volume (vph)	156	72	0	0	159	493	167	1376	99	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.0			6.0	6.0		6.0	6.0			
Lane Util. Factor	1.00	1.00			0.95	0.95		0.91	1.00			
Frpb, ped/bikes	1.00	1.00			0.94	1.00		1.00	0.83			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		0.99	1.00			
Frt	1.00	1.00			0.92	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (prot)	1593	1676			1385	1354		4521	1179			
Flt Permitted	0.18	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (perm)	309	1676			1385	1354		4521	1179			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	170	78	0	0	173	536	182	1496	108	0	0	0
RTOR Reduction (vph)	0	0	0	0	31	66	0	0	46	0	0	0
Lane Group Flow (vph)	170	78	0	0	335	277	0	1678	62	0	0	0
Confl. Peds. (#/hr)	61		67	67		61	18		44	44		18
Confl. Bikes (#/hr)						1			3			2
Turn Type	pm+pt	NA			NA	Prot	Perm	NA	Perm			
Protected Phases	7	4			8	8		2				
Permitted Phases	4						2		2			
Actuated Green, G (s)	59.2	55.6			37.7	37.7		68.8	68.8			
Effective Green, g (s)	59.2	55.6			37.7	37.7		68.8	68.8			
Actuated g/C Ratio	0.42	0.40			0.27	0.27		0.49	0.49			
Clearance Time (s)	4.5	6.0			6.0	6.0		6.0	6.0			
Vehicle Extension (s)	3.0	2.0			2.0	2.0		0.2	0.2			
Lane Grp Cap (vph)	253	665			372	364		2221	579			
v/s Ratio Prot	c0.06	0.05			c0.24	0.20						
v/s Ratio Perm	c0.22							0.37	0.05			
v/c Ratio	0.67	0.12			0.90	0.76		0.76	0.11			
Uniform Delay, d1	30.1	26.7			49.4	47.0		28.8	19.1			
Progression Factor	1.00	1.00			1.00	1.00		0.22	0.03			
Incremental Delay, d2	6.9	0.0			23.7	8.2		1.7	0.3			
Delay (s)	36.9	26.7			73.0	55.2		8.2	0.8			
Level of Service	D	C			E	E		A	A			
Approach Delay (s/veh)		33.7			64.4			7.7			0.0	
Approach LOS		C			E			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	24.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.5
Intersection Capacity Utilization	83.8%	ICU Level of Service	E
Analysis Period (min)	15		

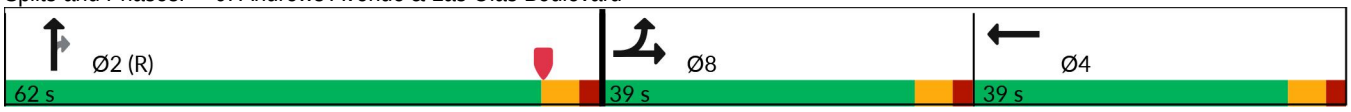
c Critical Lane Group

Lane Group	EBT	WBT	NBT	NBR
Lane Configurations				
Traffic Volume (vph)	53	0	1425	360
Future Volume (vph)	53	0	1425	360
Turn Type	NA	NA	NA	Perm
Protected Phases	8	4	2	
Permitted Phases				2
Detector Phase	8	4	2	2
Switch Phase				
Minimum Initial (s)	6.0	6.0	7.0	7.0
Minimum Split (s)	39.0	39.0	39.0	39.0
Total Split (s)	39.0	39.0	62.0	62.0
Total Split (%)	27.9%	27.9%	44.3%	44.3%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		
Lead-Lag Optimize?				
Recall Mode	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 6 (4%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 9: Andrews Avenue & Las Olas Boulevard



Lane Group	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	205	82	1638	414
v/c Ratio	0.33	0.20	0.77	0.56
Control Delay (s/veh)	47.8	1.1	20.3	4.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	47.8	1.1	20.3	4.0
Queue Length 50th (ft)	81	0	400	8
Queue Length 95th (ft)	114	0	433	m14
Internal Link Dist (ft)	104	375	1642	
Turn Bay Length (ft)				150
Base Capacity (vph)	718	460	2138	740
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.29	0.18	0.77	0.56

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	53	0	0	0	71	0	1425	360	0	0	0
Future Volume (vph)	125	53	0	0	0	71	0	1425	360	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0	6.0			
Lane Util. Factor		0.95			1.00			0.91	1.00			
Frpb, ped/bikes		1.00			0.94			1.00	0.95			
Flpb, ped/bikes		1.00			1.00			1.00	1.00			
Frt		1.00			0.87			1.00	0.85			
Flt Protected		0.97			1.00			1.00	1.00			
Satd. Flow (prot)		3047			1351			4532	1337			
Flt Permitted		0.97			1.00			1.00	1.00			
Satd. Flow (perm)		3047			1351			4532	1337			
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	144	61	0	0	0	82	0	1638	414	0	0	0
RTOR Reduction (vph)	0	0	0	0	66	0	0	0	109	0	0	0
Lane Group Flow (vph)	0	205	0	0	16	0	0	1638	305	0	0	0
Confl. Peds. (#/hr)	37		57	57		37	40		31	31		40
Confl. Bikes (#/hr)			4			1			4			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)						0						
Turn Type	Split	NA			NA			NA	Perm			
Protected Phases	8	8			4			2				
Permitted Phases									2			
Actuated Green, G (s)		28.3			27.6			66.1	66.1			
Effective Green, g (s)		28.3			27.6			66.1	66.1			
Actuated g/C Ratio		0.20			0.20			0.47	0.47			
Clearance Time (s)		6.0			6.0			6.0	6.0			
Vehicle Extension (s)		2.0			2.0			1.0	1.0			
Lane Grp Cap (vph)		615			266			2139	631			
v/s Ratio Prot		c0.07			c0.01			c0.36				
v/s Ratio Perm									0.23			
v/c Ratio		0.33			0.06			0.77	0.48			
Uniform Delay, d1		47.8			45.7			30.5	25.3			
Progression Factor		1.00			1.00			0.54	0.17			
Incremental Delay, d2		0.1			0.0			1.3	1.3			
Delay (s)		47.9			45.7			17.8	5.5			
Level of Service		D			D			B	A			
Approach Delay (s/veh)		47.9			45.7			15.3			0.0	
Approach LOS		D			D			B			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	19.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	66.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	WBT	WBR	NBT
Lane Configurations				
Traffic Volume (vph)	179	314	343	1492
Future Volume (vph)	179	314	343	1492
Turn Type	Prot	NA	Perm	NA
Protected Phases	8	4		2
Permitted Phases			4	
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	6.0	6.0	6.0	12.0
Minimum Split (s)	29.0	27.0	27.0	26.0
Total Split (s)	29.0	42.0	42.0	69.0
Total Split (%)	20.7%	30.0%	30.0%	49.3%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Min

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 108 (77%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 10: Andrews Avenue & SW 6th Street/SE 6th Street

Lane Group	EBL	WBT	WBR	NBT
Lane Group Flow (vph)	203	357	390	1897
v/c Ratio	0.52	0.82	0.96	0.90
Control Delay (s/veh)	60.5	65.0	76.4	34.4
Queue Delay	0.0	0.0	0.0	0.1
Total Delay (s/veh)	60.5	65.0	76.4	34.5
Queue Length 50th (ft)	86	310	301	611
Queue Length 95th (ft)	123	#453	#495	#354
Internal Link Dist (ft)		899		562
Turn Bay Length (ft)				
Base Capacity (vph)	502	439	411	2117
Starvation Cap Reductn	0	0	0	7
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.40	0.81	0.95	0.90

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	179	0	0	0	314	343	112	1492	66	0	0	0
Future Volume (vph)	179	0	0	0	314	343	112	1492	66	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0				6.0	6.0		6.0				
Lane Util. Factor	0.97				1.00	1.00		0.91				
Frpb, ped/bikes	1.00				1.00	0.96		1.00				
Flpb, ped/bikes	1.00				1.00	1.00		0.99				
Frt	1.00				1.00	0.85		0.99				
Flt Protected	0.95				1.00	1.00		1.00				
Satd. Flow (prot)	3060				1660	1359		4410				
Flt Permitted	0.95				1.00	1.00		1.00				
Satd. Flow (perm)	3060				1660	1359		4410				
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	203	0	0	0	357	390	127	1695	75	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	52	0	0	0	0	0	0
Lane Group Flow (vph)	203	0	0	0	357	338	0	1897	0	0	0	0
Confl. Peds. (#/hr)	12		36	36		12	28		19	19		28
Confl. Bikes (#/hr)						2			3			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	6	0	0	0	0
Parking (#/hr)				0								
Turn Type	Prot				NA	Perm	Perm	NA				
Protected Phases	8				4			2				
Permitted Phases						4	2					
Actuated Green, G (s)	18.1				36.7	36.7		67.2				
Effective Green, g (s)	18.1				36.7	36.7		67.2				
Actuated g/C Ratio	0.13				0.26	0.26		0.48				
Clearance Time (s)	6.0				6.0	6.0		6.0				
Vehicle Extension (s)	2.0				2.0	2.0		3.0				
Lane Grp Cap (vph)	395				435	356		2116				
v/s Ratio Prot	c0.07				0.22							
v/s Ratio Perm						c0.25		0.43				
v/c Ratio	0.51				0.82	0.95		0.90				
Uniform Delay, d1	56.8				48.6	50.8		33.2				
Progression Factor	1.00				1.00	1.00		0.82				
Incremental Delay, d2	0.5				11.2	34.6		6.0				
Delay (s)	57.3				59.8	85.3		33.3				
Level of Service	E				E	F		C				
Approach Delay (s/veh)		57.3			73.1			33.3			0.0	
Approach LOS		E			E			C			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	45.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	81.8%	ICU Level of Service	D
Analysis Period (min)	15		

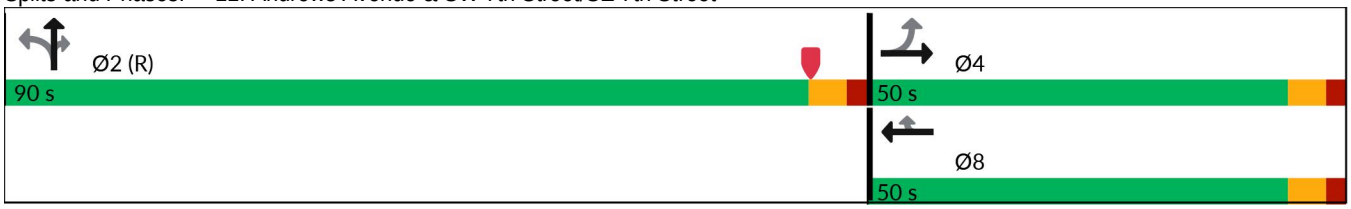
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	71	58	236	94	1332	55
Future Volume (vph)	71	58	236	94	1332	55
Turn Type	Perm	NA	NA	Perm	NA	Perm
Protected Phases		4	8		2	
Permitted Phases	4			8		2
Detector Phase	4	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	12.0	12.0
Minimum Split (s)	27.0	27.0	27.0	27.0	25.0	25.0
Total Split (s)	50.0	50.0	50.0	50.0	90.0	90.0
Total Split (%)	35.7%	35.7%	35.7%	35.7%	64.3%	64.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 24 (17%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 11: Andrews Avenue & SW 7th Street/SE 7th Street



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	80	65	265	106	1654	62
v/c Ratio	0.84	0.23	0.83	0.36	0.51	0.06
Control Delay (s/veh)	110.1	47.3	74.5	33.1	10.0	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	110.1	47.3	74.5	33.1	10.0	3.1
Queue Length 50th (ft)	71	50	234	54	220	4
Queue Length 95th (ft)	#141	86	310	102	313	21
Internal Link Dist (ft)		244	248		1907	
Turn Bay Length (ft)	95					150
Base Capacity (vph)	155	469	521	460	3232	985
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	1	218	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.14	0.51	0.23	0.55	0.06

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	58	0	0	236	94	140	1332	55	0	0	0
Future Volume (vph)	71	58	0	0	236	94	140	1332	55	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Lane Util. Factor	1.00	1.00			1.00	1.00		0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00	0.96			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		0.99	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		1.00	1.00			
Satd. Flow (prot)	1573	1494			1660	1386		4484	1350			
Flt Permitted	0.30	1.00			1.00	1.00		1.00	1.00			
Satd. Flow (perm)	495	1494			1660	1386		4484	1350			
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	80	65	0	0	265	106	157	1497	62	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	30	0	0	13	0	0	0
Lane Group Flow (vph)	80	65	0	0	265	76	0	1654	49	0	0	0
Confl. Peds. (#/hr)	3		2	2		3	17		6	6		17
Confl. Bikes (#/hr)									4			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)		0										
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)	27.1	27.1			27.1	27.1		100.9	100.9			
Effective Green, g (s)	27.1	27.1			27.1	27.1		100.9	100.9			
Actuated g/C Ratio	0.19	0.19			0.19	0.19		0.72	0.72			
Clearance Time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Vehicle Extension (s)	2.0	2.0			2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)	95	289			321	268		3231	972			
v/s Ratio Prot		0.04			0.16							
v/s Ratio Perm	c0.16					0.05		0.37	0.04			
v/c Ratio	0.84	0.22			0.83	0.28		0.51	0.05			
Uniform Delay, d1	54.4	47.6			54.2	48.2		8.7	5.7			
Progression Factor	1.00	1.00			1.00	1.00		1.00	1.00			
Incremental Delay, d2	44.3	0.1			15.1	0.2		0.6	0.1			
Delay (s)	98.7	47.7			69.2	48.4		9.2	5.8			
Level of Service	F	D			E	D		A	A			
Approach Delay (s/veh)		75.9			63.3			9.1			0.0	
Approach LOS		E			E			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	22.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	68.1%	ICU Level of Service	C
Analysis Period (min)	15		

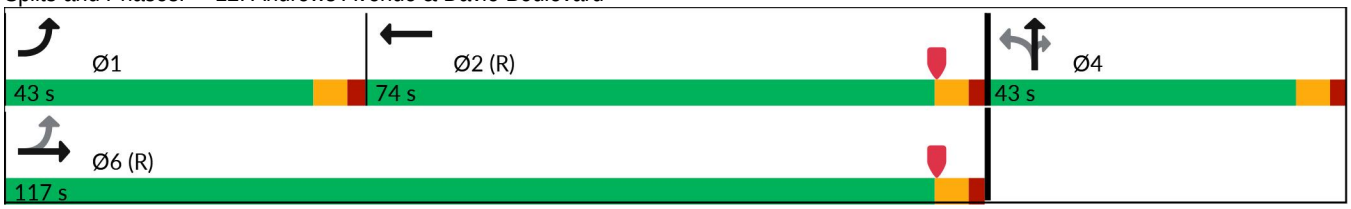
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	477	441	1153	759	138
Future Volume (vph)	477	441	1153	759	138
Turn Type	pm+pt	NA	NA	NA	Perm
Protected Phases	1	6	2	4	
Permitted Phases	6				4
Detector Phase	1	6	2	4	4
Switch Phase					
Minimum Initial (s)	4.0	12.0	12.0	6.0	6.0
Minimum Split (s)	12.0	40.0	40.0	34.0	34.0
Total Split (s)	43.0	117.0	74.0	43.0	43.0
Total Split (%)	26.9%	73.1%	46.3%	26.9%	26.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?					
Recall Mode	None	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 107 (67%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 12: Andrews Avenue & Davie Boulevard



Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	492	455	1353	1052	142
v/c Ratio	1.06	0.19	0.94	0.93	0.35
Control Delay (s/veh)	104.7	8.7	59.2	74.8	26.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	104.7	8.7	59.2	74.8	26.4
Queue Length 50th (ft)	~526	82	752	397	56
Queue Length 95th (ft)	#761	104	#855	#477	125
Internal Link Dist (ft)		223	909	2503	
Turn Bay Length (ft)	140				150
Base Capacity (vph)	466	2442	1464	1147	412
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.06	0.19	0.92	0.92	0.34

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

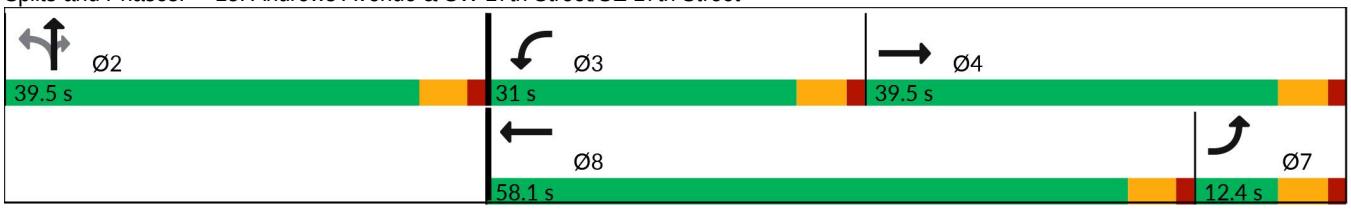
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	477	441	0	0	1153	159	262	759	138	0	0	0
Future Volume (veh/h)	477	441	0	0	1153	159	262	759	138	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	492	455	0	0	1189	152	270	782	64			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	498	2479	0	0	1363	174	294	852	341			
Arrive On Green	0.31	0.94	0.00	0.00	0.58	0.58	0.22	0.22	0.22			
Sat Flow, veh/h	1767	3618	0	0	3229	400	1324	3842	1536			
Grp Volume(v), veh/h	492	455	0	0	666	675	365	687	64			
Grp Sat Flow(s),veh/h/ln	1767	1763	0	0	1763	1774	1789	1689	1536			
Q Serve(g_s), s	36.1	1.6	0.0	0.0	51.3	52.0	31.9	31.8	5.4			
Cycle Q Clear(g_c), s	36.1	1.6	0.0	0.0	51.3	52.0	31.9	31.8	5.4			
Prop In Lane	1.00		0.00	0.00		0.23	0.74		1.00			
Lane Grp Cap(c), veh/h	498	2479	0	0	766	771	397	749	341			
V/C Ratio(X)	0.99	0.18	0.00	0.00	0.87	0.88	0.92	0.92	0.19			
Avail Cap(c_a), veh/h	498	2479	0	0	766	771	414	781	355			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.33	1.33	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.72	0.72	0.81	0.81	0.81			
Uniform Delay (d), s/veh	41.7	1.6	0.0	0.0	29.9	30.1	60.9	60.8	50.6			
Incr Delay (d2), s/veh	37.0	0.2	0.0	0.0	9.7	10.0	20.9	12.6	0.1			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	31.8	1.0	0.0	0.0	28.6	29.1	22.9	20.7	3.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	78.7	1.7	0.0	0.0	39.6	40.1	81.7	73.5	50.6			
LnGrp LOS	E	A			D	D	F	E	D			
Approach Vol, veh/h		947			1341			1116				
Approach Delay, s/veh		41.7			39.9			74.9				
Approach LOS		D			D			E				
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	43.0	75.5		41.5		118.5						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	37.0	68.0		37.0		111.0						
Max Q Clear Time (g_c+I1), s	38.1	54.0		33.9		3.6						
Green Ext Time (p_c), s	0.0	7.8		1.6		3.5						
Intersection Summary												
HCM 7th Control Delay, s/veh			51.9									
HCM 7th LOS			D									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	91	200	782	751	69	524	125
Future Volume (vph)	91	200	782	751	69	524	125
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm
Protected Phases	7	4	3	8		2	
Permitted Phases					2		2
Detector Phase	7	4	3	8	2	2	2
Switch Phase							
Minimum Initial (s)	5.0	6.0	5.0	6.0	10.0	10.0	10.0
Minimum Split (s)	10.5	39.5	10.5	39.5	39.5	39.5	39.5
Total Split (s)	12.4	39.5	31.0	58.1	39.5	39.5	39.5
Total Split (%)	11.3%	35.9%	28.2%	52.8%	35.9%	35.9%	35.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	None	None	None	Min	Min	Min

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 73.4
Natural Cycle: 110
Control Type: Actuated-Uncoordinated

Splits and Phases: 13: Andrews Avenue & SW 17th Street/SE 17th Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	94	242	806	1045	71	540	129
v/c Ratio	0.27	0.43	0.67	0.68	0.16	0.61	0.26
Control Delay (s/veh)	36.8	28.0	26.1	19.2	23.2	27.7	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.8	28.0	26.1	19.2	23.2	27.7	5.9
Queue Length 50th (ft)	19	47	143	184	23	105	0
Queue Length 95th (ft)	53	89	#341	310	64	191	38
Internal Link Dist (ft)		226		905		784	
Turn Bay Length (ft)	60		70		145		105
Base Capacity (vph)	365	1635	1212	2476	832	1666	804
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	0.26	0.15	0.67	0.42	0.09	0.32	0.16

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	200	35	782	751	263	69	524	125	0	0	0
Future Volume (vph)	91	200	35	782	751	263	69	524	125	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5			
Lane Util. Factor	0.97	0.95		0.97	0.95		1.00	0.95	1.00			
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00	0.98			
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00			
Frt	1.00	0.98		1.00	0.96		1.00	1.00	0.85			
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00			
Satd. Flow (prot)	3400	3418		3400	3348		1751	3505	1543			
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00			
Satd. Flow (perm)	3400	3418		3400	3348		1751	3505	1543			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	94	206	36	806	774	271	71	540	129	0	0	0
RTOR Reduction (vph)	0	16	0	0	34	0	0	0	97	0	0	0
Lane Group Flow (vph)	94	226	0	806	1011	0	71	540	32	0	0	0
Confl. Peds. (#/hr)	14		3	3		14	1		2	2		1
Confl. Bikes (#/hr)			2			4			3			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA		Prot	NA		Perm	NA	Perm			
Protected Phases	7	4		3	8			2				
Permitted Phases							2		2			
Actuated Green, G (s)	6.2	13.2		26.1	33.1		18.6	18.6	18.6			
Effective Green, g (s)	6.2	13.2		26.1	33.1		18.6	18.6	18.6			
Actuated g/C Ratio	0.08	0.18		0.35	0.44		0.25	0.25	0.25			
Clearance Time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5			
Vehicle Extension (s)	3.0	2.0		3.0	2.0		3.0	3.0	3.0			
Lane Grp Cap (vph)	283	606		1192	1489		437	876	385			
v/s Ratio Prot	0.03	c0.07		0.24	c0.30			c0.15				
v/s Ratio Perm							0.04		0.02			
v/c Ratio	0.33	0.37		0.68	0.68		0.16	0.62	0.08			
Uniform Delay, d1	32.1	27.0		20.6	16.4		21.8	24.7	21.4			
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00			
Incremental Delay, d2	0.7	0.1		1.5	1.0		0.2	1.3	0.1			
Delay (s)	32.8	27.1		22.1	17.4		22.0	26.0	21.5			
Level of Service	C	C		C	B		C	C	C			
Approach Delay (s/veh)		28.7			19.4			24.9			0.0	
Approach LOS		C			B			C			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	21.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	74.4	Sum of lost time (s)	16.5
Intersection Capacity Utilization	62.8%	ICU Level of Service	B
Analysis Period (min)	15		

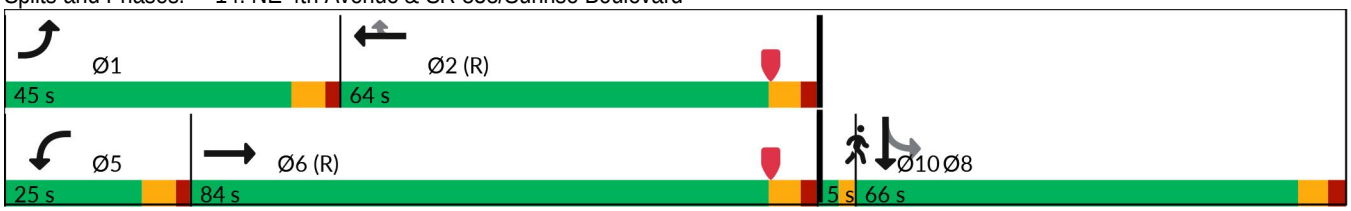
c Critical Lane Group

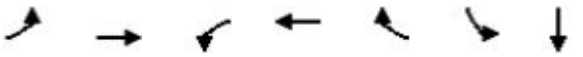
Lane Group	EBL	EBT	WBL	WBT	WBR	SBL	SBT	Ø10
Lane Configurations								
Traffic Volume (vph)	223	1128	133	803	111	104	728	
Future Volume (vph)	223	1128	133	803	111	104	728	
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	
Protected Phases	1	6	5	2			8	10
Permitted Phases					2	8		
Detector Phase	1	6	5	2	2	8	8	
Switch Phase								
Minimum Initial (s)	5.0	12.0	5.0	12.0	12.0	6.0	6.0	1.0
Minimum Split (s)	11.5	37.5	11.5	35.5	35.5	41.5	41.5	5.0
Total Split (s)	45.0	84.0	25.0	64.0	64.0	66.0	66.0	5.0
Total Split (%)	25.0%	46.7%	13.9%	35.6%	35.6%	36.7%	36.7%	3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.5	2.5	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag			
Lead-Lag Optimize?								
Recall Mode	None	C-Min	None	C-Min	C-Min	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 10 (6%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 14: NE 4th Avenue & SR 838/Sunrise Boulevard





Lane Group	EBL	EBT	WBL	WBT	WBR	SBL	SBT
Lane Group Flow (vph)	228	1664	136	819	113	106	919
v/c Ratio	0.86	0.69	0.82	0.37	0.15	0.20	0.89
Control Delay (s/veh)	107.6	26.9	113.5	26.7	9.5	47.1	70.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	107.6	26.9	113.5	26.7	9.5	47.1	70.9
Queue Length 50th (ft)	284	238	106	270	43	94	537
Queue Length 95th (ft)	m354	225	#252	343	96	144	605
Internal Link Dist (ft)		1177		617			380
Turn Bay Length (ft)	260		190		210	330	
Base Capacity (vph)	378	2426	186	2226	740	579	1140
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	0.60	0.69	0.73	0.37	0.15	0.18	0.81

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	223	1128	503	133	803	111	0	0	0	104	728	172
Future Volume (vph)	223	1128	503	133	803	111	0	0	0	104	728	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5	6.5				6.5	6.5	
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00				1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.98				1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00				0.99	1.00	
Frt	1.00	0.95		1.00	1.00	0.85				1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00				0.95	1.00	
Satd. Flow (prot)	1770	4825		1770	5085	1549				1753	3417	
Flt Permitted	0.95	1.00		0.95	1.00	1.00				0.95	1.00	
Satd. Flow (perm)	1770	4825		1770	5085	1549				1753	3417	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	228	1151	513	136	819	113	0	0	0	106	743	176
RTOR Reduction (vph)	0	40	0	0	0	64	0	0	0	0	12	0
Lane Group Flow (vph)	228	1624	0	136	819	49	0	0	0	106	907	0
Confl. Peds. (#/hr)	4		2	2		4	12		6	6		12
Confl. Bikes (#/hr)			3			5			1			1
Turn Type	Prot	NA		Prot	NA	Perm				Perm	NA	
Protected Phases	1	6		5	2						8	
Permitted Phases						2				8		
Actuated Green, G (s)	27.1	87.4		16.9	77.2	77.2				53.6	53.6	
Effective Green, g (s)	27.1	87.4		16.9	77.2	77.2				53.6	53.6	
Actuated g/C Ratio	0.15	0.49		0.09	0.43	0.43				0.30	0.30	
Clearance Time (s)	6.5	6.5		6.5	6.5	6.5				6.5	6.5	
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0				2.0	2.0	
Lane Grp Cap (vph)	266	2342		166	2180	664				522	1017	
v/s Ratio Prot	c0.13	c0.34		0.08	0.16						c0.27	
v/s Ratio Perm						0.03				0.06		
v/c Ratio	0.86	0.69		0.82	0.38	0.07				0.20	0.89	
Uniform Delay, d1	74.6	35.9		80.1	35.0	30.3				47.2	60.4	
Progression Factor	1.21	0.75		1.02	0.73	1.48				1.00	1.00	
Incremental Delay, d2	14.1	1.0		23.7	0.5	0.2				0.1	9.8	
Delay (s)	104.6	28.1		105.2	26.1	45.0				47.3	70.2	
Level of Service	F	C		F	C	D				D	E	
Approach Delay (s/veh)		37.3			38.2			0.0			67.8	
Approach LOS		D			D			A			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	45.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	83.7%	ICU Level of Service	E
Analysis Period (min)	15		

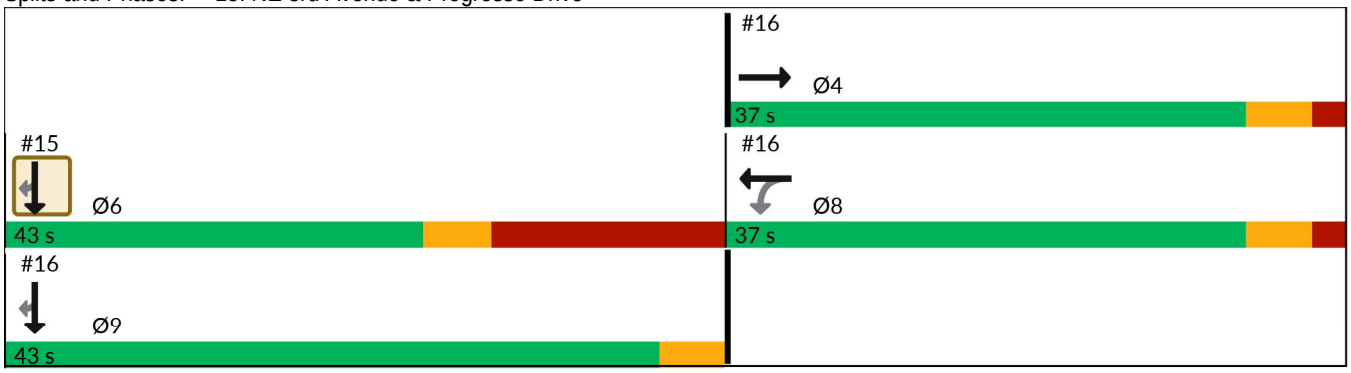
c Critical Lane Group

Lane Group	EBR	SBT	SBR	Ø4	Ø8	Ø9
Lane Configurations						
Traffic Volume (vph)	36	1236	6			
Future Volume (vph)	36	1236	6			
Turn Type	Free	NA	Perm			
Protected Phases		6		4	8	9
Permitted Phases	Free		6			
Detector Phase		6	6			
Switch Phase						
Minimum Initial (s)		10.0	10.0	6.0	6.0	10.0
Minimum Split (s)		45.0	45.0	38.0	38.0	31.0
Total Split (s)		43.0	43.0	37.0	37.0	43.0
Total Split (%)		53.8%	53.8%	46%	46%	54%
Yellow Time (s)		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)		14.0	14.0	2.0	2.0	0.0
Lost Time Adjust (s)		0.0	0.0			
Total Lost Time (s)		18.0	18.0			
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		Min	Min	None	None	Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 61.6
Natural Cycle: 85
Control Type: Actuated-Uncoordinated

Splits and Phases: 15: NE 3rd Avenue & Progresso Drive



Lane Group	EBR	SBT	SBR
Lane Group Flow (vph)	38	1315	6
v/c Ratio	0.02	0.91	0.01
Control Delay (s/veh)	0.0	29.6	9.7
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	0.0	29.6	9.7
Queue Length 50th (ft)	0	232	0
Queue Length 95th (ft)	0	#419	7
Internal Link Dist (ft)		209	
Turn Bay Length (ft)			150
Base Capacity (vph)	1611	1448	650
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.02	0.91	0.01

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	36	0	0	1236	6
Future Volume (vph)	0	36	0	0	1236	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			18.0	18.0
Lane Util. Factor		1.00			0.95	1.00
Frpb, ped/bikes		1.00			1.00	1.00
Flpb, ped/bikes		1.00			1.00	1.00
Frt		0.87			1.00	0.85
Flt Protected		1.00			1.00	1.00
Satd. Flow (prot)		1611			3539	1583
Flt Permitted		1.00			1.00	1.00
Satd. Flow (perm)		1611			3539	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	38	0	0	1315	6
RTOR Reduction (vph)	0	0	0	0	0	2
Lane Group Flow (vph)	0	38	0	0	1315	4
Confl. Peds. (#/hr)			6			
Confl. Bikes (#/hr)				2		
Turn Type		Free			NA	Perm
Protected Phases					6	
Permitted Phases		Free				6
Actuated Green, G (s)		61.6			25.3	25.3
Effective Green, g (s)		61.6			25.3	25.3
Actuated g/C Ratio		1.00			0.41	0.41
Clearance Time (s)					18.0	18.0
Vehicle Extension (s)					3.0	3.0
Lane Grp Cap (vph)		1611			1453	650
v/s Ratio Prot					c0.37	
v/s Ratio Perm		c0.02				0.00
v/c Ratio		0.02			0.91	0.01
Uniform Delay, d1		0.0			17.0	10.7
Progression Factor		1.00			1.00	1.00
Incremental Delay, d2		0.0			8.3	0.0
Delay (s)		0.0			25.3	10.7
Level of Service		A			C	B
Approach Delay (s/veh)	0.0			0.0	25.3	
Approach LOS	A			A	C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	24.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	61.6	Sum of lost time (s)	24.0
Intersection Capacity Utilization	49.2%	ICU Level of Service	A
Analysis Period (min)	15		

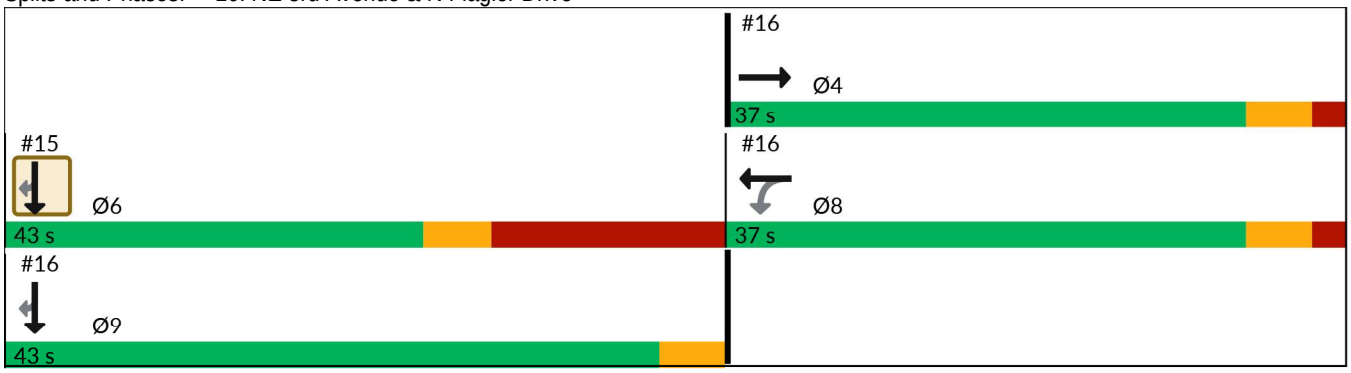
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR	Ø6
Lane Configurations						
Traffic Volume (vph)	182	110	31	1304	19	
Future Volume (vph)	182	110	31	1304	19	
Turn Type	NA	Perm	NA	NA	Perm	
Protected Phases	4		8	9		6
Permitted Phases		8			9	
Detector Phase	4	8	8	9	9	
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	10.0	10.0	10.0
Minimum Split (s)	38.0	38.0	38.0	31.0	31.0	45.0
Total Split (s)	37.0	37.0	37.0	43.0	43.0	43.0
Total Split (%)	46.3%	46.3%	46.3%	53.8%	53.8%	54%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	0.0	0.0	14.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	4.0	4.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	Min	Min	Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 61.6
Natural Cycle: 85
Control Type: Actuated-Uncoordinated

Splits and Phases: 16: NE 3rd Avenue & N Flagler Drive



Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	239	120	34	1417	21
v/c Ratio	0.64	0.61	0.09	0.63	0.02
Control Delay (s/veh)	29.1	35.8	19.8	2.1	0.0
Queue Delay	0.0	0.0	0.0	0.8	0.0
Total Delay (s/veh)	29.1	35.8	19.8	2.9	0.0
Queue Length 50th (ft)	76	41	10	7	0
Queue Length 95th (ft)	138	88	30	m33	m0
Internal Link Dist (ft)	1118		202	145	
Turn Bay Length (ft)		165			25
Base Capacity (vph)	922	499	939	2254	994
Starvation Cap Reductn	0	0	0	478	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.26	0.24	0.04	0.80	0.02

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	182	38	110	31	0	0	0	0	0	1304	19
Future Volume (vph)	0	182	38	110	31	0	0	0	0	0	1304	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						4.0	4.0
Lane Util. Factor		1.00		1.00	1.00						0.95	1.00
Frpb, ped/bikes		1.00		1.00	1.00						1.00	0.97
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.98		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		1815		1766	1863						3539	1540
Flt Permitted		1.00		0.53	1.00						1.00	1.00
Satd. Flow (perm)		1815		991	1863						3539	1540
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	198	41	120	34	0	0	0	0	0	1417	21
RTOR Reduction (vph)	0	12	0	0	0	0	0	0	0	0	0	8
Lane Group Flow (vph)	0	227	0	120	34	0	0	0	0	0	1417	13
Confl. Peds. (#/hr)	3		5	5		3	6		4	4		6
Confl. Bikes (#/hr)						1			1			1
Turn Type		NA		Perm	NA						NA	Perm
Protected Phases		4			8						9	
Permitted Phases				8								9
Actuated Green, G (s)		12.3		12.3	12.3						39.3	39.3
Effective Green, g (s)		12.3		12.3	12.3						39.3	39.3
Actuated g/C Ratio		0.20		0.20	0.20						0.64	0.64
Clearance Time (s)		6.0		6.0	6.0						4.0	4.0
Vehicle Extension (s)		2.5		2.5	2.5						3.0	3.0
Lane Grp Cap (vph)		362		197	371						2257	982
v/s Ratio Prot		c0.13			0.02						c0.40	
v/s Ratio Perm				0.12								0.01
v/c Ratio		0.63		0.61	0.09						0.63	0.01
Uniform Delay, d1		22.6		22.5	20.1						6.7	4.1
Progression Factor		1.00		1.00	1.00						0.19	0.00
Incremental Delay, d2		2.9		4.4	0.1						0.3	0.0
Delay (s)		25.5		26.9	20.2						1.6	0.0
Level of Service		C		C	C						A	A
Approach Delay (s/veh)		25.5			25.4			0.0			1.5	
Approach LOS		C			C			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	6.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	61.6	Sum of lost time (s)	24.0
Intersection Capacity Utilization	69.7%	ICU Level of Service	C
Analysis Period (min)	15		

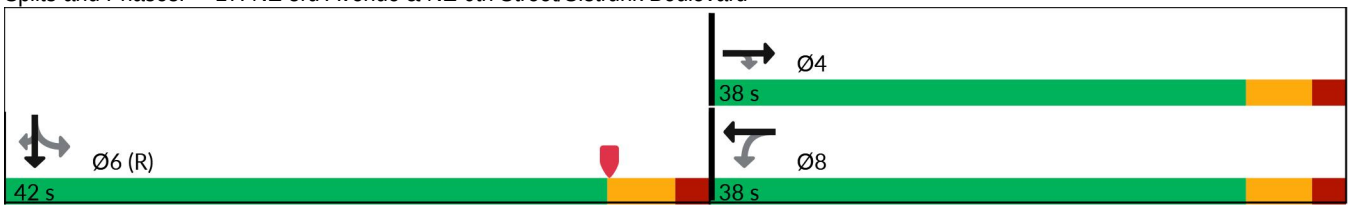
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	237	155	75	321	1036	178
Future Volume (vph)	237	155	75	321	1036	178
Turn Type	NA	Perm	Perm	NA	NA	Perm
Protected Phases	4			8	6	
Permitted Phases		4	8			6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	28.0	28.0
Total Split (s)	38.0	38.0	38.0	38.0	42.0	42.0
Total Split (%)	47.5%	47.5%	47.5%	47.5%	52.5%	52.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 78 (98%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 17: NE 3rd Avenue & NE 6th Street/Sistrunk Boulevard



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	244	160	77	331	1197	184
v/c Ratio	0.56	0.41	0.35	0.75	0.45	0.21
Control Delay (s/veh)	29.1	19.2	26.1	37.4	11.1	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.1	19.2	26.1	37.4	11.1	2.5
Queue Length 50th (ft)	106	48	31	153	111	0
Queue Length 95th (ft)	152	87	61	212	183	31
Internal Link Dist (ft)	911			651	1514	
Turn Bay Length (ft)		140	140			150
Base Capacity (vph)	664	568	336	664	2635	867
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.28	0.23	0.50	0.45	0.21

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	237	155	75	321	0	0	0	0	125	1036	178
Future Volume (vph)	0	237	155	75	321	0	0	0	0	125	1036	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		1.00	1.00	1.00	1.00						0.91	1.00
Frpb, ped/bikes		1.00	0.96	1.00	1.00						1.00	0.96
Flpb, ped/bikes		1.00	1.00	0.98	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.99	1.00
Satd. Flow (prot)		1660	1359	1551	1660						4504	1353
Flt Permitted		1.00	1.00	0.52	1.00						0.99	1.00
Satd. Flow (perm)		1660	1359	841	1660						4504	1353
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	244	160	77	331	0	0	0	0	129	1068	184
RTOR Reduction (vph)	0	0	31	0	0	0	0	0	0	0	0	76
Lane Group Flow (vph)	0	244	129	77	331	0	0	0	0	0	1197	108
Confl. Peds. (#/hr)	2		27	27		2	12		5	5		12
Confl. Bikes (#/hr)			1			1			2			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4	8						6		6
Actuated Green, G (s)		21.2	21.2	21.2	21.2						46.8	46.8
Effective Green, g (s)		21.2	21.2	21.2	21.2						46.8	46.8
Actuated g/C Ratio		0.27	0.27	0.27	0.27						0.59	0.59
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0	2.0						3.0	3.0
Lane Grp Cap (vph)		439	360	222	439						2634	791
v/s Ratio Prot		0.15			c0.20							
v/s Ratio Perm			0.10	0.09							0.27	0.08
v/c Ratio		0.56	0.36	0.35	0.75						0.45	0.14
Uniform Delay, d1		25.3	23.9	23.8	27.0						9.4	7.5
Progression Factor		1.00	1.00	1.00	1.00						1.00	1.00
Incremental Delay, d2		0.9	0.2	0.3	6.4						0.6	0.4
Delay (s)		26.2	24.1	24.1	33.4						10.0	7.8
Level of Service		C	C	C	C						A	A
Approach Delay (s/veh)		25.4			31.7			0.0			9.7	
Approach LOS		C			C			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	16.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	220	91	255	1085	101
Future Volume (vph)	220	91	255	1085	101
Turn Type	NA	pm+pt	NA	NA	Perm
Protected Phases	4	3	8	6	
Permitted Phases		8			6
Detector Phase	4	3	8	6	6
Switch Phase					
Minimum Initial (s)	6.0	5.0	6.0	10.0	10.0
Minimum Split (s)	32.0	11.0	32.0	27.0	27.0
Total Split (s)	34.0	11.0	45.0	35.0	35.0
Total Split (%)	42.5%	13.8%	56.3%	43.8%	43.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 10 (13%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 18: NE 3rd Avenue & NE 4th Street

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	333	96	268	1218	106
v/c Ratio	0.83	0.37	0.47	0.58	0.16
Control Delay (s/veh)	42.3	17.6	19.8	12.4	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.3	17.6	19.8	12.4	1.0
Queue Length 50th (ft)	141	29	93	181	0
Queue Length 95th (ft)	216	51	135	110	4
Internal Link Dist (ft)	908		191	1288	
Turn Bay Length (ft)		90			150
Base Capacity (vph)	517	259	728	2107	679
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.64	0.37	0.37	0.58	0.16

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	220	96	91	255	0	0	0	0	72	1085	101
Future Volume (vph)	0	220	96	91	255	0	0	0	0	72	1085	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	6.0
Lane Util. Factor		1.00		1.00	1.00						0.91	1.00
Frpb, ped/bikes		0.99		1.00	1.00						1.00	0.93
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.96		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		1422		1575	1494						4509	1315
Flt Permitted		1.00		0.29	1.00						1.00	1.00
Satd. Flow (perm)		1422		475	1494						4509	1315
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	232	101	96	268	0	0	0	0	76	1142	106
RTOR Reduction (vph)	0	22	0	0	0	0	0	0	0	0	0	58
Lane Group Flow (vph)	0	311	0	96	268	0	0	0	0	0	1218	48
Confl. Peds. (#/hr)	24		14	14		24	25		30	30		25
Confl. Bikes (#/hr)			2			2			3			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)		0	0		0	0						
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		4		3	8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)		21.3		31.8	31.8						36.2	36.2
Effective Green, g (s)		21.3		31.8	31.8						36.2	36.2
Actuated g/C Ratio		0.27		0.40	0.40						0.45	0.45
Clearance Time (s)		6.0		6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0		3.0	2.0						3.0	3.0
Lane Grp Cap (vph)		378		250	593						2040	595
v/s Ratio Prot		c0.22		0.02	c0.18							
v/s Ratio Perm				0.13							0.27	0.04
v/c Ratio		0.82		0.38	0.45						0.60	0.08
Uniform Delay, d1		27.6		16.7	17.7						16.4	12.4
Progression Factor		1.00		1.00	1.00						0.64	0.21
Incremental Delay, d2		12.9		1.0	0.2						1.2	0.2
Delay (s)		40.4		17.7	17.9						11.7	2.8
Level of Service		D		B	B						B	A
Approach Delay (s/veh)		40.4			17.8			0.0			11.0	
Approach LOS		D			B			A			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	17.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	68.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	18	40	51	1223	12
Future Volume (vph)	18	40	51	1223	12
Turn Type	NA	Perm	NA	NA	Perm
Protected Phases	4		8	6	
Permitted Phases		8			6
Detector Phase	4	8	8	6	6
Switch Phase					
Minimum Initial (s)	6.0	6.0	6.0	7.0	7.0
Minimum Split (s)	31.0	31.0	31.0	28.0	28.0
Total Split (s)	33.0	33.0	33.0	47.0	47.0
Total Split (%)	41.3%	41.3%	41.3%	58.8%	58.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 29 (36%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 19: NE 3rd Avenue & NE 3rd Street

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	35	42	53	1303	13
v/c Ratio	0.16	0.26	0.27	0.38	0.01
Control Delay (s/veh)	19.0	32.1	31.6	1.2	0.0
Queue Delay	0.0	0.0	0.0	0.1	0.0
Total Delay (s/veh)	19.0	32.1	31.6	1.3	0.0
Queue Length 50th (ft)	9	20	26	12	0
Queue Length 95th (ft)	27	38	44	32	m0
Internal Link Dist (ft)	415		157	262	
Turn Bay Length (ft)		160			150
Base Capacity (vph)	530	406	504	3449	999
Starvation Cap Reductn	0	0	0	670	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.07	0.10	0.11	0.47	0.01

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	18	15	40	51	0	0	0	0	28	1223	12
Future Volume (vph)	0	18	15	40	51	0	0	0	0	28	1223	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	6.0
Lane Util. Factor		1.00		1.00	1.00						0.91	1.00
Frpb, ped/bikes		0.99		1.00	1.00						1.00	0.92
Flpb, ped/bikes		1.00		0.99	1.00						1.00	1.00
Frt		0.94		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		1541		1560	1494						4521	1299
Flt Permitted		1.00		0.73	1.00						1.00	1.00
Satd. Flow (perm)		1541		1206	1494						4521	1299
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	19	16	42	53	0	0	0	0	29	1274	12
RTOR Reduction (vph)	0	14	0	0	0	0	0	0	0	0	0	3
Lane Group Flow (vph)	0	21	0	42	53	0	0	0	0	0	1303	10
Confl. Peds. (#/hr)	5		12	12		5	33		34	34		33
Confl. Bikes (#/hr)									3			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)					0	0						
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)		9.4		9.4	9.4						58.6	58.6
Effective Green, g (s)		9.4		9.4	9.4						58.6	58.6
Actuated g/C Ratio		0.12		0.12	0.12						0.73	0.73
Clearance Time (s)		6.0		6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0		2.0	2.0						1.0	1.0
Lane Grp Cap (vph)		181		141	175						3311	951
v/s Ratio Prot		0.01			c0.04							
v/s Ratio Perm				0.03							0.29	0.01
v/c Ratio		0.12		0.30	0.30						0.39	0.01
Uniform Delay, d1		31.6		32.3	32.3						4.0	2.9
Progression Factor		1.00		1.00	1.00						0.17	0.00
Incremental Delay, d2		0.1		0.4	0.4						0.3	0.0
Delay (s)		31.7		32.7	32.7						1.0	0.0
Level of Service		C		C	C						A	A
Approach Delay (s/veh)		31.7			32.7			0.0			1.0	
Approach LOS		C			C			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	3.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	50.0%	ICU Level of Service	A
Analysis Period (min)	15		

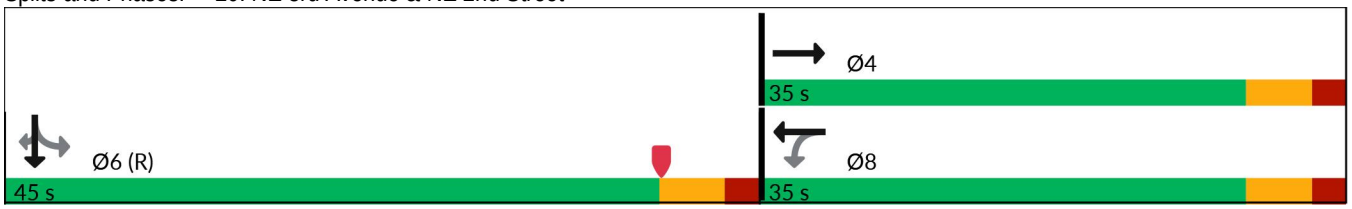
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	19	98	2	1214	35
Future Volume (vph)	19	98	2	1214	35
Turn Type	NA	Perm	NA	NA	Perm
Protected Phases	4		8	6	
Permitted Phases		8			6
Detector Phase	4	8	8	6	6
Switch Phase					
Minimum Initial (s)	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	33.0	33.0	33.0	25.0	25.0
Total Split (s)	35.0	35.0	35.0	45.0	45.0
Total Split (%)	43.8%	43.8%	43.8%	56.3%	56.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 46 (58%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 20: NE 3rd Avenue & NE 2nd Street



Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	77	105	2	1339	38
v/c Ratio	0.33	0.61	0.01	0.40	0.04
Control Delay (s/veh)	24.7	46.3	25.5	1.7	0.2
Queue Delay	0.0	0.0	0.0	0.1	0.0
Total Delay (s/veh)	24.7	46.3	25.5	1.7	0.2
Queue Length 50th (ft)	24	50	1	21	0
Queue Length 95th (ft)	57	92	6	9	0
Internal Link Dist (ft)	909		241	266	
Turn Bay Length (ft)		105			150
Base Capacity (vph)	549	423	601	3382	965
Starvation Cap Reductn	0	0	0	508	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.14	0.25	0.00	0.47	0.04

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	19	53	98	2	0	0	0	0	32	1214	35
Future Volume (vph)	0	19	53	98	2	0	0	0	0	32	1214	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	6.0
Lane Util. Factor		1.00		1.00	1.00						0.91	1.00
Frpb, ped/bikes		0.99		1.00	1.00						1.00	0.91
Flpb, ped/bikes		1.00		0.99	1.00						1.00	1.00
Frt		0.90		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		1472		1568	1660						4520	1278
Flt Permitted		1.00		0.71	1.00						1.00	1.00
Satd. Flow (perm)		1472		1167	1660						4520	1278
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	20	57	105	2	0	0	0	0	34	1305	38
RTOR Reduction (vph)	0	21	0	0	0	0	0	0	0	0	0	11
Lane Group Flow (vph)	0	56	0	105	2	0	0	0	0	0	1339	27
Confl. Peds. (#/hr)	2		7	7		2	35		29	29		35
Confl. Bikes (#/hr)			1						3			5
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)		10.5		10.5	10.5						57.5	57.5
Effective Green, g (s)		10.5		10.5	10.5						57.5	57.5
Actuated g/C Ratio		0.13		0.13	0.13						0.72	0.72
Clearance Time (s)		6.0		6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0		2.0	2.0						3.0	3.0
Lane Grp Cap (vph)		193		153	217						3248	918
v/s Ratio Prot		0.04			0.00							
v/s Ratio Perm				c0.09							0.30	0.02
v/c Ratio		0.29		0.69	0.01						0.41	0.03
Uniform Delay, d1		31.4		33.2	30.2						4.5	3.2
Progression Factor		1.00		1.00	1.00						0.25	0.06
Incremental Delay, d2		0.3		9.7	0.0						0.4	0.1
Delay (s)		31.7		42.9	30.2						1.5	0.3
Level of Service		C		D	C						A	A
Approach Delay (s/veh)		31.7			42.7			0.0			1.5	
Approach LOS		C			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	5.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	52.3%	ICU Level of Service	A
Analysis Period (min)	15		

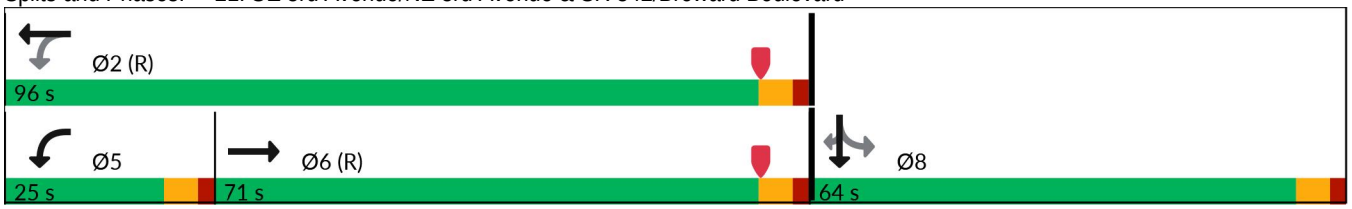
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	956	172	789	908	271
Future Volume (vph)	956	172	789	908	271
Turn Type	NA	pm+pt	NA	NA	Perm
Protected Phases	6	5	2	8	
Permitted Phases		2			8
Detector Phase	6	5	2	8	8
Switch Phase					
Minimum Initial (s)	7.0	4.0	7.0	6.0	6.0
Minimum Split (s)	40.0	10.0	40.0	39.0	39.0
Total Split (s)	71.0	25.0	96.0	64.0	64.0
Total Split (%)	44.4%	15.6%	60.0%	40.0%	40.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	C-Max	None	C-Max	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 134 (84%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 21: SE 3rd Avenue/NE 3rd Avenue & SR 842/Broward Boulevard



Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	1349	179	822	1194	282
v/c Ratio	0.64	0.76	0.30	0.83	0.53
Control Delay (s/veh)	19.6	41.1	16.5	44.8	17.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.6	41.1	16.5	44.8	17.6
Queue Length 50th (ft)	123	83	150	325	87
Queue Length 95th (ft)	455	171	193	332	146
Internal Link Dist (ft)	909		213	269	
Turn Bay Length (ft)		175			150
Base Capacity (vph)	2094	280	2721	1609	572
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.64	0.64	0.30	0.74	0.49

Intersection Summary

HCM 7th Signalized Intersection Summary
21: SE 3rd Avenue/NE 3rd Avenue & SR 842/Broward Boulevard

P.M. Peak Hour
2024 Scenario 2

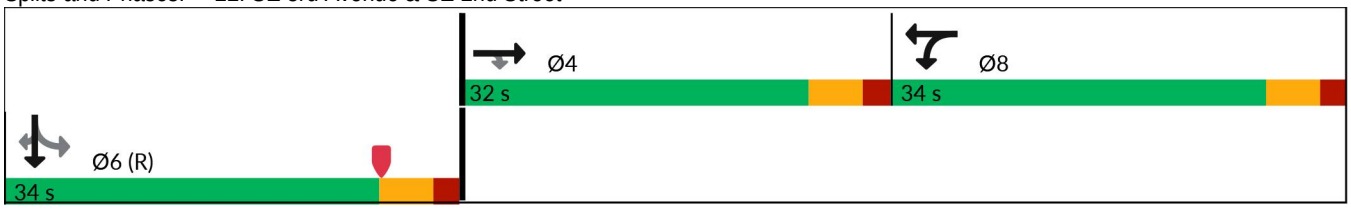
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	956	339	172	789	0	0	0	0	238	908	271
Future Volume (veh/h)	0	956	339	172	789	0	0	0	0	238	908	271
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1670	1670	1670	1670	0				1670	1670	1670
Adj Flow Rate, veh/h	0	996	283	179	822	0				248	946	127
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	1869	530	300	2888	0				282	1077	391
Arrive On Green	0.00	0.71	0.71	0.08	0.84	0.00				0.29	0.29	0.29
Sat Flow, veh/h	0	3662	996	1590	4709	0				968	3693	1341
Grp Volume(v), veh/h	0	862	417	179	822	0				415	779	127
Grp Sat Flow(s),veh/h/ln	0	1520	1468	1590	1520	0				1622	1520	1341
Q Serve(g_s), s	0.0	21.3	21.3	8.1	6.0	0.0				39.0	39.0	11.9
Cycle Q Clear(g_c), s	0.0	21.3	21.3	8.1	6.0	0.0				39.0	39.0	11.9
Prop In Lane	0.00		0.68	1.00		0.00				0.60		1.00
Lane Grp Cap(c), veh/h	0	1618	781	300	2888	0				473	886	391
V/C Ratio(X)	0.00	0.53	0.53	0.60	0.28	0.00				0.88	0.88	0.32
Avail Cap(c_a), veh/h	0	1618	781	388	2888	0				588	1102	486
HCM Platoon Ratio	1.00	1.33	1.33	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.89	0.89	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	14.0	14.1	16.6	5.1	0.0				54.0	54.0	44.4
Incr Delay (d2), s/veh	0.0	1.1	2.3	0.7	0.2	0.0				10.6	6.1	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	10.6	10.6	5.2	3.2	0.0				24.2	22.2	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	15.2	16.4	17.3	5.3	0.0				64.6	60.1	44.5
LnGrp LOS		B	B	B	A					E	E	D
Approach Vol, veh/h		1279			1001						1321	
Approach Delay, s/veh		15.6			7.5						60.0	
Approach LOS		B			A						E	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		107.4			16.2	91.2		52.6				
Change Period (Y+Rc), s		6.0			6.0	6.0		6.0				
Max Green Setting (Gmax), s		90.0			19.0	65.0		58.0				
Max Q Clear Time (g_c+I1), s		8.0			10.1	23.3		41.0				
Green Ext Time (p_c), s		1.4			0.1	2.0		5.6				
Intersection Summary												
HCM 7th Control Delay, s/veh			29.6									
HCM 7th LOS			C									

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	72	160	193	279	1126	161
Future Volume (vph)	72	160	193	279	1126	161
Turn Type	NA	Perm	Split	NA	NA	Perm
Protected Phases	4		8	8	6	
Permitted Phases		4				6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	15.0	15.0
Minimum Split (s)	32.0	32.0	34.0	34.0	31.0	31.0
Total Split (s)	32.0	32.0	34.0	34.0	34.0	34.0
Total Split (%)	32.0%	32.0%	34.0%	34.0%	34.0%	34.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 84 (84%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 22: SE 3rd Avenue & SE 2nd Street



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	75	167	181	311	1308	168
v/c Ratio	0.21	0.41	0.52	0.85	0.79	0.31
Control Delay (s/veh)	30.9	7.9	38.0	57.3	35.7	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	30.9	7.9	38.0	57.3	35.7	10.8
Queue Length 50th (ft)	37	0	105	197	292	20
Queue Length 95th (ft)	74	51	168	292	#425	76
Internal Link Dist (ft)	583			245	543	
Turn Bay Length (ft)						150
Base Capacity (vph)	431	458	419	440	1653	549
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.36	0.43	0.71	0.79	0.31

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	72	160	193	279	0	0	0	0	130	1126	161
Future Volume (vph)	0	72	160	193	279	0	0	0	0	130	1126	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		1.00	1.00	0.95	0.95						0.91	1.00
Frpb, ped/bikes		1.00	0.91	1.00	1.00						1.00	0.91
Flpb, ped/bikes		1.00	1.00	1.00	1.00						0.99	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.99	1.00
Satd. Flow (prot)		1660	1289	1498	1572						4484	1282
Flt Permitted		1.00	1.00	0.95	1.00						0.99	1.00
Satd. Flow (perm)		1660	1289	1498	1572						4484	1282
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	75	167	201	291	0	0	0	0	135	1173	168
RTOR Reduction (vph)	0	0	131	0	0	0	0	0	0	0	0	78
Lane Group Flow (vph)	0	75	36	181	311	0	0	0	0	0	1308	90
Confl. Peds. (#/hr)	12		65	65		12	67		27	27		67
Confl. Bikes (#/hr)			1			1			2			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA	Perm	Split	NA					Perm	NA	Perm
Protected Phases		4		8	8						6	
Permitted Phases			4							6		6
Actuated Green, G (s)		21.8	21.8	23.3	23.3						36.9	36.9
Effective Green, g (s)		21.8	21.8	23.3	23.3						36.9	36.9
Actuated g/C Ratio		0.22	0.22	0.23	0.23						0.37	0.37
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0	2.0						3.0	3.0
Lane Grp Cap (vph)		361	281	349	366						1654	473
v/s Ratio Prot		c0.05		0.12	c0.20							
v/s Ratio Perm			0.03								0.29	0.07
v/c Ratio		0.21	0.13	0.52	0.85						0.79	0.19
Uniform Delay, d1		32.0	31.5	33.5	36.7						28.1	21.4
Progression Factor		1.00	1.00	1.00	1.00						1.00	1.00
Incremental Delay, d2		0.1	0.1	0.5	16.0						3.9	0.9
Delay (s)		32.1	31.5	34.0	52.7						32.1	22.3
Level of Service		C	C	C	D						C	C
Approach Delay (s/veh)		31.7			45.8			0.0			31.0	
Approach LOS		C			D			A			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	34.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	81.7%	ICU Level of Service	D
Analysis Period (min)	15		

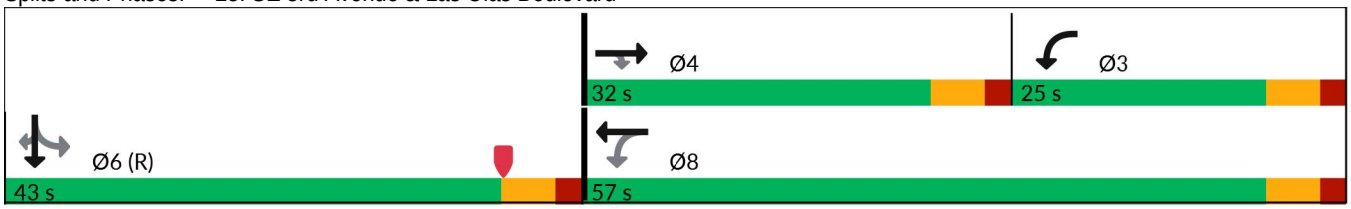
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	286	195	470	16	1233	59
Future Volume (vph)	286	195	470	16	1233	59
Turn Type	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		3	8	6	
Permitted Phases		4	8			6
Detector Phase	4	4	3	8	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	4.0	6.0	10.0	10.0
Minimum Split (s)	32.0	32.0	11.0	32.0	33.0	33.0
Total Split (s)	32.0	32.0	25.0	57.0	43.0	43.0
Total Split (%)	32.0%	32.0%	25.0%	57.0%	43.0%	43.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 96 (96%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 23: SE 3rd Avenue & Las Olas Boulevard



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	304	207	500	17	1510	63
v/c Ratio	0.42	0.62	0.94	0.01	0.85	0.12
Control Delay (s/veh)	33.9	25.6	57.2	12.2	12.7	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.9	25.6	57.2	12.2	12.7	0.4
Queue Length 50th (ft)	83	58	219	2	80	0
Queue Length 95th (ft)	123	136	#432	8	#112	m0
Internal Link Dist (ft)	459			308	436	
Turn Bay Length (ft)		110				150
Base Capacity (vph)	820	366	536	1528	1777	513
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.57	0.93	0.01	0.85	0.12

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	286	195	470	16	0	0	0	0	186	1233	59
Future Volume (vph)	0	286	195	470	16	0	0	0	0	186	1233	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		0.95	1.00	1.00	0.95						0.91	1.00
Frpb, ped/bikes		1.00	0.80	1.00	1.00						1.00	0.81
Flpb, ped/bikes		1.00	1.00	0.94	1.00						0.99	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.99	1.00
Satd. Flow (prot)		3154	1129	1482	2997						4461	1139
Flt Permitted		1.00	1.00	0.54	1.00						0.99	1.00
Satd. Flow (perm)		3154	1129	837	2997						4461	1139
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	304	207	500	17	0	0	0	0	198	1312	63
RTOR Reduction (vph)	0	0	76	0	0	0	0	0	0	0	0	38
Lane Group Flow (vph)	0	304	131	500	17	0	0	0	0	0	1510	25
Confl. Peds. (#/hr)	267		161	161		267	165		64	64		165
Confl. Bikes (#/hr)			9			4			2			3
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)					0	0						
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	Perm
Protected Phases		4		3	8						6	
Permitted Phases			4	8						6		6
Actuated Green, G (s)		22.9	22.9	48.2	48.2						39.8	39.8
Effective Green, g (s)		22.9	22.9	48.2	48.2						39.8	39.8
Actuated g/C Ratio		0.23	0.23	0.48	0.48						0.40	0.40
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.5	2.5	1.5	2.5						3.0	3.0
Lane Grp Cap (vph)		722	258	527	1444						1775	453
v/s Ratio Prot		0.10		c0.18	0.01							
v/s Ratio Perm			0.12	c0.27							0.34	0.02
v/c Ratio		0.42	0.51	0.95	0.01						0.85	0.06
Uniform Delay, d1		32.9	33.6	24.3	13.5						27.4	18.5
Progression Factor		1.00	1.00	1.00	1.00						0.28	0.00
Incremental Delay, d2		0.3	1.2	26.3	0.0						3.9	0.2
Delay (s)		33.2	34.8	50.6	13.5						11.5	0.2
Level of Service		C	C	D	B						B	A
Approach Delay (s/veh)		33.8			49.4			0.0			11.0	
Approach LOS		C			D			A			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	23.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	98.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBL	WBT	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	242	216	1547	188
Future Volume (vph)	242	216	1547	188
Turn Type	Perm	NA	NA	Perm
Protected Phases		8	6	
Permitted Phases	8			6
Detector Phase	8	8	6	6
Switch Phase				
Minimum Initial (s)	6.0	6.0	10.0	10.0
Minimum Split (s)	36.0	36.0	37.0	37.0
Total Split (s)	38.0	38.0	62.0	62.0
Total Split (%)	38.0%	38.0%	62.0%	62.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 43 (43%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 24: SE 6th Street & SE 3rd Avenue

Lane Group	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	263	235	1866	204
v/c Ratio	0.75	0.33	0.63	0.21
Control Delay (s/veh)	48.3	32.3	6.4	0.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	48.3	32.3	6.4	0.6
Queue Length 50th (ft)	160	67	111	1
Queue Length 95th (ft)	223	91	m160	m1
Internal Link Dist (ft)		474	1522	
Turn Bay Length (ft)	160			150
Base Capacity (vph)	503	1009	2948	964
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.52	0.23	0.63	0.21

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	242	216	0	0	0	0	169	1547	188
Future Volume (vph)	0	0	0	242	216	0	0	0	0	169	1547	188
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				6.0	6.0						6.0	6.0
Lane Util. Factor				1.00	0.95						0.91	1.00
Frpb, ped/bikes				1.00	1.00						1.00	0.98
Flpb, ped/bikes				1.00	1.00						1.00	1.00
Frt				1.00	1.00						1.00	0.85
Flt Protected				0.95	1.00						1.00	1.00
Satd. Flow (prot)				1572	3154						4502	1383
Flt Permitted				0.95	1.00						1.00	1.00
Satd. Flow (perm)				1572	3154						4502	1383
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	263	235	0	0	0	0	184	1682	204
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	59
Lane Group Flow (vph)	0	0	0	263	235	0	0	0	0	0	1866	145
Confl. Peds. (#/hr)	24		3	3		24	8		18	18		8
Confl. Bikes (#/hr)									5			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type				Perm	NA					Perm	NA	Perm
Protected Phases					8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)				22.5	22.5						65.5	65.5
Effective Green, g (s)				22.5	22.5						65.5	65.5
Actuated g/C Ratio				0.23	0.23						0.66	0.66
Clearance Time (s)				6.0	6.0						6.0	6.0
Vehicle Extension (s)				2.0	2.0						3.0	3.0
Lane Grp Cap (vph)				353	709						2948	905
v/s Ratio Prot					0.07							
v/s Ratio Perm				c0.17							0.41	0.10
v/c Ratio				0.75	0.33						0.63	0.16
Uniform Delay, d1				36.1	32.5						10.2	6.6
Progression Factor				1.00	1.00						0.50	0.14
Incremental Delay, d2				7.3	0.1						0.6	0.2
Delay (s)				43.4	32.6						5.7	1.2
Level of Service				D	C						A	A
Approach Delay (s/veh)		0.0			38.3			0.0			5.2	
Approach LOS		A			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	11.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.0%	ICU Level of Service	C
Analysis Period (min)	15		

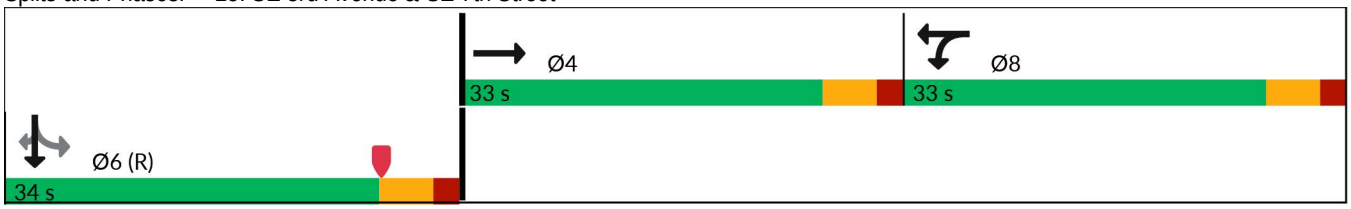
c Critical Lane Group

Lane Group	EBT	WBT	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	81	9	1758	75
Future Volume (vph)	81	9	1758	75
Turn Type	NA	NA	NA	Perm
Protected Phases	4	8	6	
Permitted Phases				6
Detector Phase	4	8	6	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	10.0	10.0
Minimum Split (s)	33.0	33.0	25.0	25.0
Total Split (s)	33.0	33.0	34.0	34.0
Total Split (%)	33.0%	33.0%	34.0%	34.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 45 (45%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 25: SE 3rd Avenue & SE 7th Street

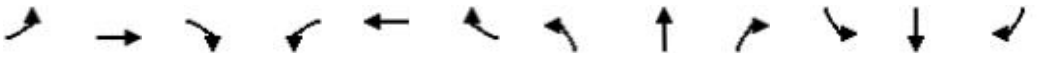


Lane Group	EBT	WBT	SBT	SBR
Lane Group Flow (vph)	163	253	1898	77
v/c Ratio	0.69	0.77	0.86	0.11
Control Delay (s/veh)	44.3	53.0	19.7	0.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.3	53.0	19.7	0.6
Queue Length 50th (ft)	72	153	213	0
Queue Length 95th (ft)	132	221	#628	m4
Internal Link Dist (ft)	568	243	566	
Turn Bay Length (ft)				150
Base Capacity (vph)	449	430	2198	713
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.36	0.59	0.86	0.11

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	81	77	237	9	0	0	0	0	83	1758	75
Future Volume (vph)	0	81	77	237	9	0	0	0	0	83	1758	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0						6.0	6.0
Lane Util. Factor		1.00			1.00						0.91	1.00
Frpb, ped/bikes		0.99			1.00						1.00	0.97
Flpb, ped/bikes		1.00			1.00						1.00	1.00
Frt		0.93			1.00						1.00	0.85
Flt Protected		1.00			0.95						1.00	1.00
Satd. Flow (prot)		1539			1584						4518	1364
Flt Permitted		1.00			0.95						1.00	1.00
Satd. Flow (perm)		1539			1584						4518	1364
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	84	79	244	9	0	0	0	0	86	1812	77
RTOR Reduction (vph)	0	40	0	0	0	0	0	0	0	0	0	40
Lane Group Flow (vph)	0	123	0	0	253	0	0	0	0	0	1898	37
Confl. Peds. (#/hr)	4		4	4		4	5		7	7		5
Confl. Bikes (#/hr)									5			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA		Split	NA					Perm	NA	Perm
Protected Phases		4		8	8						6	
Permitted Phases										6		6
Actuated Green, G (s)		12.7			20.7						48.6	48.6
Effective Green, g (s)		12.7			20.7						48.6	48.6
Actuated g/C Ratio		0.13			0.21						0.49	0.49
Clearance Time (s)		6.0			6.0						6.0	6.0
Vehicle Extension (s)		2.5			2.5						3.0	3.0
Lane Grp Cap (vph)		195			327						2195	662
v/s Ratio Prot		c0.08			c0.16							
v/s Ratio Perm											0.42	0.03
v/c Ratio		0.63			0.77						0.86	0.06
Uniform Delay, d1		41.4			37.4						22.8	13.6
Progression Factor		1.00			1.00						0.53	0.11
Incremental Delay, d2		5.4			10.4						3.9	0.1
Delay (s)		46.8			47.9						16.0	1.6
Level of Service		D			D						B	A
Approach Delay (s/veh)		46.8			47.9			0.0			15.5	
Approach LOS		D			D			A			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	21.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	84.6%	ICU Level of Service	E
Analysis Period (min)	15		

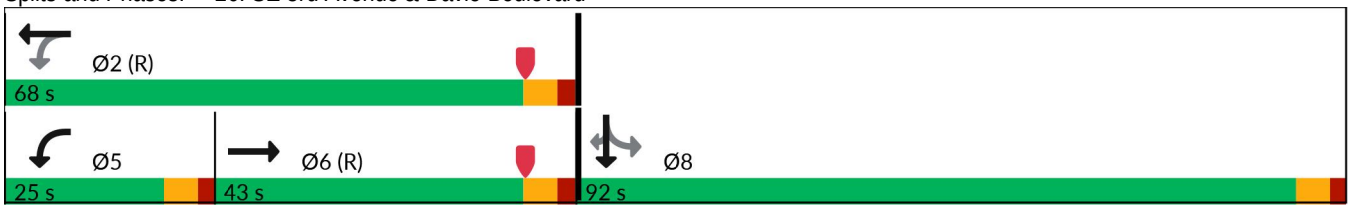
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	385	211	566	1142	692
Future Volume (vph)	385	211	566	1142	692
Turn Type	NA	pm+pt	NA	NA	Perm
Protected Phases	6	5	2	8	
Permitted Phases		2			8
Detector Phase	6	5	2	8	8
Switch Phase					
Minimum Initial (s)	12.0	4.0	12.0	6.0	6.0
Minimum Split (s)	33.0	10.0	33.0	33.0	33.0
Total Split (s)	43.0	25.0	68.0	92.0	92.0
Total Split (%)	26.9%	15.6%	42.5%	57.5%	57.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	C-Min	None	C-Min	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 84 (53%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 26: SE 3rd Avenue & Davie Boulevard



Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	604	218	584	1409	713
v/c Ratio	0.59	0.68	0.38	0.58	0.86
Control Delay (s/veh)	44.1	42.9	33.0	29.6	38.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.1	42.9	33.0	29.6	38.8
Queue Length 50th (ft)	282	153	225	358	514
Queue Length 95th (ft)	366	231	292	382	684
Internal Link Dist (ft)	909		222	1897	
Turn Bay Length (ft)		185			150
Base Capacity (vph)	1021	343	1527	2683	897
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.59	0.64	0.38	0.53	0.79

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	385	201	211	566	0	0	0	0	225	1142	692
Future Volume (vph)	0	385	201	211	566	0	0	0	0	225	1142	692
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	6.0
Lane Util. Factor		0.95		1.00	0.95						0.91	1.00
Frpb, ped/bikes		0.99		1.00	1.00						1.00	0.98
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.95		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						0.99	1.00
Satd. Flow (prot)		3304		1752	3505						4987	1541
Flt Permitted		1.00		0.23	1.00						0.99	1.00
Satd. Flow (perm)		3304		429	3505						4987	1541
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	397	207	218	584	0	0	0	0	232	1177	713
RTOR Reduction (vph)	0	39	0	0	0	0	0	0	0	0	0	75
Lane Group Flow (vph)	0	565	0	218	584	0	0	0	0	0	1409	638
Confl. Peds. (#/hr)	3		2	2		3	3		5	5		3
Confl. Bikes (#/hr)			3			4			1			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		6		5	2						8	
Permitted Phases				2						8		8
Actuated Green, G (s)		47.5		69.6	69.6						78.4	78.4
Effective Green, g (s)		47.5		69.6	69.6						78.4	78.4
Actuated g/C Ratio		0.30		0.43	0.43						0.49	0.49
Clearance Time (s)		6.0		6.0	6.0						6.0	6.0
Vehicle Extension (s)		3.0		1.5	3.0						2.0	2.0
Lane Grp Cap (vph)		980		319	1524						2443	755
v/s Ratio Prot		0.17		c0.07	0.17							
v/s Ratio Perm				c0.23							0.28	c0.41
v/c Ratio		0.58		0.68	0.38						0.58	0.85
Uniform Delay, d1		47.7		31.7	30.6						29.0	35.5
Progression Factor		0.91		1.00	1.00						1.00	1.00
Incremental Delay, d2		2.4		4.8	0.7						0.2	8.3
Delay (s)		45.7		36.5	31.4						29.2	43.8
Level of Service		D		D	C						C	D
Approach Delay (s/veh)		45.7			32.8			0.0			34.1	
Approach LOS		D			C			A			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	35.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	78.0%	ICU Level of Service	D
Analysis Period (min)	15		

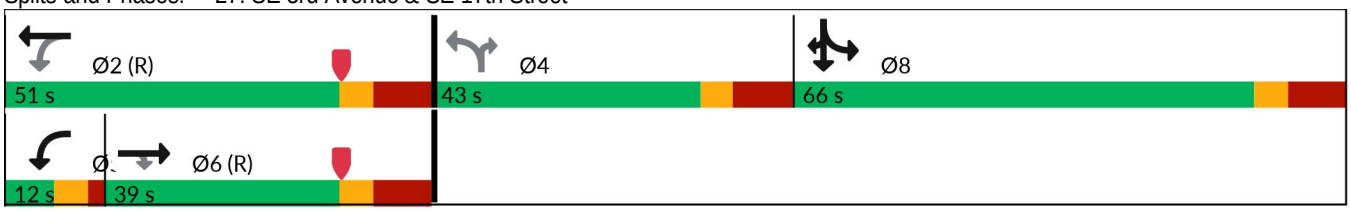
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	362	4	60	831	6	10	267	400	1034
Future Volume (vph)	362	4	60	831	6	10	267	400	1034
Turn Type	NA	Perm	pm+pt	NA	Perm	Perm	Split	NA	Prot
Protected Phases	6		5	2			8	8	8
Permitted Phases		6	2		4	4			
Detector Phase	6	6	5	2	4	4	8	8	8
Switch Phase									
Minimum Initial (s)	12.0	12.0	5.0	12.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	36.0	36.0	11.0	36.0	43.0	43.0	43.0	43.0	43.0
Total Split (s)	39.0	39.0	12.0	51.0	43.0	43.0	66.0	66.0	66.0
Total Split (%)	24.4%	24.4%	7.5%	31.9%	26.9%	26.9%	41.3%	41.3%	41.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	7.0	7.0	2.0	7.0	7.0	7.0	7.0	7.0	7.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	11.0	11.0	6.0	11.0	11.0	11.0	11.0	11.0	11.0
Lead/Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes						
Recall Mode	C-Min	C-Min	None	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 27: SE 3rd Avenue & SE 17th Street



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	385	4	64	884	6	11	284	426	1100
v/c Ratio	0.29	0.01	0.14	0.38	0.10	0.04	0.52	0.74	0.74
Control Delay (s/veh)	41.5	0.0	30.1	33.2	69.8	0.3	44.3	53.3	15.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	41.5	0.0	30.1	33.2	69.8	0.3	44.3	53.3	15.7
Queue Length 50th (ft)	158	0	37	232	6	0	271	432	280
Queue Length 95th (ft)	258	0	88	351	22	0	348	517	328
Internal Link Dist (ft)	905			223				2382	
Turn Bay Length (ft)			50		60		150		150
Base Capacity (vph)	1347	682	455	2312	182	443	623	657	1564
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.01	0.14	0.38	0.03	0.02	0.46	0.65	0.70

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	362	4	60	831	0	6	0	10	267	400	1034
Future Volume (vph)	0	362	4	60	831	0	6	0	10	267	400	1034
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		11.0	11.0	6.0	11.0		11.0		11.0	11.0	11.0	11.0
Lane Util. Factor		0.95	1.00	1.00	0.91		1.00		1.00	1.00	1.00	0.88
Frpb, ped/bikes		1.00	0.96	1.00	1.00		1.00		0.98	1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00		1.00		0.85	1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00		0.95		1.00	0.95	1.00	1.00
Satd. Flow (prot)		3505	1509	1747	5036		1747		1538	1752	1845	2760
Flt Permitted		1.00	1.00	0.45	1.00		0.49		1.00	0.95	1.00	1.00
Satd. Flow (perm)		3505	1509	835	5036		908		1538	1752	1845	2760
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	385	4	64	884	0	6	0	11	284	426	1100
RTOR Reduction (vph)	0	0	3	0	0	0	0	0	10	0	0	621
Lane Group Flow (vph)	0	385	1	64	884	0	6	0	1	284	426	479
Confl. Peds. (#/hr)	11		5	5		11	4		5	5		4
Confl. Bikes (#/hr)			2			5						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA	Perm	pm+pt	NA		Perm		Perm	Split	NA	Prot
Protected Phases		6		5	2					8	8	8
Permitted Phases			6	2			4		4			
Actuated Green, G (s)		55.8	55.8	69.0	69.0		8.1		8.1	49.9	49.9	49.9
Effective Green, g (s)		55.8	55.8	69.0	69.0		8.1		8.1	49.9	49.9	49.9
Actuated g/C Ratio		0.35	0.35	0.43	0.43		0.05		0.05	0.31	0.31	0.31
Clearance Time (s)		11.0	11.0	6.0	11.0		11.0		11.0	11.0	11.0	11.0
Vehicle Extension (s)		2.5	2.5	3.0	2.5		2.0		2.0	2.0	2.0	2.0
Lane Grp Cap (vph)		1222	526	401	2171		45		77	546	575	860
v/s Ratio Prot		0.11		0.01	c0.18					0.16	c0.23	0.17
v/s Ratio Perm			0.00	0.06			c0.01		0.00			
v/c Ratio		0.32	0.00	0.16	0.41		0.13		0.01	0.52	0.74	0.56
Uniform Delay, d1		38.1	34.0	27.1	31.4		72.6		72.1	45.2	49.3	45.8
Progression Factor		1.00	1.00	1.00	1.00		1.00		1.00	0.94	0.95	1.77
Incremental Delay, d2		0.7	0.0	0.2	0.6		0.5		0.0	0.4	4.0	0.4
Delay (s)		38.8	34.0	27.3	32.0		73.1		72.1	42.8	50.8	81.6
Level of Service		D	C	C	C		E		E	D	D	F
Approach Delay (s/veh)		38.7			31.6			72.5			68.2	
Approach LOS		D			C			E			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	53.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	39.0
Intersection Capacity Utilization	84.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Network Totals

Number of Intersections	32
Total Delay (hr)	670
Stops (#)	46083
Average Speed (mph)	12
Total Travel Time (hr)	1129
Distance Traveled (mi)	13758
Fuel Consumed (gal)	1312
Fuel Economy (mpg)	10.5
Unserved Vehicles (#)	921
Vehicles in dilemma zone (#)	0
Performance Index	797.8

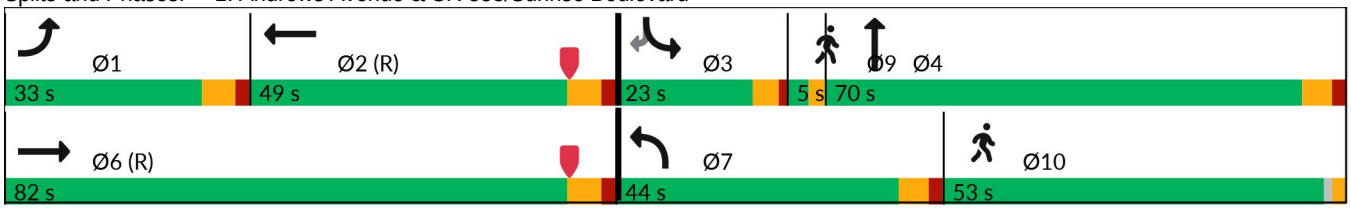
Scenario 3

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBR	Ø9	Ø10
Lane Configurations									
Traffic Volume (vph)	315	1647	923	232	792	343	118		
Future Volume (vph)	315	1647	923	232	792	343	118		
Turn Type	Prot	NA	NA	Prot	NA	Prot	Perm		
Protected Phases	1	6	2	7	4	3		9	10
Permitted Phases							3		
Detector Phase	1	6	2	7	4	3	3		
Switch Phase									
Minimum Initial (s)	5.0	12.0	12.0	4.0	6.0	5.0	5.0	1.0	1.0
Minimum Split (s)	11.5	36.5	37.5	10.0	43.0	22.5	22.5	5.0	5.0
Total Split (s)	33.0	82.0	49.0	44.0	70.0	23.0	23.0	5.0	53.0
Total Split (%)	18.3%	45.6%	27.2%	24.4%	38.9%	12.8%	12.8%	3%	29%
Yellow Time (s)	4.5	4.5	4.5	4.0	4.0	3.5	3.5	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	1.0	1.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.5	6.5	6.5	6.0	6.0	4.5	4.5		
Lead/Lag	Lead		Lag	Lead		Lead	Lead	Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes		
Recall Mode	None	C-Min	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 1: Andrews Avenue & SR 838/Sunrise Boulevard



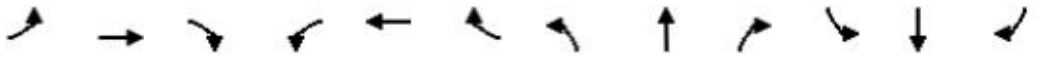
Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBR
Lane Group Flow (vph)	328	1716	1157	242	940	357	123
v/c Ratio	0.83	0.68	0.98	0.20	0.88	1.01	0.43
Control Delay (s/veh)	83.6	36.9	51.5	44.5	68.8	128.7	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	83.6	36.9	51.5	44.5	68.8	128.7	10.4
Queue Length 50th (ft)	374	558	494	89	554	~224	0
Queue Length 95th (ft)	#631	670	m236	192	601	#339	44
Internal Link Dist (ft)		645	1177		1806		
Turn Bay Length (ft)	475					95	
Base Capacity (vph)	397	2526	1183	1303	1238	352	283
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	0.83	0.68	0.98	0.19	0.76	1.01	0.43

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	1647	0	0	923	188	232	792	110	343	0	118
Future Volume (vph)	315	1647	0	0	923	188	232	792	110	343	0	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5			6.5		6.0	6.0		4.5		4.5
Lane Util. Factor	1.00	0.91			0.91		0.97	0.95		0.97		1.00
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00		0.94
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00		1.00
Frt	1.00	1.00			0.97		1.00	0.98		1.00		0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95		1.00
Satd. Flow (prot)	1770	5085			4937		3433	3466		3433		1491
Flt Permitted	0.95	1.00			1.00		0.95	1.00		0.95		1.00
Satd. Flow (perm)	1770	5085			4937		3433	3466		3433		1491
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	328	1716	0	0	961	196	242	825	115	357	0	123
RTOR Reduction (vph)	0	0	0	0	18	0	0	6	0	0	0	110
Lane Group Flow (vph)	328	1716	0	0	1139	0	242	934	0	357	0	13
Confl. Peds. (#/hr)	4		4	4		4	13		5	5		13
Confl. Bikes (#/hr)			2			4			1			4
Turn Type	Prot	NA			NA		Prot	NA		Prot		Perm
Protected Phases	1	6			2		7	4		3		
Permitted Phases												3
Actuated Green, G (s)	40.4	87.9			41.0		65.0	56.6		18.5		18.5
Effective Green, g (s)	40.4	87.9			41.0		65.0	56.6		18.5		18.5
Actuated g/C Ratio	0.22	0.49			0.23		0.36	0.31		0.10		0.10
Clearance Time (s)	6.5	6.5			6.5		6.0	6.0		4.5		4.5
Vehicle Extension (s)	1.5	3.0			3.0		1.5	2.0		3.0		3.0
Lane Grp Cap (vph)	397	2483			1124		1239	1089		352		153
v/s Ratio Prot	c0.19	0.34			c0.23		0.07	c0.27		c0.10		
v/s Ratio Perm												0.01
v/c Ratio	0.83	0.69			1.01		0.20	0.86		1.01		0.08
Uniform Delay, d1	66.5	35.6			69.5		39.5	57.9		80.8		73.1
Progression Factor	1.00	1.00			0.71		1.00	1.00		1.00		1.00
Incremental Delay, d2	12.6	1.6			11.7		0.0	6.6		51.6		0.2
Delay (s)	79.0	37.2			60.7		39.6	64.5		132.4		73.3
Level of Service	E	D			E		D	E		F		E
Approach Delay (s/veh)		43.9			60.7			59.4			117.2	
Approach LOS		D			E			E			F	

Intersection Summary

HCM 2000 Control Delay (s/veh)	58.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	25.5
Intersection Capacity Utilization	98.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	14	0	0	14	31	7	1620	21	0	0	0
Future Vol, veh/h	0	14	0	0	14	31	7	1620	21	0	0	0
Conflicting Peds, #/hr	3	0	2	2	0	3	10	0	4	4	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	25	-	0	-	-	20	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	15	0	0	15	34	8	1780	23	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	748	1833	-	-	1810	897	10	0	0
Stage 1	10	10	-	-	1800	-	-	-	-
Stage 2	738	1823	-	-	10	-	-	-	-
Critical Hdwy	6.46	-	-	-	3.1	3.7	3.7	-	-
Critical Hdwy Stg 1	-	-	-	-	3.1	-	-	-	-
Critical Hdwy Stg 2	6.76	-	-	-	3.1	-	-	-	-
Follow-up Hdwy	3.83	-	-	-	3	2	2.9	-	-
Pot Cap-1 Maneuver	356	-	0	0	489	909	1234	-	-
Stage 1	-	-	0	0	492	-	-	-	-
Stage 2	339	-	0	0	1195	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	325	-	-	-	478	906	1222	-	-
Mov Cap-2 Maneuver	325	-	-	-	478	-	-	-	-
Stage 1	-	-	-	-	485	-	-	-	-
Stage 2	313	-	-	-	1183	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	10.27	0.11
HCM LOS	A	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2
Capacity (veh/h)	23	-	-	-	478	906
HCM Lane V/C Ratio	0.006	-	-	-	0.032	0.038
HCM Control Delay (s/veh)	8	0.1	-	0	12.8	9.1
HCM Lane LOS	A	A	-	A	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	49	1510	261	0	0
Future Vol, veh/h	0	49	1510	261	0	0
Conflicting Peds, #/hr	1	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	54	1678	290	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	-	844	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	3.7	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	2	-	-
Pot Cap-1 Maneuver	0	947	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	943	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s/v	9.05	0
HCM LOS	A	

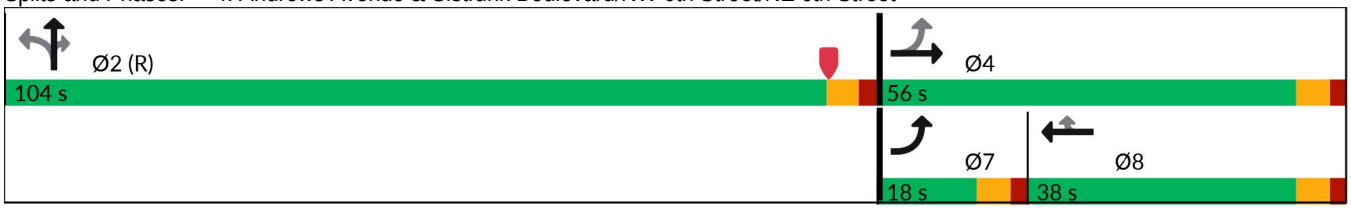
Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	943
HCM Lane V/C Ratio	-	-	0.058
HCM Control Delay (s/veh)	-	-	9.1
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.2

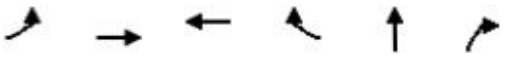
Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	98	315	410	91	1502	119
Future Volume (vph)	98	315	410	91	1502	119
Turn Type	pm+pt	NA	NA	Perm	NA	Perm
Protected Phases	7	4	8		2	
Permitted Phases	4			8		2
Detector Phase	7	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	11.0	28.0	28.0	28.0	29.0	29.0
Total Split (s)	18.0	56.0	38.0	38.0	104.0	104.0
Total Split (%)	11.3%	35.0%	23.8%	23.8%	65.0%	65.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 105 (66%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 4: Andrews Avenue & Sistrunk Boulevard/NW 6th Street/NE 6th Street





Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	107	342	446	99	2021	129
v/c Ratio	0.54	0.68	0.82	0.34	0.62	0.13
Control Delay (s/veh)	54.3	58.9	77.4	27.2	8.2	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.3	58.9	77.4	27.2	8.2	1.6
Queue Length 50th (ft)	87	319	241	34	162	6
Queue Length 95th (ft)	136	417	292	90	156	m1
Internal Link Dist (ft)		294	911		1290	
Turn Bay Length (ft)	155			130		150
Base Capacity (vph)	203	576	701	350	3245	991
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.59	0.64	0.28	0.62	0.13

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	315	0	0	410	91	357	1502	119	0	0	0
Future Volume (vph)	98	315	0	0	410	91	357	1502	119	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Lane Util. Factor	1.00	1.00			0.95	1.00		0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00	0.96		1.00	0.94			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (prot)	1751	1845			3505	1505		4970	1481			
Flt Permitted	0.17	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (perm)	316	1845			3505	1505		4970	1481			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	107	342	0	0	446	99	388	1633	129	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	52	0	0	25	0	0	0
Lane Group Flow (vph)	107	342	0	0	446	47	0	2021	104	0	0	0
Confl. Peds. (#/hr)	12		5	5		12	9		10	10		9
Confl. Bikes (#/hr)			2			2			3			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	4	0	0	0	0	0	0	0	0	0
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	7	4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)	43.5	43.5			25.0	25.0		104.5	104.5			
Effective Green, g (s)	43.5	43.5			25.0	25.0		104.5	104.5			
Actuated g/C Ratio	0.27	0.27			0.16	0.16		0.65	0.65			
Clearance Time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Vehicle Extension (s)	3.0	2.0			2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)	198	501			547	235		3246	967			
v/s Ratio Prot	0.04	c0.19			c0.13							
v/s Ratio Perm	0.10					0.03		0.41	0.07			
v/c Ratio	0.54	0.68			0.82	0.20		0.62	0.11			
Uniform Delay, d1	46.6	52.1			65.3	58.8		16.2	10.4			
Progression Factor	1.00	1.00			1.00	1.00		0.45	0.25			
Incremental Delay, d2	3.0	3.1			8.7	0.2		0.6	0.1			
Delay (s)	49.6	55.1			73.9	58.9		7.9	2.8			
Level of Service	D	E			E	E		A	A			
Approach Delay (s/veh)		53.8			71.2			7.5			0.0	
Approach LOS		D			E			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	25.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	72.5%	ICU Level of Service	C
Analysis Period (min)	15		

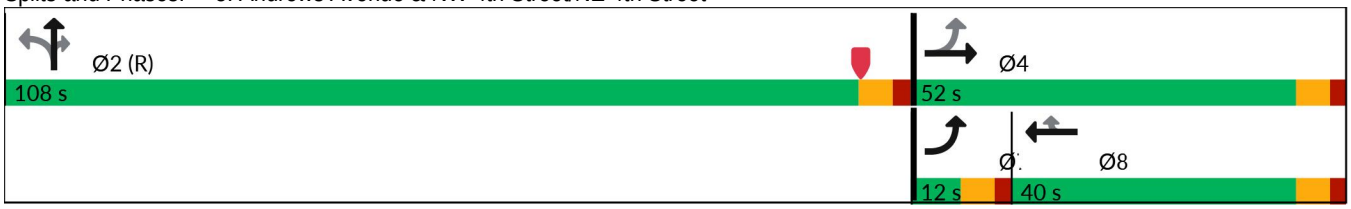
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	81	169	224	107	1797	160
Future Volume (vph)	81	169	224	107	1797	160
Turn Type	pm+pt	NA	NA	Perm	NA	Perm
Protected Phases	7	4	8		2	
Permitted Phases	4			8		2
Detector Phase	7	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	11.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	12.0	52.0	40.0	40.0	108.0	108.0
Total Split (%)	7.5%	32.5%	25.0%	25.0%	67.5%	67.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 74 (46%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 5: Andrews Avenue & NW 4th Street/NE 4th Street



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	91	190	252	120	2259	180
v/c Ratio	0.55	0.42	0.90	0.43	0.77	0.20
Control Delay (s/veh)	58.8	50.6	96.6	32.4	22.2	7.8
Queue Delay	0.0	0.0	0.0	0.0	2.0	0.0
Total Delay (s/veh)	58.8	50.6	96.6	32.4	24.2	7.8
Queue Length 50th (ft)	74	164	257	53	406	40
Queue Length 95th (ft)	122	237	#382	116	357	53
Internal Link Dist (ft)		119	908		605	
Turn Bay Length (ft)	100					150
Base Capacity (vph)	166	477	317	308	2932	905
Starvation Cap Reductn	0	0	0	0	492	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.40	0.79	0.39	0.93	0.20

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	169	0	0	224	107	214	1797	160	0	0	0
Future Volume (vph)	81	169	0	0	224	107	214	1797	160	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Lane Util. Factor	1.00	1.00			1.00	1.00		0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00	0.96		1.00	0.95			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (prot)	1577	1660			1494	1225		4488	1336			
Flt Permitted	0.25	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (perm)	413	1660			1494	1225		4488	1336			
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	91	190	0	0	252	120	240	2019	180	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	50	0	0	33	0	0	0
Lane Group Flow (vph)	91	190	0	0	252	70	0	2259	147	0	0	0
Confl. Peds. (#/hr)	9		7	7		9	10		8	8		10
Confl. Bikes (#/hr)			2			1			1			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)					0	0						
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	7	4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)	43.5	43.5			30.0	30.0		104.5	104.5			
Effective Green, g (s)	43.5	43.5			30.0	30.0		104.5	104.5			
Actuated g/C Ratio	0.27	0.27			0.19	0.19		0.65	0.65			
Clearance Time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Vehicle Extension (s)	3.0	2.0			2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)	166	451			280	229		2931	872			
v/s Ratio Prot	0.03	c0.11			c0.17							
v/s Ratio Perm	0.12					0.06		0.50	0.11			
v/c Ratio	0.55	0.42			0.90	0.31		0.77	0.17			
Uniform Delay, d1	46.5	47.9			63.5	56.0		19.4	10.8			
Progression Factor	1.00	1.00			1.00	1.00		1.02	1.37			
Incremental Delay, d2	3.7	0.2			28.9	0.3		1.8	0.4			
Delay (s)	50.2	48.1			92.4	56.3		21.5	15.2			
Level of Service	D	D			F	E		C	B			
Approach Delay (s/veh)		48.8			80.8			21.0			0.0	
Approach LOS		D			F			C			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	30.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	79.4%	ICU Level of Service	D
Analysis Period (min)	15		

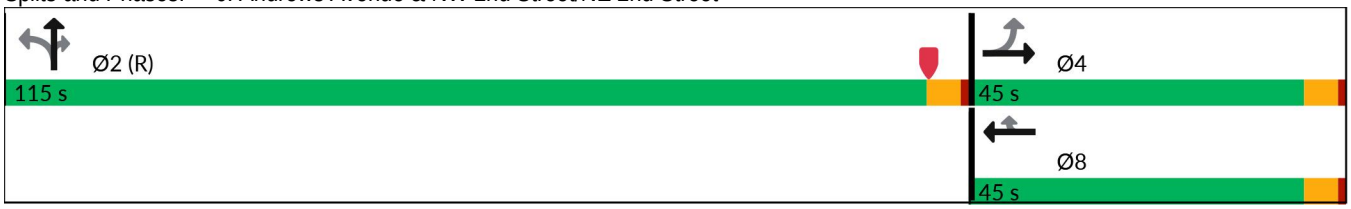
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	73	2	30	178	1718	32
Future Volume (vph)	73	2	30	178	1718	32
Turn Type	Perm	NA	NA	Perm	NA	Perm
Protected Phases		4	8		2	
Permitted Phases	4			8		2
Detector Phase	4	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	45.0	45.0	45.0	45.0	115.0	115.0
Total Split (%)	28.1%	28.1%	28.1%	28.1%	71.9%	71.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 59 (37%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 6: Andrews Avenue & NW 2nd Street/NE 2nd Street



Lane Group	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	85	34	202	2004	36
v/c Ratio	0.46	0.13	0.85	0.57	0.04
Control Delay (s/veh)	66.9	55.1	85.7	13.5	3.0
Queue Delay	0.0	0.0	0.0	0.2	0.0
Total Delay (s/veh)	66.9	55.1	85.7	13.7	3.0
Queue Length 50th (ft)	82	31	187	382	6
Queue Length 95th (ft)	129	60	258	180	m3
Internal Link Dist (ft)	113	909		606	
Turn Bay Length (ft)					150
Base Capacity (vph)	290	415	361	3509	1020
Starvation Cap Reductn	0	0	0	578	0
Spillback Cap Reductn	0	0	0	74	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.29	0.08	0.56	0.68	0.04

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	2	0	0	30	178	46	1718	32	0	0	0
Future Volume (vph)	73	2	0	0	30	178	46	1718	32	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0	5.0		5.0	5.0			
Lane Util. Factor		1.00			1.00	1.00		0.91	1.00			
Frpb, ped/bikes		1.00			1.00	0.98		1.00	0.93			
Flpb, ped/bikes		0.99			1.00	1.00		1.00	1.00			
Frt		1.00			1.00	0.85		1.00	0.85			
Flt Protected		0.95			1.00	1.00		1.00	1.00			
Satd. Flow (prot)		1567			1660	1379		4517	1307			
Flt Permitted		0.71			1.00	1.00		1.00	1.00			
Satd. Flow (perm)		1161			1660	1379		4517	1307			
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	83	2	0	0	34	202	52	1952	36	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	18	0	0	6	0	0	0
Lane Group Flow (vph)	0	85	0	0	34	184	0	2004	30	0	0	0
Confl. Peds. (#/hr)	4		5	5		4	19		12	12		19
Confl. Bikes (#/hr)			1						4			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)		25.7			25.7	25.7		124.3	124.3			
Effective Green, g (s)		25.7			25.7	25.7		124.3	124.3			
Actuated g/C Ratio		0.16			0.16	0.16		0.78	0.78			
Clearance Time (s)		5.0			5.0	5.0		5.0	5.0			
Vehicle Extension (s)		2.0			2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)		186			266	221		3509	1015			
v/s Ratio Prot					0.02							
v/s Ratio Perm		0.07				c0.13		0.44	0.02			
v/c Ratio		0.46			0.13	0.83		0.57	0.03			
Uniform Delay, d1		60.8			57.5	65.0		7.2	4.1			
Progression Factor		1.00			1.00	1.00		1.63	1.07			
Incremental Delay, d2		0.6			0.1	21.6		0.5	0.0			
Delay (s)		61.5			57.6	86.6		12.2	4.4			
Level of Service		E			E	F		B	A			
Approach Delay (s/veh)		61.5			82.4			12.0			0.0	
Approach LOS		E			F			B			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	20.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	69.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	298	1057	914	134	499	1326	269
Future Volume (vph)	298	1057	914	134	499	1326	269
Turn Type	pm+pt	NA	NA	Perm	Perm	NA	Perm
Protected Phases	1	6	2			4	
Permitted Phases	6			2	4		4
Detector Phase	1	6	2	2	4	4	4
Switch Phase							
Minimum Initial (s)	4.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	10.0	31.0	29.0	29.0	41.0	41.0	41.0
Total Split (s)	37.0	87.0	50.0	50.0	73.0	73.0	73.0
Total Split (%)	23.1%	54.4%	31.3%	31.3%	45.6%	45.6%	45.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?							
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 125 (78%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 7: Andrews Avenue & SR 842/Broward Boulevard

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	304	1079	933	137	509	1353	274
v/c Ratio	0.86	0.45	0.61	0.28	0.86	0.76	0.51
Control Delay (s/veh)	51.6	24.6	39.6	13.0	59.0	44.5	30.7
Queue Delay	0.0	0.0	0.0	0.0	10.1	1.4	0.0
Total Delay (s/veh)	51.6	24.6	39.6	13.0	69.1	45.9	30.7
Queue Length 50th (ft)	200	263	327	53	465	427	161
Queue Length 95th (ft)	#323	304	393	122	632	484	252
Internal Link Dist (ft)		126	909			539	
Turn Bay Length (ft)	80			160	150		150
Base Capacity (vph)	401	2401	1519	492	629	1897	570
Starvation Cap Reductn	0	0	0	0	98	330	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	0.76	0.45	0.61	0.28	0.96	0.86	0.48

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

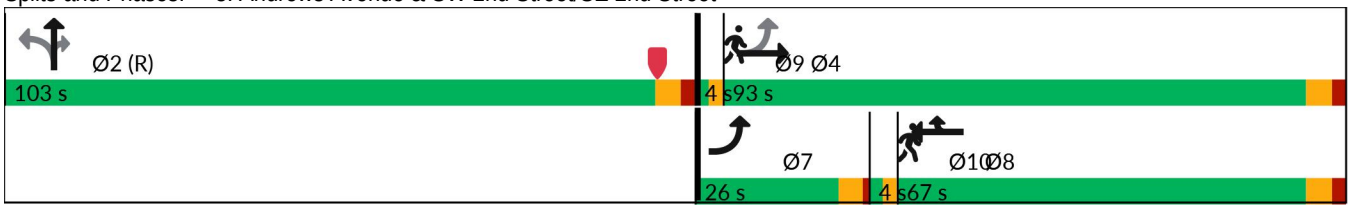
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	298	1057	0	0	914	134	499	1326	269	0	0	0
Future Volume (veh/h)	298	1057	0	0	914	134	499	1326	269	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1670	1670	0	0	1670	1670	1670	1670	1670			
Adj Flow Rate, veh/h	304	1079	0	0	933	59	509	1353	212			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	381	2563	0	0	1814	545	577	1654	481			
Arrive On Green	0.17	0.75	0.00	0.00	0.53	0.53	0.36	0.36	0.36			
Sat Flow, veh/h	1590	4709	0	0	4709	1370	1590	4559	1325			
Grp Volume(v), veh/h	304	1079	0	0	933	59	509	1353	212			
Grp Sat Flow(s),veh/h/ln	1590	1520	0	0	1520	1370	1590	1520	1325			
Q Serve(g_s), s	18.1	13.9	0.0	0.0	21.2	3.4	48.0	43.0	19.4			
Cycle Q Clear(g_c), s	18.1	13.9	0.0	0.0	21.2	3.4	48.0	43.0	19.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	381	2563	0	0	1814	545	577	1654	481			
V/C Ratio(X)	0.80	0.42	0.00	0.00	0.51	0.11	0.88	0.82	0.44			
Avail Cap(c_a), veh/h	488	2563	0	0	1814	545	666	1909	555			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.33	1.33	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.94	0.94	0.61	0.61	0.61			
Uniform Delay (d), s/veh	24.0	10.6	0.0	0.0	27.7	23.5	47.8	46.2	38.7			
Incr Delay (d2), s/veh	5.4	0.5	0.0	0.0	1.0	0.4	7.1	1.4	0.1			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	11.3	7.4	0.0	0.0	11.8	2.2	25.9	21.7	9.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.4	11.1	0.0	0.0	28.7	23.9	54.9	47.5	38.8			
LnGrp LOS	C	B			C	C	D	D	D			
Approach Vol, veh/h		1383			992			2074				
Approach Delay, s/veh		15.1			28.4			48.4				
Approach LOS		B			C			D				
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	26.3	69.6		64.1		95.9						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	31.0	44.0		67.0		81.0						
Max Q Clear Time (g_c+I1), s	20.1	23.2		50.0		15.9						
Green Ext Time (p_c), s	0.2	7.0		8.1		10.4						
Intersection Summary												
HCM 7th Control Delay, s/veh			33.6									
HCM 7th LOS			C									

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR	Ø9	Ø10
Lane Configurations								
Traffic Volume (vph)	156	72	159	493	1376	99		
Future Volume (vph)	156	72	159	493	1376	99		
Turn Type	pm+pt	NA	NA	Prot	NA	Perm		
Protected Phases	7	4	8	8	2		9	10
Permitted Phases	4					2		
Detector Phase	7	4	8	8	2	2		
Switch Phase								
Minimum Initial (s)	5.0	6.0	6.0	6.0	7.0	7.0	1.0	1.0
Minimum Split (s)	9.5	33.0	33.0	33.0	26.0	26.0	4.0	4.0
Total Split (s)	26.0	93.0	67.0	67.0	103.0	103.0	4.0	4.0
Total Split (%)	13.0%	46.5%	33.5%	33.5%	51.5%	51.5%	2%	2%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.5	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lead							Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 200
Actuated Cycle Length: 200
Offset: 194 (97%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 8: Andrews Avenue & SW 2nd Street/SE 2nd Street



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	170	78	366	343	1678	108
v/c Ratio	0.66	0.12	0.94	0.81	0.72	0.18
Control Delay (s/veh)	48.0	36.4	96.9	67.4	16.5	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.0
Total Delay (s/veh)	48.0	36.4	96.9	67.4	16.6	2.8
Queue Length 50th (ft)	139	63	460	354	179	5
Queue Length 95th (ft)	194	101	#640	491	185	12
Internal Link Dist (ft)		237	243		322	
Turn Bay Length (ft)	80					150
Base Capacity (vph)	265	729	433	465	2340	594
Starvation Cap Reductn	0	0	0	0	137	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.11	0.85	0.74	0.76	0.18

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	156	72	0	0	159	493	167	1376	99	0	0	0
Future Volume (vph)	156	72	0	0	159	493	167	1376	99	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.0			6.0	6.0		6.0	6.0			
Lane Util. Factor	1.00	1.00			0.95	0.95		0.91	1.00			
Frpb, ped/bikes	1.00	1.00			0.92	1.00		1.00	0.76			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		0.99	1.00			
Frt	1.00	1.00			0.92	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (prot)	1593	1676			1354	1354		4508	1087			
Flt Permitted	0.17	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (perm)	293	1676			1354	1354		4508	1087			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	170	78	0	0	173	536	182	1496	108	0	0	0
RTOR Reduction (vph)	0	0	0	0	21	55	0	0	30	0	0	0
Lane Group Flow (vph)	170	78	0	0	345	288	0	1678	78	0	0	0
Confl. Peds. (#/hr)	61		67	67		61	18		44	44		18
Confl. Bikes (#/hr)						1			3			2
Turn Type	pm+pt	NA			NA	Prot	Perm	NA	Perm			
Protected Phases	7	4			8	8		2				
Permitted Phases	4						2		2			
Actuated Green, G (s)	84.2	80.2			54.5	54.5		103.8	103.8			
Effective Green, g (s)	84.2	80.2			54.5	54.5		103.8	103.8			
Actuated g/C Ratio	0.42	0.40			0.27	0.27		0.52	0.52			
Clearance Time (s)	4.5	6.0			6.0	6.0		6.0	6.0			
Vehicle Extension (s)	3.0	2.0			2.0	2.0		0.2	0.2			
Lane Grp Cap (vph)	256	672			368	368		2339	564			
v/s Ratio Prot	c0.07	0.05			c0.25	0.21						
v/s Ratio Perm	c0.21							0.37	0.07			
v/c Ratio	0.66	0.12			0.94	0.78		0.72	0.14			
Uniform Delay, d1	43.2	37.6			71.1	67.3		36.9	24.9			
Progression Factor	1.00	1.00			1.00	1.00		0.39	0.18			
Incremental Delay, d2	6.3	0.0			30.6	9.7		1.6	0.4			
Delay (s)	49.5	37.7			101.7	77.0		16.0	4.9			
Level of Service	D	D			F	E		B	A			
Approach Delay (s/veh)		45.8			89.7			15.3			0.0	
Approach LOS		D			F			B			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	37.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	200.0	Sum of lost time (s)	18.5
Intersection Capacity Utilization	83.8%	ICU Level of Service	E
Analysis Period (min)	15		

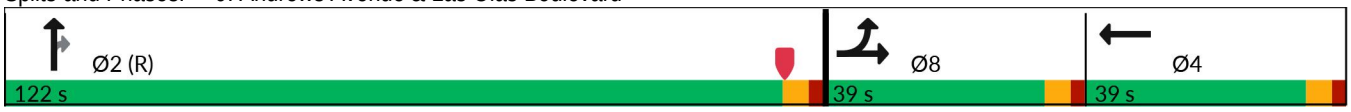
c Critical Lane Group

Lane Group	EBT	WBT	NBT	NBR
Lane Configurations				
Traffic Volume (vph)	53	0	1425	360
Future Volume (vph)	53	0	1425	360
Turn Type	NA	NA	NA	Perm
Protected Phases	8	4	2	
Permitted Phases				2
Detector Phase	8	4	2	2
Switch Phase				
Minimum Initial (s)	6.0	6.0	7.0	7.0
Minimum Split (s)	39.0	39.0	39.0	39.0
Total Split (s)	39.0	39.0	122.0	122.0
Total Split (%)	19.5%	19.5%	61.0%	61.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		
Lead-Lag Optimize?				
Recall Mode	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 200
Actuated Cycle Length: 200
Offset: 16 (8%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 9: Andrews Avenue & Las Olas Boulevard



Lane Group	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	205	82	1638	414
v/c Ratio	0.41	0.28	0.62	0.49
Control Delay (s/veh)	77.6	10.2	18.9	5.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	77.6	10.2	18.9	5.2
Queue Length 50th (ft)	129	0	310	12
Queue Length 95th (ft)	171	37	321	m17
Internal Link Dist (ft)	104	375	1642	
Turn Bay Length (ft)				150
Base Capacity (vph)	502	296	2628	849
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	31	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.41	0.28	0.63	0.49

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	53	0	0	0	71	0	1425	360	0	0	0
Future Volume (vph)	125	53	0	0	0	71	0	1425	360	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0	6.0			
Lane Util. Factor		0.95			1.00			0.91	1.00			
Frpb, ped/bikes		1.00			0.92			1.00	0.93			
Flpb, ped/bikes		1.00			1.00			1.00	1.00			
Frt		1.00			0.87			1.00	0.85			
Flt Protected		0.97			1.00			1.00	1.00			
Satd. Flow (prot)		3047			1322			4532	1314			
Flt Permitted		0.97			1.00			1.00	1.00			
Satd. Flow (perm)		3047			1322			4532	1314			
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	144	61	0	0	0	82	0	1638	414	0	0	0
RTOR Reduction (vph)	0	0	0	0	68	0	0	0	87	0	0	0
Lane Group Flow (vph)	0	205	0	0	14	0	0	1638	327	0	0	0
Confl. Peds. (#/hr)	37		57	57		37	40		31	31		40
Confl. Bikes (#/hr)			4			1			4			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)						0						
Turn Type	Split	NA			NA			NA	Perm			
Protected Phases	8	8			4			2				
Permitted Phases									2			
Actuated Green, G (s)		33.0			33.0			116.0	116.0			
Effective Green, g (s)		33.0			33.0			116.0	116.0			
Actuated g/C Ratio		0.17			0.17			0.58	0.58			
Clearance Time (s)		6.0			6.0			6.0	6.0			
Vehicle Extension (s)		2.0			2.0			1.0	1.0			
Lane Grp Cap (vph)		502			218			2628	762			
v/s Ratio Prot		c0.07			c0.01			c0.36				
v/s Ratio Perm									0.25			
v/c Ratio		0.41			0.06			0.62	0.43			
Uniform Delay, d1		74.8			70.4			27.6	23.5			
Progression Factor		1.00			1.00			0.66	0.35			
Incremental Delay, d2		0.2			0.0			0.7	1.1			
Delay (s)		75.0			70.5			18.8	9.4			
Level of Service		E			E			B	A			
Approach Delay (s/veh)		75.0			70.5			16.9			0.0	
Approach LOS		E			E			B			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	23.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	200.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	66.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	WBT	WBR	NBT
Lane Configurations				
Traffic Volume (vph)	179	314	343	1492
Future Volume (vph)	179	314	343	1492
Turn Type	Prot	NA	Perm	NA
Protected Phases	8	4		2
Permitted Phases			4	
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	6.0	6.0	6.0	12.0
Minimum Split (s)	29.0	27.0	27.0	26.0
Total Split (s)	29.0	66.0	66.0	105.0
Total Split (%)	14.5%	33.0%	33.0%	52.5%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Min

Intersection Summary

Cycle Length: 200
Actuated Cycle Length: 200
Offset: 158 (79%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 10: Andrews Avenue & SW 6th Street/SE 6th Street

Lane Group	EBL	WBT	WBR	NBT
Lane Group Flow (vph)	203	357	390	1822
v/c Ratio	0.64	0.77	0.95	0.78
Control Delay (s/veh)	94.8	78.0	94.7	42.2
Queue Delay	0.0	0.0	0.0	0.7
Total Delay (s/veh)	94.8	78.0	94.7	42.8
Queue Length 50th (ft)	132	423	444	800
Queue Length 95th (ft)	178	540	#623	803
Internal Link Dist (ft)		899		562
Turn Bay Length (ft)				
Base Capacity (vph)	351	498	437	2340
Starvation Cap Reductn	0	0	0	216
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.58	0.72	0.89	0.86

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	179	0	0	0	314	343	112	1492	0	0	0	0
Future Volume (vph)	179	0	0	0	314	343	112	1492	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0				6.0	6.0		6.0				
Lane Util. Factor	0.97				1.00	1.00		0.91				
Frpb, ped/bikes	1.00				1.00	0.95		1.00				
Flpb, ped/bikes	1.00				1.00	1.00		0.99				
Frt	1.00				1.00	0.85		1.00				
Flt Protected	0.95				1.00	1.00		1.00				
Satd. Flow (prot)	3060				1660	1345		4437				
Flt Permitted	0.95				1.00	1.00		1.00				
Satd. Flow (perm)	3060				1660	1345		4437				
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	203	0	0	0	357	390	127	1695	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	35	0	0	0	0	0	0
Lane Group Flow (vph)	203	0	0	0	357	355	0	1822	0	0	0	0
Confl. Peds. (#/hr)	12		36	36		12	28		19	19		28
Confl. Bikes (#/hr)						2			3			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	6	0	0	0	0
Parking (#/hr)				0								
Turn Type	Prot				NA	Perm	Perm	NA				
Protected Phases	8				4			2				
Permitted Phases						4	2					
Actuated Green, G (s)	20.9				55.7	55.7		105.4				
Effective Green, g (s)	20.9				55.7	55.7		105.4				
Actuated g/C Ratio	0.10				0.28	0.28		0.53				
Clearance Time (s)	6.0				6.0	6.0		6.0				
Vehicle Extension (s)	2.0				2.0	2.0		3.0				
Lane Grp Cap (vph)	319				462	374		2338				
v/s Ratio Prot	c0.07				0.22							
v/s Ratio Perm						c0.26		0.41				
v/c Ratio	0.64				0.77	0.95		0.78				
Uniform Delay, d1	85.9				66.3	70.7		38.0				
Progression Factor	1.00				1.00	1.00		1.00				
Incremental Delay, d2	3.0				7.2	32.7		2.4				
Delay (s)	88.9				73.5	103.5		40.5				
Level of Service	F				E	F		D				
Approach Delay (s/veh)		88.9			89.1			40.5			0.0	
Approach LOS		F			F			D			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	57.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	200.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	80.1%	ICU Level of Service	D
Analysis Period (min)	15		

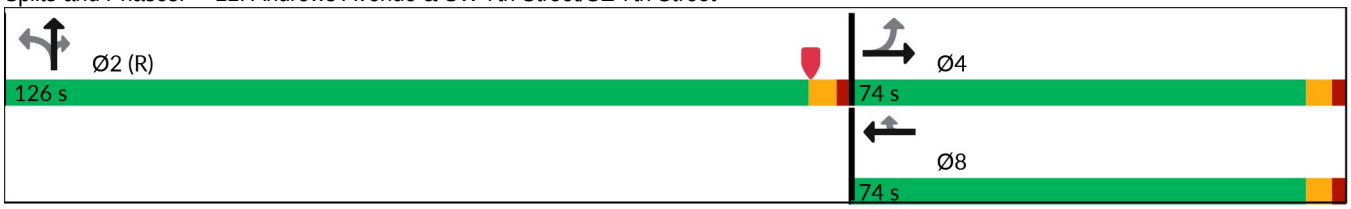
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	71	58	236	94	1332	55
Future Volume (vph)	71	58	236	94	1332	55
Turn Type	Perm	NA	NA	Perm	NA	Perm
Protected Phases		4	8		2	
Permitted Phases	4			8		2
Detector Phase	4	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	12.0	12.0
Minimum Split (s)	27.0	27.0	27.0	27.0	25.0	25.0
Total Split (s)	74.0	74.0	74.0	74.0	126.0	126.0
Total Split (%)	37.0%	37.0%	37.0%	37.0%	63.0%	63.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 200
Actuated Cycle Length: 200
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 11: Andrews Avenue & SW 7th Street/SE 7th Street



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	80	65	265	106	1654	62
v/c Ratio	1.08	0.23	0.86	0.37	0.49	0.06
Control Delay (s/veh)	199.5	69.0	103.5	47.5	10.8	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.0
Total Delay (s/veh)	199.5	69.0	103.5	47.5	11.1	4.3
Queue Length 50th (ft)	~117	74	344	80	288	9
Queue Length 95th (ft)	#212	118	428	136	387	29
Internal Link Dist (ft)		244	248		1907	
Turn Bay Length (ft)	95					150
Base Capacity (vph)	136	507	564	494	3371	1015
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	6	842	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.13	0.47	0.22	0.65	0.06

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	58	0	0	236	94	140	1332	55	0	0	0
Future Volume (vph)	71	58	0	0	236	94	140	1332	55	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Lane Util. Factor	1.00	1.00			1.00	1.00		0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00	0.95			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		0.99	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		1.00	1.00			
Satd. Flow (prot)	1577	1494			1660	1382		4473	1337			
Flt Permitted	0.24	1.00			1.00	1.00		1.00	1.00			
Satd. Flow (perm)	401	1494			1660	1382		4473	1337			
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	80	65	0	0	265	106	157	1497	62	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	30	0	0	8	0	0	0
Lane Group Flow (vph)	80	65	0	0	265	76	0	1654	54	0	0	0
Confl. Peds. (#/hr)	3		2	2		3	17		6	6		17
Confl. Bikes (#/hr)									4			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)		0										
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)	37.2	37.2			37.2	37.2		150.8	150.8			
Effective Green, g (s)	37.2	37.2			37.2	37.2		150.8	150.8			
Actuated g/C Ratio	0.19	0.19			0.19	0.19		0.75	0.75			
Clearance Time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Vehicle Extension (s)	2.0	2.0			2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)	74	277			308	257		3372	1008			
v/s Ratio Prot		0.04			0.16							
v/s Ratio Perm	c0.20					0.05		0.37	0.04			
v/c Ratio	1.08	0.23			0.86	0.30		0.49	0.05			
Uniform Delay, d1	81.4	69.3			78.9	70.1		9.6	6.3			
Progression Factor	1.00	1.00			1.00	1.00		1.00	1.00			
Incremental Delay, d2	128.5	0.2			20.3	0.2		0.5	0.1			
Delay (s)	209.9	69.4			99.2	70.3		10.1	6.4			
Level of Service	F	E			F	E		B	A			
Approach Delay (s/veh)		147.0			91.0			10.0			0.0	
Approach LOS		F			F			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	32.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	200.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	68.1%	ICU Level of Service	C
Analysis Period (min)	15		

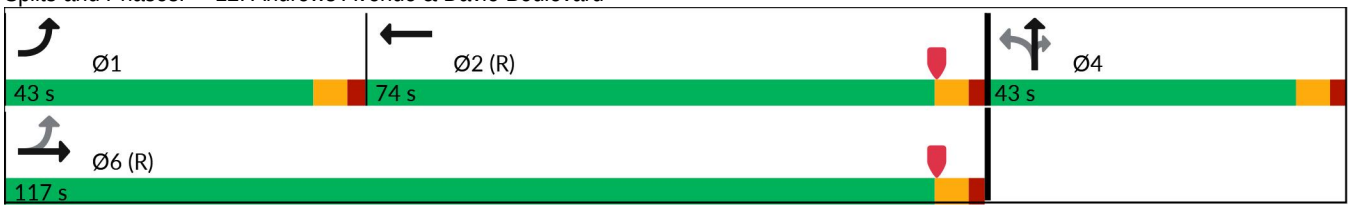
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	477	441	1153	759	138
Future Volume (vph)	477	441	1153	759	138
Turn Type	pm+pt	NA	NA	NA	Perm
Protected Phases	1	6	2	4	
Permitted Phases	6				4
Detector Phase	1	6	2	4	4
Switch Phase					
Minimum Initial (s)	4.0	12.0	12.0	6.0	6.0
Minimum Split (s)	12.0	40.0	40.0	34.0	34.0
Total Split (s)	43.0	117.0	74.0	43.0	43.0
Total Split (%)	26.9%	73.1%	46.3%	26.9%	26.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?					
Recall Mode	None	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 107 (67%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 12: Andrews Avenue & Davie Boulevard



Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	492	455	1353	1052	142
v/c Ratio	1.06	0.19	0.94	0.93	0.35
Control Delay (s/veh)	104.7	8.7	59.2	74.8	26.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	104.7	8.7	59.2	74.8	26.4
Queue Length 50th (ft)	~526	82	752	397	56
Queue Length 95th (ft)	#761	104	#855	#477	125
Internal Link Dist (ft)		223	909	2503	
Turn Bay Length (ft)	140				150
Base Capacity (vph)	466	2442	1464	1147	412
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.06	0.19	0.92	0.92	0.34

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

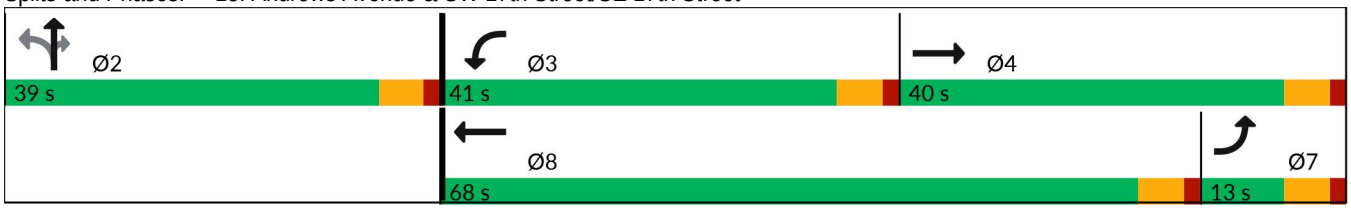
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	477	441	0	0	1153	159	262	759	138	0	0	0
Future Volume (veh/h)	477	441	0	0	1153	159	262	759	138	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	492	455	0	0	1189	152	270	782	64			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	498	2479	0	0	1363	174	294	852	341			
Arrive On Green	0.31	0.94	0.00	0.00	0.58	0.58	0.22	0.22	0.22			
Sat Flow, veh/h	1767	3618	0	0	3229	400	1324	3842	1536			
Grp Volume(v), veh/h	492	455	0	0	666	675	365	687	64			
Grp Sat Flow(s),veh/h/ln	1767	1763	0	0	1763	1774	1789	1689	1536			
Q Serve(g_s), s	36.1	1.6	0.0	0.0	51.3	52.0	31.9	31.8	5.4			
Cycle Q Clear(g_c), s	36.1	1.6	0.0	0.0	51.3	52.0	31.9	31.8	5.4			
Prop In Lane	1.00		0.00	0.00		0.23	0.74		1.00			
Lane Grp Cap(c), veh/h	498	2479	0	0	766	771	397	749	341			
V/C Ratio(X)	0.99	0.18	0.00	0.00	0.87	0.88	0.92	0.92	0.19			
Avail Cap(c_a), veh/h	498	2479	0	0	766	771	414	781	355			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.33	1.33	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.72	0.72	0.82	0.82	0.82			
Uniform Delay (d), s/veh	41.7	1.6	0.0	0.0	29.9	30.1	60.9	60.8	50.6			
Incr Delay (d2), s/veh	37.0	0.2	0.0	0.0	9.7	10.0	21.0	12.7	0.1			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	31.8	1.0	0.0	0.0	28.6	29.1	22.9	20.8	3.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	78.7	1.7	0.0	0.0	39.6	40.1	81.9	73.6	50.6			
LnGrp LOS	E	A			D	D	F	E	D			
Approach Vol, veh/h		947			1341			1116				
Approach Delay, s/veh		41.7			39.9			75.0				
Approach LOS		D			D			E				
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	43.0	75.5		41.5		118.5						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	37.0	68.0		37.0		111.0						
Max Q Clear Time (g_c+I1), s	38.1	54.0		33.9		3.6						
Green Ext Time (p_c), s	0.0	7.8		1.6		3.5						
Intersection Summary												
HCM 7th Control Delay, s/veh			51.9									
HCM 7th LOS			D									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	91	200	782	751	69	524	125
Future Volume (vph)	91	200	782	751	69	524	125
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm
Protected Phases	7	4	3	8		2	
Permitted Phases					2		2
Detector Phase	7	4	3	8	2	2	2
Switch Phase							
Minimum Initial (s)	5.0	6.0	5.0	6.0	10.0	10.0	10.0
Minimum Split (s)	10.5	39.5	10.5	39.5	39.5	39.5	39.5
Total Split (s)	13.0	40.0	41.0	68.0	39.0	39.0	39.0
Total Split (%)	10.8%	33.3%	34.2%	56.7%	32.5%	32.5%	32.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	None	None	None	Min	Min	Min

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 73.1
Natural Cycle: 110
Control Type: Actuated-Uncoordinated

Splits and Phases: 13: Andrews Avenue & SW 17th Street/SE 17th Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	94	242	806	1045	71	540	129
v/c Ratio	0.28	0.39	0.73	0.68	0.16	0.59	0.26
Control Delay (s/veh)	38.1	28.8	27.2	19.1	24.1	27.6	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.1	28.8	27.2	19.1	24.1	27.6	7.2
Queue Length 50th (ft)	20	46	168	192	25	113	2
Queue Length 95th (ft)	53	103	271	312	66	197	44
Internal Link Dist (ft)		226		905		784	
Turn Bay Length (ft)	60		70		145		105
Base Capacity (vph)	367	1707	1738	2843	844	1691	807
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	0.26	0.14	0.46	0.37	0.08	0.32	0.16

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	200	35	782	751	263	69	524	125	0	0	0
Future Volume (vph)	91	200	35	782	751	263	69	524	125	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5			
Lane Util. Factor	0.97	0.95		0.97	0.95		1.00	0.95	1.00			
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00	0.98			
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00			
Frt	1.00	0.98		1.00	0.96		1.00	1.00	0.85			
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00			
Satd. Flow (prot)	3400	3418		3400	3348		1751	3505	1543			
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00			
Satd. Flow (perm)	3400	3418		3400	3348		1751	3505	1543			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	94	206	36	806	774	271	71	540	129	0	0	0
RTOR Reduction (vph)	0	14	0	0	34	0	0	0	91	0	0	0
Lane Group Flow (vph)	94	228	0	806	1011	0	71	540	38	0	0	0
Confl. Peds. (#/hr)	14		3	3		14	1		2	2		1
Confl. Bikes (#/hr)			2			4			3			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA		Prot	NA		Perm	NA	Perm			
Protected Phases	7	4		3	8			2				
Permitted Phases							2		2			
Actuated Green, G (s)	5.5	14.7		23.6	32.8		19.1	19.1	19.1			
Effective Green, g (s)	5.5	14.7		23.6	32.8		19.1	19.1	19.1			
Actuated g/C Ratio	0.07	0.20		0.32	0.44		0.26	0.26	0.26			
Clearance Time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5			
Vehicle Extension (s)	3.0	2.0		3.0	2.0		3.0	3.0	3.0			
Lane Grp Cap (vph)	253	679		1085	1485		452	905	398			
v/s Ratio Prot	0.03	c0.07		0.24	c0.30			c0.15				
v/s Ratio Perm							0.04		0.02			
v/c Ratio	0.37	0.34		0.74	0.68		0.16	0.60	0.09			
Uniform Delay, d1	32.6	25.4		22.4	16.4		21.2	24.0	20.8			
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00			
Incremental Delay, d2	0.9	0.1		2.8	1.0		0.2	1.1	0.1			
Delay (s)	33.5	25.5		25.2	17.4		21.3	25.1	20.9			
Level of Service	C	C		C	B		C	C	C			
Approach Delay (s/veh)		27.7			20.8			24.0			0.0	
Approach LOS		C			C			C			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	22.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	73.9	Sum of lost time (s)	16.5
Intersection Capacity Utilization	62.8%	ICU Level of Service	B
Analysis Period (min)	15		

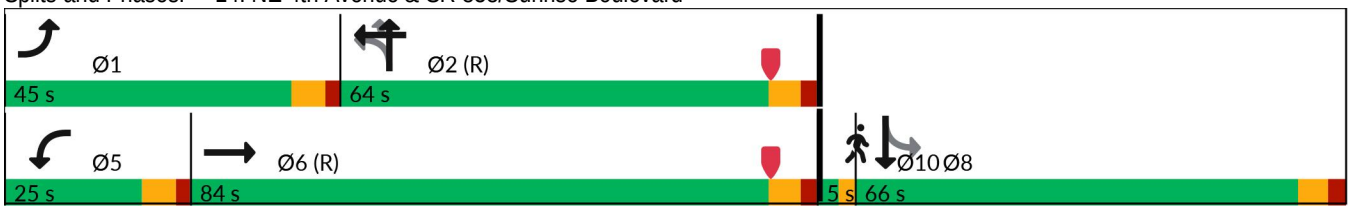
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	Ø10
Lane Configurations										
Traffic Volume (vph)	223	1635	43	739	111	209	526	340	383	
Future Volume (vph)	223	1635	43	739	111	209	526	340	383	
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA	
Protected Phases	1	6!	5!	2!			2!		8	10
Permitted Phases					2	2!		8		
Detector Phase	1	6	5	2	2	2	2	8	8	
Switch Phase										
Minimum Initial (s)	5.0	12.0	5.0	12.0	12.0	12.0	12.0	6.0	6.0	1.0
Minimum Split (s)	11.5	37.5	11.5	35.5	35.5	35.5	35.5	41.5	41.5	5.0
Total Split (s)	45.0	84.0	25.0	64.0	64.0	64.0	64.0	66.0	66.0	5.0
Total Split (%)	25.0%	46.7%	13.9%	35.6%	35.6%	35.6%	35.6%	36.7%	36.7%	3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.0	4.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.5	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lag			
Lead-Lag Optimize?										
Recall Mode	None	C-Min	None	C-Min	C-Min	C-Min	C-Min	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 10 (6%), Referenced to phase 2:NBWB and 6:EBT, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated
! Phase conflict between lane groups.

Splits and Phases: 14: NE 4th Avenue & SR 838/Sunrise Boulevard



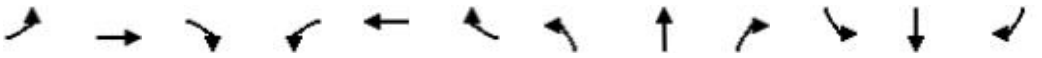
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	228	1817	44	754	113	213	561	347	567
v/c Ratio	0.86	0.72	0.53	0.39	0.17	5.07	0.42	1.20	0.47
Control Delay (s/veh)	128.1	21.0	97.8	38.3	10.5	Error	42.8	167.7	43.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	128.1	21.0	97.8	38.3	10.5	Error	42.8	167.7	43.3
Queue Length 50th (ft)	284	245	51	246	15	~425	255	~490	251
Queue Length 95th (ft)	m364	m255	m100	308	63	#623	337	#735	325
Internal Link Dist (ft)		1177		617			489		380
Turn Bay Length (ft)	260		190		210	140		330	
Base Capacity (vph)	378	2508	181	1945	661	42	1346	288	1206
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.72	0.24	0.39	0.17	5.07	0.42	1.20	0.47

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	223	1635	146	43	739	111	209	526	24	340	383	172
Future Volume (vph)	223	1635	146	43	739	111	209	526	24	340	383	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5	6.5	6.5	6.5		6.5	6.5	
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		0.99	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.99		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5016		1770	5085	1548	1770	3513		1761	3342	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.06	1.00		0.44	1.00	
Satd. Flow (perm)	1770	5016		1770	5085	1548	111	3513		818	3342	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	228	1668	149	44	754	113	213	537	24	347	391	176
RTOR Reduction (vph)	0	5	0	0	0	71	0	2	0	0	28	0
Lane Group Flow (vph)	228	1812	0	44	754	42	213	559	0	347	539	0
Confl. Peds. (#/hr)	4		2	2		4	12		6	6		12
Confl. Bikes (#/hr)			3			5			1			1
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	1	6!		5!	2!			2!			8	
Permitted Phases						2	2!			8		
Actuated Green, G (s)	27.1	86.9		7.5	67.3	67.3	67.3	67.3		63.5	63.5	
Effective Green, g (s)	27.1	86.9		7.5	67.3	67.3	67.3	67.3		63.5	63.5	
Actuated g/C Ratio	0.15	0.48		0.04	0.37	0.37	0.37	0.37		0.35	0.35	
Clearance Time (s)	6.5	6.5		6.5	6.5	6.5	6.5	6.5		6.5	6.5	
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	3.0	3.0		2.0	2.0	
Lane Grp Cap (vph)	266	2421		73	1901	578	41	1313		288	1178	
v/s Ratio Prot	c0.13	0.36		0.02	0.15			0.16			0.16	
v/s Ratio Perm						0.03	c1.92			c0.42		
v/c Ratio	0.86	0.75		0.60	0.40	0.07	5.20	0.43		1.20	0.46	
Uniform Delay, d1	74.6	37.7		84.8	41.4	36.3	56.4	42.0		58.2	45.0	
Progression Factor	1.47	0.54		0.91	0.91	1.61	1.00	1.00		1.00	1.00	
Incremental Delay, d2	15.6	1.4		9.1	0.6	0.2	1940.7	1.0		120.3	0.1	
Delay (s)	124.9	22.0		86.5	38.5	58.7	1997.0	43.0		178.6	45.1	
Level of Service	F	C		F	D	E	F	D		F	D	
Approach Delay (s/veh)		33.4			43.3			580.7			95.8	
Approach LOS		C			D			F			F	

Intersection Summary

HCM 2000 Control Delay (s/veh)	138.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.81		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	103.7%	ICU Level of Service	G
Analysis Period (min)	15		

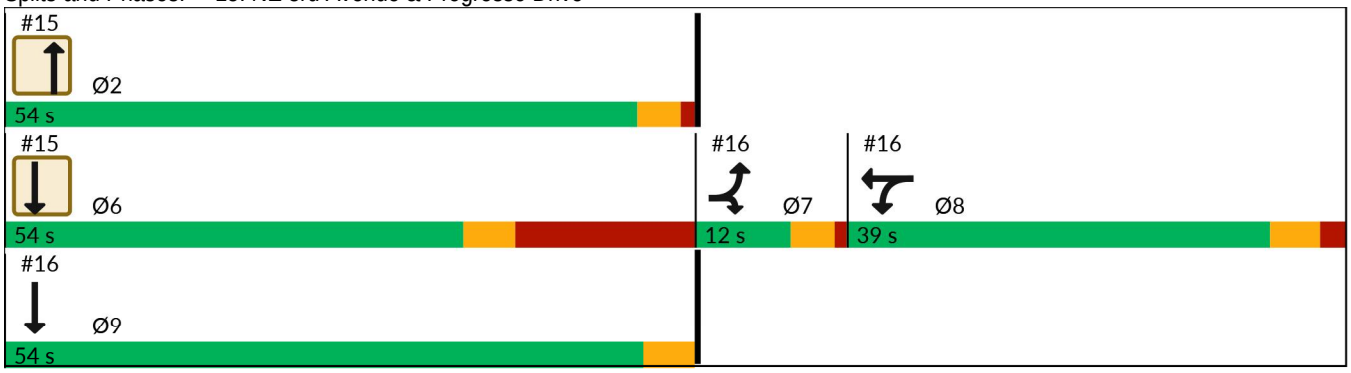
! Phase conflict between lane groups.
c Critical Lane Group

Lane Group	EBR	NBT	SBT	Ø7	Ø8	Ø9
Lane Configurations						
Traffic Volume (vph)	36	47	558			
Future Volume (vph)	36	47	558			
Turn Type	Free	NA	NA			
Protected Phases		2	6	7	8	9
Permitted Phases	Free					
Detector Phase		2	6			
Switch Phase						
Minimum Initial (s)		5.0	10.0	5.0	6.0	10.0
Minimum Split (s)		22.5	45.0	9.5	38.0	31.0
Total Split (s)		54.0	54.0	12.0	39.0	54.0
Total Split (%)		51.4%	51.4%	11%	37%	51%
Yellow Time (s)		3.5	4.0	3.5	4.0	4.0
All-Red Time (s)		1.0	14.0	1.0	2.0	0.0
Lost Time Adjust (s)		0.0	0.0			
Total Lost Time (s)		4.5	18.0			
Lead/Lag				Lead	Lag	
Lead-Lag Optimize?				Yes	Yes	
Recall Mode		None	Min	None	None	Min

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 75.6
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 15: NE 3rd Avenue & Progresso Drive



Lane Group	EBR	NBT	SBT
Lane Group Flow (vph)	38	50	600
v/c Ratio	0.02	0.03	0.67
Control Delay (s/veh)	0.0	34.3	29.7
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	0.0	34.3	29.7
Queue Length 50th (ft)	0	13	128
Queue Length 95th (ft)	0	m15	221
Internal Link Dist (ft)		145	209
Turn Bay Length (ft)			
Base Capacity (vph)	1611	2391	1736
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.02	0.02	0.35

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	36	0	47	558	6
Future Volume (vph)	0	36	0	47	558	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.5	18.0	
Lane Util. Factor		1.00		0.95	0.95	
Frpb, ped/bikes		1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	
Frt		0.87		1.00	1.00	
Flt Protected		1.00		1.00	1.00	
Satd. Flow (prot)		1611		3539	3534	
Flt Permitted		1.00		1.00	1.00	
Satd. Flow (perm)		1611		3539	3534	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	38	0	50	594	6
RTOR Reduction (vph)	0	0	0	0	1	0
Lane Group Flow (vph)	0	38	0	50	599	0
Confl. Peds. (#/hr)			6			
Confl. Bikes (#/hr)				2		
Turn Type		Free		NA	NA	
Protected Phases				2	6	
Permitted Phases		Free				
Actuated Green, G (s)		75.0		33.2	19.7	
Effective Green, g (s)		75.0		33.2	19.7	
Actuated g/C Ratio		1.00		0.44	0.26	
Clearance Time (s)				4.5	18.0	
Vehicle Extension (s)				3.0	3.0	
Lane Grp Cap (vph)		1611		1566	928	
v/s Ratio Prot				0.01	c0.17	
v/s Ratio Perm		c0.02				
v/c Ratio		0.02		0.03	0.65	
Uniform Delay, d1		0.0		11.8	24.6	
Progression Factor		1.00		2.48	1.00	
Incremental Delay, d2		0.0		0.0	1.6	
Delay (s)		0.0		29.3	26.1	
Level of Service		A		C	C	
Approach Delay (s/veh)	0.0			29.3	26.1	
Approach LOS	A			C	C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	24.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	28.5
Intersection Capacity Utilization	30.6%	ICU Level of Service	A
Analysis Period (min)	15		

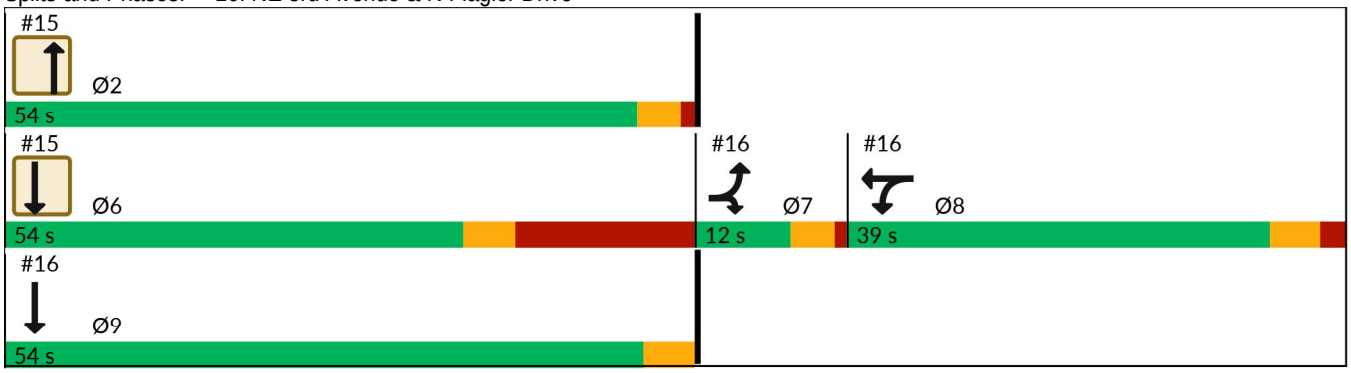
c Critical Lane Group

Lane Group	EBL	EBR	WBL	WBT	SBT	Ø2	Ø6
Lane Configurations							
Traffic Volume (vph)	208	12	770	91	563		
Future Volume (vph)	208	12	770	91	563		
Turn Type	Prot	Prot	Split	NA	NA		
Protected Phases	7	7	8	8	9	2	6
Permitted Phases							
Detector Phase	7	7	8	8	9		
Switch Phase							
Minimum Initial (s)	5.0	5.0	6.0	6.0	10.0	5.0	10.0
Minimum Split (s)	9.5	9.5	38.0	38.0	31.0	22.5	45.0
Total Split (s)	12.0	12.0	39.0	39.0	54.0	54.0	54.0
Total Split (%)	11.4%	11.4%	37.1%	37.1%	51.4%	51%	51%
Yellow Time (s)	3.5	3.5	4.0	4.0	4.0	3.5	4.0
All-Red Time (s)	1.0	1.0	2.0	2.0	0.0	1.0	14.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.5	4.5	6.0	6.0	4.0		
Lead/Lag	Lead	Lead	Lag	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	None	None	None	Min	None	Min

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 75.6
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 16: NE 3rd Avenue & N Flagler Drive



Lane Group	EBL	EBR	WBL	WBT	SBT
Lane Group Flow (vph)	226	13	636	323	633
v/c Ratio	1.25	0.04	0.51	0.68	0.40
Control Delay (s/veh)	184.8	0.2	5.0	26.3	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	184.8	0.2	5.0	26.3	1.5
Queue Length 50th (ft)	~131	0	12	105	4
Queue Length 95th (ft)	#351	0	54	223	8
Internal Link Dist (ft)				202	145
Turn Bay Length (ft)	50				
Base Capacity (vph)	181	357	1764	778	2402
Starvation Cap Reductn	0	0	0	0	384
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.25	0.04	0.36	0.42	0.31

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	208	0	12	770	91	21	0	0	0	0	563	19
Future Volume (vph)	208	0	12	770	91	21	0	0	0	0	563	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.5	6.0	6.0						4.0	
Lane Util. Factor	1.00		1.00	0.91	0.91						0.95	
Frpb, ped/bikes	1.00		1.00	1.00	1.00						1.00	
Flpb, ped/bikes	1.00		1.00	1.00	1.00						1.00	
Frt	1.00		0.85	1.00	0.99						1.00	
Flt Protected	0.95		1.00	0.95	0.97						1.00	
Satd. Flow (prot)	1770		1583	3221	1625						3518	
Flt Permitted	0.95		1.00	0.95	0.97						1.00	
Satd. Flow (perm)	1770		1583	3221	1625						3518	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	226	0	13	837	99	23	0	0	0	0	612	21
RTOR Reduction (vph)	0	0	12	426	64	0	0	0	0	0	2	0
Lane Group Flow (vph)	226	0	1	210	259	0	0	0	0	0	631	0
Confl. Peds. (#/hr)	3		5	5		3	6		4	4		6
Confl. Bikes (#/hr)						1			1			1
Turn Type	Prot		Prot	Split	NA						NA	
Protected Phases	7		7	8	8						9	
Permitted Phases												
Actuated Green, G (s)	7.7		7.7	19.1	19.1						33.7	
Effective Green, g (s)	7.7		7.7	19.1	19.1						33.7	
Actuated g/C Ratio	0.10		0.10	0.25	0.25						0.45	
Clearance Time (s)	4.5		4.5	6.0	6.0						4.0	
Vehicle Extension (s)	3.0		3.0	2.5	2.5						3.0	
Lane Grp Cap (vph)	181		162	820	413						1580	
v/s Ratio Prot	c0.13		0.00	0.07	c0.16						c0.18	
v/s Ratio Perm												
v/c Ratio	1.25		0.01	0.26	0.63						0.40	
Uniform Delay, d1	33.7		30.2	22.3	24.8						13.9	
Progression Factor	1.00		1.00	1.00	1.00						0.05	
Incremental Delay, d2	149.3		0.0	0.1	2.6						0.2	
Delay (s)	183.0		30.2	22.4	27.4						0.8	
Level of Service	F		C	C	C						A	
Approach Delay (s/veh)		174.6			24.1			0.0			0.8	
Approach LOS		F			C			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	35.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	28.5
Intersection Capacity Utilization	50.8%	ICU Level of Service	A
Analysis Period (min)	15		

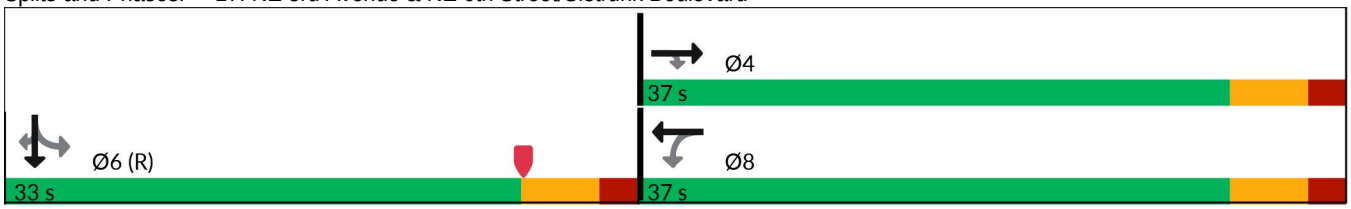
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	237	155	75	321	1036	178
Future Volume (vph)	237	155	75	321	1036	178
Turn Type	NA	Perm	Perm	NA	NA	Perm
Protected Phases	4			8	6	
Permitted Phases		4	8			6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	28.0	28.0
Total Split (s)	37.0	37.0	37.0	37.0	33.0	33.0
Total Split (%)	52.9%	52.9%	52.9%	52.9%	47.1%	47.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 70
Offset: 31 (44%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 17: NE 3rd Avenue & NE 6th Street/Sistrunk Boulevard



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	244	160	77	331	1197	184
v/c Ratio	0.53	0.39	0.31	0.71	0.48	0.22
Control Delay (s/veh)	24.3	15.3	21.0	30.7	11.7	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.3	15.3	21.0	30.7	11.7	2.8
Queue Length 50th (ft)	90	39	26	130	102	0
Queue Length 95th (ft)	132	74	53	184	173	31
Internal Link Dist (ft)	911			651	1514	
Turn Bay Length (ft)		140	140			150
Base Capacity (vph)	735	629	396	735	2471	827
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.25	0.19	0.45	0.48	0.22

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	237	155	75	321	0	0	0	0	125	1036	178
Future Volume (vph)	0	237	155	75	321	0	0	0	0	125	1036	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		1.00	1.00	1.00	1.00						0.91	1.00
Frpb, ped/bikes		1.00	0.97	1.00	1.00						1.00	0.96
Flpb, ped/bikes		1.00	1.00	0.99	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.99	1.00
Satd. Flow (prot)		1660	1363	1554	1660						4504	1357
Flt Permitted		1.00	1.00	0.55	1.00						0.99	1.00
Satd. Flow (perm)		1660	1363	897	1660						4504	1357
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	244	160	77	331	0	0	0	0	129	1068	184
RTOR Reduction (vph)	0	0	34	0	0	0	0	0	0	0	0	83
Lane Group Flow (vph)	0	244	126	77	331	0	0	0	0	0	1197	101
Confl. Peds. (#/hr)	2		27	27		2	12		5	5		12
Confl. Bikes (#/hr)			1			1			2			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4	8						6		6
Actuated Green, G (s)		19.6	19.6	19.6	19.6						38.4	38.4
Effective Green, g (s)		19.6	19.6	19.6	19.6						38.4	38.4
Actuated g/C Ratio		0.28	0.28	0.28	0.28						0.55	0.55
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0	2.0						3.0	3.0
Lane Grp Cap (vph)		464	381	251	464						2470	744
v/s Ratio Prot		0.15			c0.20							
v/s Ratio Perm			0.09	0.09							0.27	0.07
v/c Ratio		0.53	0.33	0.31	0.71						0.48	0.14
Uniform Delay, d1		21.3	20.0	19.8	22.7						9.7	7.7
Progression Factor		1.00	1.00	1.00	1.00						1.00	1.00
Incremental Delay, d2		0.5	0.2	0.3	4.3						0.7	0.4
Delay (s)		21.8	20.2	20.1	27.0						10.4	8.1
Level of Service		C	C	C	C						B	A
Approach Delay (s/veh)		21.1			25.7			0.0			10.1	
Approach LOS		C			C			A			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	15.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.8%	ICU Level of Service	C
Analysis Period (min)	15		

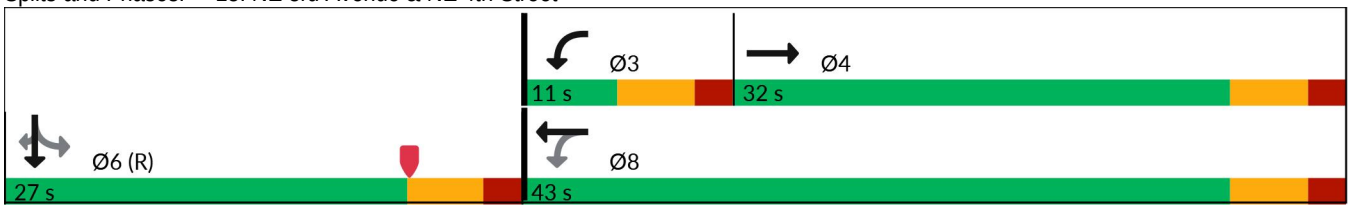
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	220	91	255	1085	101
Future Volume (vph)	220	91	255	1085	101
Turn Type	NA	pm+pt	NA	NA	Perm
Protected Phases	4	3	8	6	
Permitted Phases		8			6
Detector Phase	4	3	8	6	6
Switch Phase					
Minimum Initial (s)	6.0	5.0	6.0	10.0	10.0
Minimum Split (s)	32.0	11.0	32.0	27.0	27.0
Total Split (s)	32.0	11.0	43.0	27.0	27.0
Total Split (%)	45.7%	15.7%	61.4%	38.6%	38.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 70
Offset: 52 (74%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 18: NE 3rd Avenue & NE 4th Street



Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	333	96	268	1218	106
v/c Ratio	0.81	0.35	0.45	0.63	0.16
Control Delay (s/veh)	35.6	14.0	16.2	13.6	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.6	14.0	16.2	13.6	0.8
Queue Length 50th (ft)	118	24	76	167	0
Queue Length 95th (ft)	182	41	108	#261	1
Internal Link Dist (ft)	908		191	1288	
Turn Bay Length (ft)		90			150
Base Capacity (vph)	550	277	789	1940	648
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	17	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.61	0.35	0.34	0.63	0.16

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	220	96	91	255	0	0	0	0	72	1085	101
Future Volume (vph)	0	220	96	91	255	0	0	0	0	72	1085	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	6.0
Lane Util. Factor		1.00		1.00	1.00						0.91	1.00
Frpb, ped/bikes		0.99		1.00	1.00						1.00	0.94
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.96		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		1422		1575	1494						4510	1323
Flt Permitted		1.00		0.30	1.00						1.00	1.00
Satd. Flow (perm)		1422		501	1494						4510	1323
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	232	101	96	268	0	0	0	0	76	1142	106
RTOR Reduction (vph)	0	26	0	0	0	0	0	0	0	0	0	62
Lane Group Flow (vph)	0	307	0	96	268	0	0	0	0	0	1218	44
Confl. Peds. (#/hr)	24		14	14		24	25		30	30		25
Confl. Bikes (#/hr)			2			2			3			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)		0	0		0	0						
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		4		3	8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)		19.1		29.1	29.1						28.9	28.9
Effective Green, g (s)		19.1		29.1	29.1						28.9	28.9
Actuated g/C Ratio		0.27		0.42	0.42						0.41	0.41
Clearance Time (s)		6.0		6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0		3.0	2.0						3.0	3.0
Lane Grp Cap (vph)		388		269	621						1861	546
v/s Ratio Prot		c0.22		0.02	c0.18							
v/s Ratio Perm				0.13							0.27	0.03
v/c Ratio		0.79		0.36	0.43						0.65	0.08
Uniform Delay, d1		23.6		13.8	14.6						16.5	12.5
Progression Factor		1.00		1.00	1.00						0.61	0.13
Incremental Delay, d2		9.8		0.8	0.2						1.7	0.3
Delay (s)		33.4		14.6	14.7						11.7	1.9
Level of Service		C		B	B						B	A
Approach Delay (s/veh)		33.4			14.7			0.0			10.9	
Approach LOS		C			B			A			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	15.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	68.2%	ICU Level of Service	C
Analysis Period (min)	15		

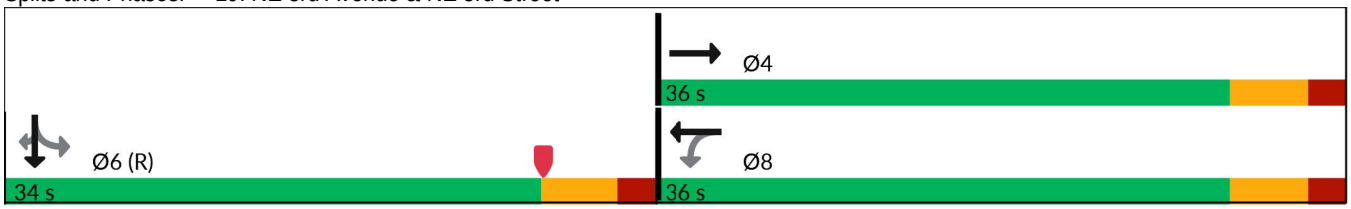
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	18	40	51	1223	12
Future Volume (vph)	18	40	51	1223	12
Turn Type	NA	Perm	NA	NA	Perm
Protected Phases	4		8	6	
Permitted Phases		8			6
Detector Phase	4	8	8	6	6
Switch Phase					
Minimum Initial (s)	6.0	6.0	6.0	7.0	7.0
Minimum Split (s)	31.0	31.0	31.0	28.0	28.0
Total Split (s)	36.0	36.0	36.0	34.0	34.0
Total Split (%)	51.4%	51.4%	51.4%	48.6%	48.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 70
Offset: 69 (99%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 19: NE 3rd Avenue & NE 3rd Street



Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	35	42	53	1303	13
v/c Ratio	0.15	0.23	0.24	0.39	0.01
Control Delay (s/veh)	18.0	26.2	25.9	1.4	0.0
Queue Delay	0.0	0.0	0.0	0.1	0.0
Total Delay (s/veh)	18.0	26.2	25.9	1.4	0.0
Queue Length 50th (ft)	10	17	22	9	0
Queue Length 95th (ft)	24	31	37	32	m0
Internal Link Dist (ft)	415		157	262	
Turn Bay Length (ft)		160			150
Base Capacity (vph)	667	517	640	3306	969
Starvation Cap Reductn	0	0	0	619	0
Spillback Cap Reductn	0	0	0	30	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.05	0.08	0.08	0.48	0.01

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	18	15	40	51	0	0	0	0	28	1223	12
Future Volume (vph)	0	18	15	40	51	0	0	0	0	28	1223	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	6.0
Lane Util. Factor		1.00		1.00	1.00						0.91	1.00
Frpb, ped/bikes		0.99		1.00	1.00						1.00	0.93
Flpb, ped/bikes		1.00		0.99	1.00						1.00	1.00
Frt		0.94		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		1542		1562	1494						4522	1309
Flt Permitted		1.00		0.73	1.00						1.00	1.00
Satd. Flow (perm)		1542		1207	1494						4522	1309
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	19	16	42	53	0	0	0	0	29	1274	12
RTOR Reduction (vph)	0	10	0	0	0	0	0	0	0	0	0	4
Lane Group Flow (vph)	0	25	0	42	53	0	0	0	0	0	1303	9
Confl. Peds. (#/hr)	5		12	12		5	33		34	34		33
Confl. Bikes (#/hr)									3			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)					0	0						
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)		9.2		9.2	9.2						48.8	48.8
Effective Green, g (s)		9.2		9.2	9.2						48.8	48.8
Actuated g/C Ratio		0.13		0.13	0.13						0.70	0.70
Clearance Time (s)		6.0		6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0		2.0	2.0						1.0	1.0
Lane Grp Cap (vph)		202		158	196						3152	912
v/s Ratio Prot		0.02			c0.04							
v/s Ratio Perm				0.03							0.29	0.01
v/c Ratio		0.13		0.27	0.27						0.41	0.01
Uniform Delay, d1		26.8		27.4	27.4						4.5	3.2
Progression Factor		1.00		1.00	1.00						0.18	1.00
Incremental Delay, d2		0.1		0.3	0.3						0.3	0.0
Delay (s)		27.0		27.7	27.6						1.1	3.2
Level of Service		C		C	C						A	A
Approach Delay (s/veh)		27.0			27.7			0.0			1.1	
Approach LOS		C			C			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	3.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	50.0%	ICU Level of Service	A
Analysis Period (min)	15		

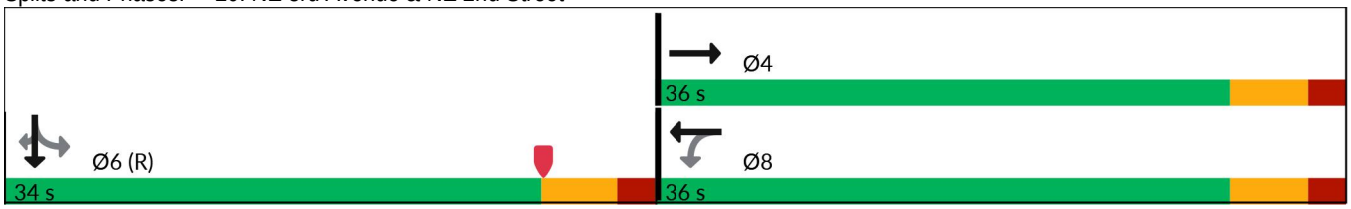
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	19	98	2	1214	35
Future Volume (vph)	19	98	2	1214	35
Turn Type	NA	Perm	NA	NA	Perm
Protected Phases	4		8	6	
Permitted Phases		8			6
Detector Phase	4	8	8	6	6
Switch Phase					
Minimum Initial (s)	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	33.0	33.0	33.0	25.0	25.0
Total Split (s)	36.0	36.0	36.0	34.0	34.0
Total Split (%)	51.4%	51.4%	51.4%	48.6%	48.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 70
Offset: 17 (24%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 20: NE 3rd Avenue & NE 2nd Street



Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	77	105	2	1339	38
v/c Ratio	0.32	0.57	0.01	0.41	0.04
Control Delay (s/veh)	25.4	38.6	21.5	1.8	0.2
Queue Delay	0.0	0.0	0.0	0.1	0.0
Total Delay (s/veh)	25.4	38.6	21.5	1.9	0.2
Queue Length 50th (ft)	26	43	1	27	1
Queue Length 95th (ft)	56	81	6	6	m0
Internal Link Dist (ft)	909		241	266	
Turn Bay Length (ft)		105			150
Base Capacity (vph)	637	500	711	3269	944
Starvation Cap Reductn	0	0	0	680	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.12	0.21	0.00	0.52	0.04

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	19	53	98	2	0	0	0	0	32	1214	35
Future Volume (vph)	0	19	53	98	2	0	0	0	0	32	1214	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	6.0
Lane Util. Factor		1.00		1.00	1.00						0.91	1.00
Frpb, ped/bikes		0.99		1.00	1.00						1.00	0.91
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.90		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		1473		1569	1660						4520	1290
Flt Permitted		1.00		0.71	1.00						1.00	1.00
Satd. Flow (perm)		1473		1168	1660						4520	1290
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	20	57	105	2	0	0	0	0	34	1305	38
RTOR Reduction (vph)	0	9	0	0	0	0	0	0	0	0	0	12
Lane Group Flow (vph)	0	68	0	105	2	0	0	0	0	0	1339	26
Confl. Peds. (#/hr)	2		7	7		2	35		29	29		35
Confl. Bikes (#/hr)			1						3			5
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)		9.8		9.8	9.8						48.2	48.2
Effective Green, g (s)		9.8		9.8	9.8						48.2	48.2
Actuated g/C Ratio		0.14		0.14	0.14						0.69	0.69
Clearance Time (s)		6.0		6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0		2.0	2.0						3.0	3.0
Lane Grp Cap (vph)		206		163	232						3112	888
v/s Ratio Prot		0.05			0.00							
v/s Ratio Perm				c0.09							0.30	0.02
v/c Ratio		0.33		0.64	0.01						0.43	0.03
Uniform Delay, d1		27.1		28.5	25.9						4.8	3.5
Progression Factor		1.00		1.00	1.00						0.26	0.07
Incremental Delay, d2		0.3		6.4	0.0						0.4	0.1
Delay (s)		27.5		34.8	25.9						1.6	0.3
Level of Service		C		C	C						A	A
Approach Delay (s/veh)		27.5			34.7			0.0			1.6	
Approach LOS		C			C			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	5.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	52.3%	ICU Level of Service	A
Analysis Period (min)	15		

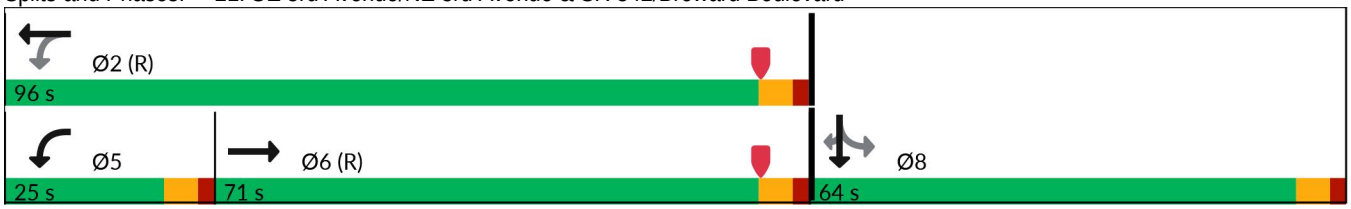
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	956	172	789	908	271
Future Volume (vph)	956	172	789	908	271
Turn Type	NA	pm+pt	NA	NA	Perm
Protected Phases	6	5	2	8	
Permitted Phases		2			8
Detector Phase	6	5	2	8	8
Switch Phase					
Minimum Initial (s)	7.0	4.0	7.0	6.0	6.0
Minimum Split (s)	40.0	10.0	40.0	39.0	39.0
Total Split (s)	71.0	25.0	96.0	64.0	64.0
Total Split (%)	44.4%	15.6%	60.0%	40.0%	40.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	C-Max	None	C-Max	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 134 (84%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 21: SE 3rd Avenue/NE 3rd Avenue & SR 842/Broward Boulevard



Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	1349	179	822	1194	282
v/c Ratio	0.64	0.76	0.30	0.83	0.53
Control Delay (s/veh)	19.6	41.1	16.5	55.3	23.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.6	41.1	16.5	55.3	23.0
Queue Length 50th (ft)	123	83	150	419	111
Queue Length 95th (ft)	455	171	193	457	199
Internal Link Dist (ft)	909		213	269	
Turn Bay Length (ft)		175			150
Base Capacity (vph)	2094	280	2721	1609	572
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.64	0.64	0.30	0.74	0.49

Intersection Summary

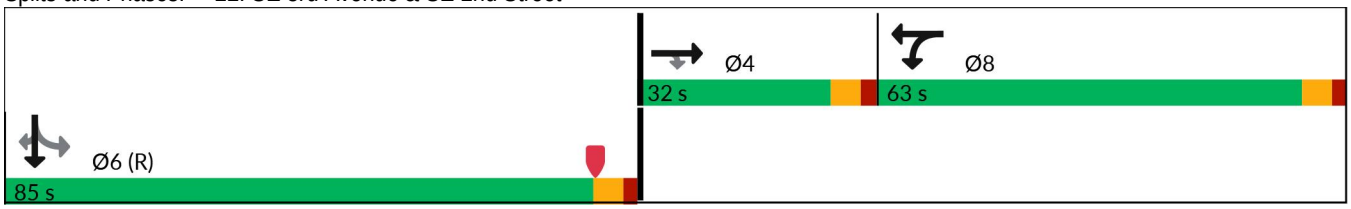
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	956	339	172	789	0	0	0	0	238	908	271
Future Volume (veh/h)	0	956	339	172	789	0	0	0	0	238	908	271
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1670	1670	1670	1670	0				1670	1670	1670
Adj Flow Rate, veh/h	0	996	283	179	822	0				248	946	127
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	1869	530	300	2888	0				282	1077	391
Arrive On Green	0.00	0.71	0.71	0.08	0.84	0.00				0.29	0.29	0.29
Sat Flow, veh/h	0	3662	996	1590	4709	0				968	3693	1341
Grp Volume(v), veh/h	0	862	417	179	822	0				415	779	127
Grp Sat Flow(s),veh/h/ln	0	1520	1468	1590	1520	0				1622	1520	1341
Q Serve(g_s), s	0.0	21.3	21.3	8.1	6.0	0.0				39.0	39.0	11.9
Cycle Q Clear(g_c), s	0.0	21.3	21.3	8.1	6.0	0.0				39.0	39.0	11.9
Prop In Lane	0.00		0.68	1.00		0.00				0.60		1.00
Lane Grp Cap(c), veh/h	0	1618	781	300	2888	0				473	886	391
V/C Ratio(X)	0.00	0.53	0.53	0.60	0.28	0.00				0.88	0.88	0.32
Avail Cap(c_a), veh/h	0	1618	781	388	2888	0				588	1102	486
HCM Platoon Ratio	1.00	1.33	1.33	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.89	0.89	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	14.0	14.1	16.6	5.1	0.0				54.0	54.0	44.4
Incr Delay (d2), s/veh	0.0	1.1	2.3	0.7	0.2	0.0				10.6	6.1	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	10.6	10.6	5.2	3.2	0.0				24.2	22.2	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	15.2	16.4	17.3	5.3	0.0				64.6	60.1	44.5
LnGrp LOS		B	B	B	A					E	E	D
Approach Vol, veh/h		1279			1001						1321	
Approach Delay, s/veh		15.6			7.5						60.0	
Approach LOS		B			A						E	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		107.4			16.2	91.2		52.6				
Change Period (Y+Rc), s		6.0			6.0	6.0		6.0				
Max Green Setting (Gmax), s		90.0			19.0	65.0		58.0				
Max Q Clear Time (g_c+I1), s		8.0			10.1	23.3		41.0				
Green Ext Time (p_c), s		1.4			0.1	2.0		5.6				
Intersection Summary												
HCM 7th Control Delay, s/veh			29.6									
HCM 7th LOS			C									

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	72	160	193	279	1126	161
Future Volume (vph)	72	160	193	279	1126	161
Turn Type	NA	Perm	Split	NA	NA	Perm
Protected Phases	4		8	8	6	
Permitted Phases		4				6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	15.0	15.0
Minimum Split (s)	32.0	32.0	34.0	34.0	31.0	31.0
Total Split (s)	32.0	32.0	63.0	63.0	85.0	85.0
Total Split (%)	17.8%	17.8%	35.0%	35.0%	47.2%	47.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 151 (84%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 22: SE 3rd Avenue & SE 2nd Street



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	75	167	181	311	1308	168
v/c Ratio	0.31	0.53	0.54	0.88	0.55	0.25
Control Delay (s/veh)	73.1	14.9	65.9	91.1	30.4	12.9
Queue Delay	0.0	0.8	0.0	0.0	2.6	0.0
Total Delay (s/veh)	73.1	15.7	65.9	91.1	33.0	12.9
Queue Length 50th (ft)	81	0	201	377	370	47
Queue Length 95th (ft)	139	80	269	471	477	112
Internal Link Dist (ft)	583			245	543	
Turn Bay Length (ft)						150
Base Capacity (vph)	239	317	474	497	2363	673
Starvation Cap Reductn	0	0	0	0	698	0
Spillback Cap Reductn	0	33	0	0	896	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.59	0.38	0.63	0.89	0.25

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	72	160	193	279	0	0	0	0	130	1126	161
Future Volume (vph)	0	72	160	193	279	0	0	0	0	130	1126	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		1.00	1.00	0.95	0.95						0.91	1.00
Frpb, ped/bikes		1.00	0.85	1.00	1.00						1.00	0.85
Flpb, ped/bikes		1.00	1.00	1.00	1.00						0.99	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.99	1.00
Satd. Flow (prot)		1660	1206	1498	1572						4464	1193
Flt Permitted		1.00	1.00	0.95	1.00						0.99	1.00
Satd. Flow (perm)		1660	1206	1498	1572						4464	1193
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	75	167	201	291	0	0	0	0	135	1173	168
RTOR Reduction (vph)	0	0	143	0	0	0	0	0	0	0	0	41
Lane Group Flow (vph)	0	75	24	181	311	0	0	0	0	0	1308	127
Confl. Peds. (#/hr)	12		65	65		12	67		27	27		67
Confl. Bikes (#/hr)			1			1			2			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA	Perm	Split	NA					Perm	NA	Perm
Protected Phases		4		8	8						6	
Permitted Phases			4							6		6
Actuated Green, G (s)		26.0	26.0	40.7	40.7						95.3	95.3
Effective Green, g (s)		26.0	26.0	40.7	40.7						95.3	95.3
Actuated g/C Ratio		0.14	0.14	0.23	0.23						0.53	0.53
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0	2.0						3.0	3.0
Lane Grp Cap (vph)		239	174	338	355						2363	631
v/s Ratio Prot		c0.05		0.12	c0.20							
v/s Ratio Perm			0.02								0.29	0.11
v/c Ratio		0.31	0.14	0.54	0.88						0.55	0.20
Uniform Delay, d1		69.0	67.2	61.3	67.2						28.2	22.3
Progression Factor		1.00	1.00	1.00	1.00						1.00	1.00
Incremental Delay, d2		0.3	0.1	0.8	20.2						0.9	0.7
Delay (s)		69.3	67.4	62.1	87.4						29.1	23.0
Level of Service		E	E	E	F						C	C
Approach Delay (s/veh)		68.0			78.1			0.0			28.4	
Approach LOS		E			E			A			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	43.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	81.7%	ICU Level of Service	D
Analysis Period (min)	15		

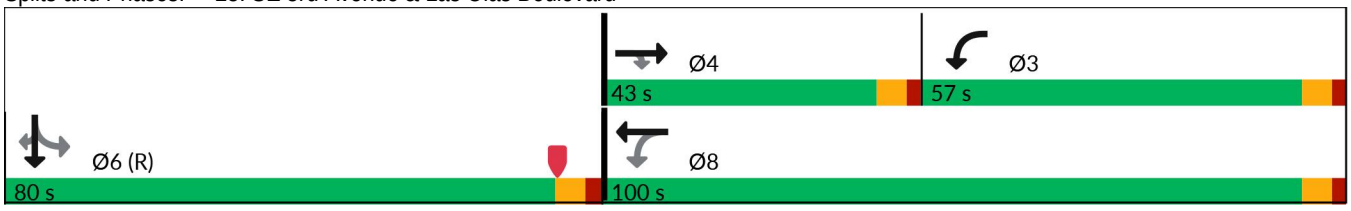
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	286	195	470	16	1233	59
Future Volume (vph)	286	195	470	16	1233	59
Turn Type	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		3	8	6	
Permitted Phases		4	8			6
Detector Phase	4	4	3	8	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	4.0	6.0	10.0	10.0
Minimum Split (s)	32.0	32.0	11.0	32.0	33.0	33.0
Total Split (s)	43.0	43.0	57.0	100.0	80.0	80.0
Total Split (%)	23.9%	23.9%	31.7%	55.6%	44.4%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 162 (90%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 23: SE 3rd Avenue & Las Olas Boulevard



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	304	207	500	17	1510	63
v/c Ratio	0.55	0.88	0.93	0.01	0.74	0.13
Control Delay (s/veh)	71.1	78.3	79.1	22.3	37.2	5.4
Queue Delay	0.0	0.0	0.0	0.0	1.6	0.0
Total Delay (s/veh)	71.1	78.3	79.1	22.3	38.8	5.4
Queue Length 50th (ft)	175	156	444	5	649	25
Queue Length 95th (ft)	222	#291	#549	12	690	m13
Internal Link Dist (ft)	459			308	436	
Turn Bay Length (ft)		110				150
Base Capacity (vph)	648	261	572	1565	2054	479
Starvation Cap Reductn	0	0	0	0	346	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.79	0.87	0.01	0.88	0.13

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	286	195	470	16	0	0	0	0	186	1233	59
Future Volume (vph)	0	286	195	470	16	0	0	0	0	186	1233	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		0.95	1.00	1.00	0.95						0.91	1.00
Frpb, ped/bikes		1.00	0.68	1.00	1.00						1.00	0.69
Flpb, ped/bikes		1.00	1.00	0.93	1.00						0.98	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.99	1.00
Satd. Flow (prot)		3154	962	1469	2997						4427	970
Flt Permitted		1.00	1.00	0.44	1.00						0.99	1.00
Satd. Flow (perm)		3154	962	678	2997						4427	970
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	304	207	500	17	0	0	0	0	198	1312	63
RTOR Reduction (vph)	0	0	66	0	0	0	0	0	0	0	0	29
Lane Group Flow (vph)	0	304	141	500	17	0	0	0	0	0	1510	34
Confl. Peds. (#/hr)	267		161	161		267	165		64	64		165
Confl. Bikes (#/hr)			9			4			2			3
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)					0	0						
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	Perm
Protected Phases		4		3	8						6	
Permitted Phases			4	8						6		6
Actuated Green, G (s)		31.5	31.5	84.4	84.4						83.6	83.6
Effective Green, g (s)		31.5	31.5	84.4	84.4						83.6	83.6
Actuated g/C Ratio		0.18	0.18	0.47	0.47						0.46	0.46
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.5	2.5	1.5	2.5						3.0	3.0
Lane Grp Cap (vph)		551	168	524	1405						2056	450
v/s Ratio Prot		0.10		c0.25	0.01							
v/s Ratio Perm			0.15	c0.20							0.34	0.03
v/c Ratio		0.55	0.84	0.95	0.01						0.73	0.07
Uniform Delay, d1		67.8	71.8	48.3	25.5						39.2	26.7
Progression Factor		1.00	1.00	1.00	1.00						0.86	0.54
Incremental Delay, d2		1.0	28.6	27.8	0.0						2.1	0.3
Delay (s)		68.8	100.4	76.0	25.5						35.7	14.6
Level of Service		E	F	E	C						D	B
Approach Delay (s/veh)		81.6			74.4			0.0			34.9	
Approach LOS		F			E			A			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	51.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	98.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBL	WBT	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	242	216	1547	188
Future Volume (vph)	242	216	1547	188
Turn Type	Perm	NA	NA	Perm
Protected Phases		8	6	
Permitted Phases	8			6
Detector Phase	8	8	6	6
Switch Phase				
Minimum Initial (s)	6.0	6.0	10.0	10.0
Minimum Split (s)	36.0	36.0	37.0	37.0
Total Split (s)	59.0	59.0	121.0	121.0
Total Split (%)	32.8%	32.8%	67.2%	67.2%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 40 (22%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 24: SE 6th Street & SE 3rd Avenue

Lane Group	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	263	235	1866	204
v/c Ratio	0.86	0.38	0.56	0.20
Control Delay (s/veh)	95.1	63.5	4.4	1.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	95.1	63.5	4.4	1.1
Queue Length 50th (ft)	305	128	110	5
Queue Length 95th (ft)	391	162	234	m17
Internal Link Dist (ft)		474	1522	
Turn Bay Length (ft)	160			150
Base Capacity (vph)	461	928	3319	1044
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	50	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.57	0.25	0.57	0.20

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	242	216	0	0	0	0	169	1547	188
Future Volume (vph)	0	0	0	242	216	0	0	0	0	169	1547	188
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				6.0	6.0						6.0	6.0
Lane Util. Factor				1.00	0.95						0.91	1.00
Frpb, ped/bikes				1.00	1.00						1.00	0.97
Flpb, ped/bikes				0.99	1.00						1.00	1.00
Frt				1.00	1.00						1.00	0.85
Flt Protected				0.95	1.00						1.00	1.00
Satd. Flow (prot)				1569	3154						4496	1374
Flt Permitted				0.95	1.00						1.00	1.00
Satd. Flow (perm)				1569	3154						4496	1374
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	263	235	0	0	0	0	184	1682	204
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	30
Lane Group Flow (vph)	0	0	0	263	235	0	0	0	0	0	1866	174
Confl. Peds. (#/hr)	24		3	3		24	8		18	18		8
Confl. Bikes (#/hr)									5			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type				Perm	NA					Perm	NA	Perm
Protected Phases					8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)				35.1	35.1						132.9	132.9
Effective Green, g (s)				35.1	35.1						132.9	132.9
Actuated g/C Ratio				0.20	0.20						0.74	0.74
Clearance Time (s)				6.0	6.0						6.0	6.0
Vehicle Extension (s)				2.0	2.0						3.0	3.0
Lane Grp Cap (vph)				305	615						3319	1014
v/s Ratio Prot					0.07							
v/s Ratio Perm				c0.17							0.42	0.13
v/c Ratio				0.86	0.38						0.56	0.17
Uniform Delay, d1				70.1	63.0						10.5	7.1
Progression Factor				1.00	1.00						0.35	0.24
Incremental Delay, d2				20.7	0.1						0.4	0.2
Delay (s)				90.8	63.2						4.1	1.9
Level of Service				F	E						A	A
Approach Delay (s/veh)		0.0			77.8			0.0			3.9	
Approach LOS		A			E			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	18.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.0%	ICU Level of Service	C
Analysis Period (min)	15		

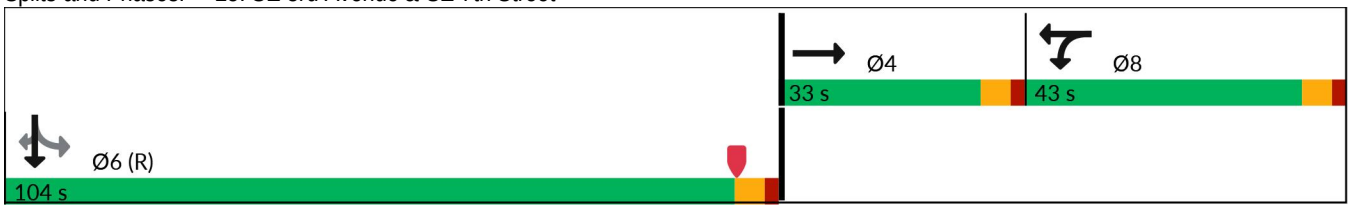
c Critical Lane Group

Lane Group	EBT	WBT	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	81	9	1758	75
Future Volume (vph)	81	9	1758	75
Turn Type	NA	NA	NA	Perm
Protected Phases	4	8	6	
Permitted Phases				6
Detector Phase	4	8	6	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	10.0	10.0
Minimum Split (s)	33.0	33.0	25.0	25.0
Total Split (s)	33.0	43.0	104.0	104.0
Total Split (%)	18.3%	23.9%	57.8%	57.8%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 33 (18%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 25: SE 3rd Avenue & SE 7th Street



Lane Group	EBT	WBT	SBT	SBR
Lane Group Flow (vph)	163	253	1898	77
v/c Ratio	0.83	0.88	0.70	0.09
Control Delay (s/veh)	97.6	101.5	18.6	2.6
Queue Delay	0.0	0.0	0.4	0.0
Total Delay (s/veh)	97.6	101.5	19.0	2.6
Queue Length 50th (ft)	166	293	357	4
Queue Length 95th (ft)	250	#416	489	6
Internal Link Dist (ft)	568	243	566	
Turn Bay Length (ft)				150
Base Capacity (vph)	249	327	2723	835
Starvation Cap Reductn	0	0	311	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.65	0.77	0.79	0.09

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	81	77	237	9	0	0	0	0	83	1758	75
Future Volume (vph)	0	81	77	237	9	0	0	0	0	83	1758	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0						6.0	6.0
Lane Util. Factor		1.00			1.00						0.91	1.00
Frpb, ped/bikes		0.99			1.00						1.00	0.96
Flpb, ped/bikes		1.00			1.00						1.00	1.00
Frt		0.93			1.00						1.00	0.85
Flt Protected		1.00			0.95						1.00	1.00
Satd. Flow (prot)		1537			1584						4515	1349
Flt Permitted		1.00			0.95						1.00	1.00
Satd. Flow (perm)		1537			1584						4515	1349
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	84	79	244	9	0	0	0	0	86	1812	77
RTOR Reduction (vph)	0	19	0	0	0	0	0	0	0	0	0	22
Lane Group Flow (vph)	0	144	0	0	253	0	0	0	0	0	1898	55
Confl. Peds. (#/hr)	4		4	4		4	5		7	7		5
Confl. Bikes (#/hr)									5			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA		Split	NA					Perm	NA	Perm
Protected Phases		4		8	8						6	
Permitted Phases										6		6
Actuated Green, G (s)		20.9			32.5						108.6	108.6
Effective Green, g (s)		20.9			32.5						108.6	108.6
Actuated g/C Ratio		0.12			0.18						0.60	0.60
Clearance Time (s)		6.0			6.0						6.0	6.0
Vehicle Extension (s)		2.5			2.5						3.0	3.0
Lane Grp Cap (vph)		178			286						2724	813
v/s Ratio Prot		c0.09			c0.16							
v/s Ratio Perm											0.42	0.04
v/c Ratio		0.81			0.88						0.70	0.07
Uniform Delay, d1		77.6			71.9						24.4	14.8
Progression Factor		1.00			1.00						0.66	0.36
Incremental Delay, d2		22.2			25.9						1.3	0.1
Delay (s)		99.7			97.8						17.5	5.5
Level of Service		F			F						B	A
Approach Delay (s/veh)		99.7			97.8			0.0			17.0	
Approach LOS		F			F			A			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	31.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	84.6%	ICU Level of Service	E
Analysis Period (min)	15		

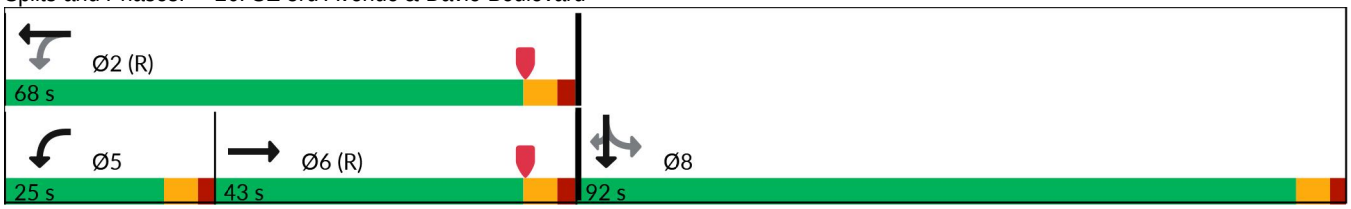
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	385	211	566	1142	692
Future Volume (vph)	385	211	566	1142	692
Turn Type	NA	pm+pt	NA	NA	Perm
Protected Phases	6	5	2	8	
Permitted Phases		2			8
Detector Phase	6	5	2	8	8
Switch Phase					
Minimum Initial (s)	12.0	4.0	12.0	6.0	6.0
Minimum Split (s)	33.0	10.0	33.0	33.0	33.0
Total Split (s)	43.0	25.0	68.0	92.0	92.0
Total Split (%)	26.9%	15.6%	42.5%	57.5%	57.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	C-Min	None	C-Min	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 84 (53%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 26: SE 3rd Avenue & Davie Boulevard



Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	604	218	584	1409	713
v/c Ratio	0.59	0.68	0.38	0.58	0.86
Control Delay (s/veh)	44.1	42.9	33.0	29.6	38.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.1	42.9	33.0	29.6	38.8
Queue Length 50th (ft)	282	153	225	358	514
Queue Length 95th (ft)	366	231	292	382	684
Internal Link Dist (ft)	909		222	1897	
Turn Bay Length (ft)		185			150
Base Capacity (vph)	1021	343	1527	2683	897
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.59	0.64	0.38	0.53	0.79

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	385	201	211	566	0	0	0	0	225	1142	692
Future Volume (vph)	0	385	201	211	566	0	0	0	0	225	1142	692
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	6.0
Lane Util. Factor		0.95		1.00	0.95						0.91	1.00
Frpb, ped/bikes		0.99		1.00	1.00						1.00	0.98
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.95		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						0.99	1.00
Satd. Flow (prot)		3304		1752	3505						4987	1541
Flt Permitted		1.00		0.23	1.00						0.99	1.00
Satd. Flow (perm)		3304		429	3505						4987	1541
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	397	207	218	584	0	0	0	0	232	1177	713
RTOR Reduction (vph)	0	39	0	0	0	0	0	0	0	0	0	75
Lane Group Flow (vph)	0	565	0	218	584	0	0	0	0	0	1409	638
Confl. Peds. (#/hr)	3		2	2		3	3		5	5		3
Confl. Bikes (#/hr)			3			4			1			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		6		5	2						8	
Permitted Phases				2						8		8
Actuated Green, G (s)		47.5		69.6	69.6						78.4	78.4
Effective Green, g (s)		47.5		69.6	69.6						78.4	78.4
Actuated g/C Ratio		0.30		0.43	0.43						0.49	0.49
Clearance Time (s)		6.0		6.0	6.0						6.0	6.0
Vehicle Extension (s)		3.0		1.5	3.0						2.0	2.0
Lane Grp Cap (vph)		980		319	1524						2443	755
v/s Ratio Prot		0.17		c0.07	0.17							
v/s Ratio Perm				c0.23							0.28	c0.41
v/c Ratio		0.58		0.68	0.38						0.58	0.85
Uniform Delay, d1		47.7		31.7	30.6						29.0	35.5
Progression Factor		0.91		1.00	1.00						1.00	1.00
Incremental Delay, d2		2.4		4.8	0.7						0.2	8.3
Delay (s)		45.7		36.5	31.4						29.2	43.8
Level of Service		D		D	C						C	D
Approach Delay (s/veh)		45.7			32.8			0.0			34.1	
Approach LOS		D			C			A			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	35.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	78.0%	ICU Level of Service	D
Analysis Period (min)	15		

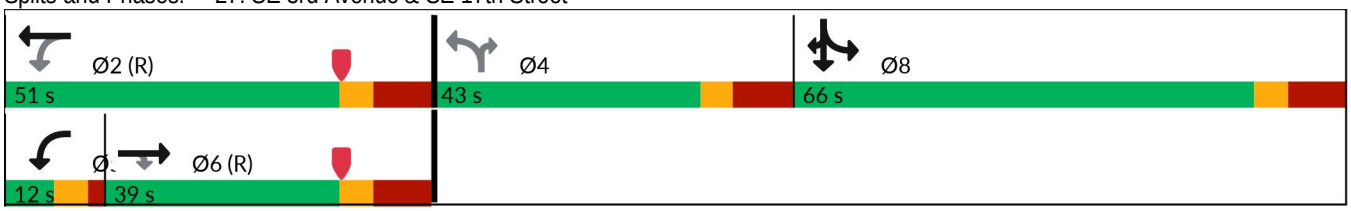
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	362	4	60	831	6	10	267	400	1034
Future Volume (vph)	362	4	60	831	6	10	267	400	1034
Turn Type	NA	Perm	pm+pt	NA	Perm	Perm	Split	NA	Prot
Protected Phases	6		5	2			8	8	8
Permitted Phases		6	2		4	4			
Detector Phase	6	6	5	2	4	4	8	8	8
Switch Phase									
Minimum Initial (s)	12.0	12.0	5.0	12.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	36.0	36.0	11.0	36.0	43.0	43.0	43.0	43.0	43.0
Total Split (s)	39.0	39.0	12.0	51.0	43.0	43.0	66.0	66.0	66.0
Total Split (%)	24.4%	24.4%	7.5%	31.9%	26.9%	26.9%	41.3%	41.3%	41.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	7.0	7.0	2.0	7.0	7.0	7.0	7.0	7.0	7.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	11.0	11.0	6.0	11.0	11.0	11.0	11.0	11.0	11.0
Lead/Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes						
Recall Mode	C-Min	C-Min	None	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 27: SE 3rd Avenue & SE 17th Street



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	385	4	64	884	6	11	284	426	1100
v/c Ratio	0.29	0.01	0.14	0.38	0.10	0.04	0.52	0.74	0.74
Control Delay (s/veh)	41.5	0.0	30.1	33.2	69.8	0.3	44.3	53.3	15.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	41.5	0.0	30.1	33.2	69.8	0.3	44.3	53.3	15.7
Queue Length 50th (ft)	158	0	37	232	6	0	271	432	280
Queue Length 95th (ft)	258	0	88	351	22	0	348	517	328
Internal Link Dist (ft)	905			223				2382	
Turn Bay Length (ft)			50		60		150		150
Base Capacity (vph)	1347	682	455	2312	182	443	623	657	1564
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.01	0.14	0.38	0.03	0.02	0.46	0.65	0.70

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	362	4	60	831	0	6	0	10	267	400	1034
Future Volume (vph)	0	362	4	60	831	0	6	0	10	267	400	1034
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		11.0	11.0	6.0	11.0		11.0		11.0	11.0	11.0	11.0
Lane Util. Factor		0.95	1.00	1.00	0.91		1.00		1.00	1.00	1.00	0.88
Frpb, ped/bikes		1.00	0.96	1.00	1.00		1.00		0.98	1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00		1.00		0.85	1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00		0.95		1.00	0.95	1.00	1.00
Satd. Flow (prot)		3505	1509	1747	5036		1747		1538	1752	1845	2760
Flt Permitted		1.00	1.00	0.45	1.00		0.49		1.00	0.95	1.00	1.00
Satd. Flow (perm)		3505	1509	835	5036		908		1538	1752	1845	2760
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	385	4	64	884	0	6	0	11	284	426	1100
RTOR Reduction (vph)	0	0	3	0	0	0	0	0	10	0	0	621
Lane Group Flow (vph)	0	385	1	64	884	0	6	0	1	284	426	479
Confl. Peds. (#/hr)	11		5	5		11	4		5	5		4
Confl. Bikes (#/hr)			2			5						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA	Perm	pm+pt	NA		Perm		Perm	Split	NA	Prot
Protected Phases		6		5	2					8	8	8
Permitted Phases			6	2			4		4			
Actuated Green, G (s)		55.8	55.8	69.0	69.0		8.1		8.1	49.9	49.9	49.9
Effective Green, g (s)		55.8	55.8	69.0	69.0		8.1		8.1	49.9	49.9	49.9
Actuated g/C Ratio		0.35	0.35	0.43	0.43		0.05		0.05	0.31	0.31	0.31
Clearance Time (s)		11.0	11.0	6.0	11.0		11.0		11.0	11.0	11.0	11.0
Vehicle Extension (s)		2.5	2.5	3.0	2.5		2.0		2.0	2.0	2.0	2.0
Lane Grp Cap (vph)		1222	526	401	2171		45		77	546	575	860
v/s Ratio Prot		0.11		0.01	c0.18					0.16	c0.23	0.17
v/s Ratio Perm			0.00	0.06			c0.01		0.00			
v/c Ratio		0.32	0.00	0.16	0.41		0.13		0.01	0.52	0.74	0.56
Uniform Delay, d1		38.1	34.0	27.1	31.4		72.6		72.1	45.2	49.3	45.8
Progression Factor		1.00	1.00	1.00	1.00		1.00		1.00	0.94	0.95	1.77
Incremental Delay, d2		0.7	0.0	0.2	0.6		0.5		0.0	0.4	4.0	0.4
Delay (s)		38.8	34.0	27.3	32.0		73.1		72.1	42.8	50.8	81.6
Level of Service		D	C	C	C		E		E	D	D	F
Approach Delay (s/veh)		38.7			31.6			72.5			68.2	
Approach LOS		D			C			E			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	53.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	39.0
Intersection Capacity Utilization	84.0%	ICU Level of Service	E
Analysis Period (min)	15		

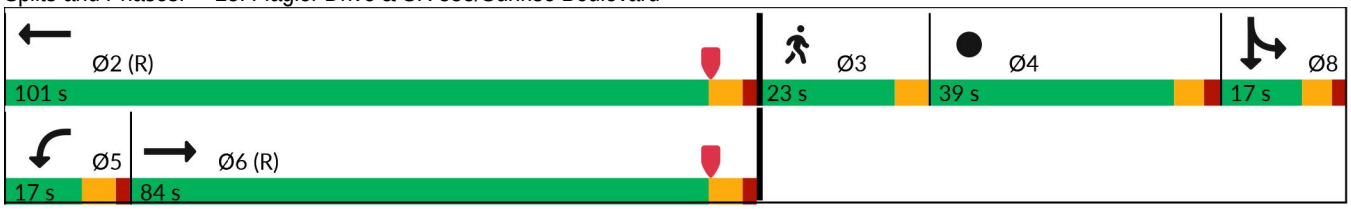
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	Ø3	Ø4
Lane Configurations						
Traffic Volume (vph)	1197	101	837	95		
Future Volume (vph)	1197	101	837	95		
Turn Type	NA	Prot	NA	NA		
Protected Phases	6	5	2	8	3	4
Permitted Phases						
Detector Phase	6	5	2	8		
Switch Phase						
Minimum Initial (s)	15.0	5.0	15.0	6.0	7.0	6.0
Minimum Split (s)	30.5	11.5	37.5	24.0	23.0	48.0
Total Split (s)	84.0	17.0	101.0	17.0	23.0	39.0
Total Split (%)	46.7%	9.4%	56.1%	9.4%	13%	22%
Yellow Time (s)	4.5	4.5	4.5	4.0	4.5	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	0.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.5	6.5	6.5	6.0		
Lead/Lag	Lag	Lead			Lead	Lag
Lead-Lag Optimize?					Yes	Yes
Recall Mode	C-Min	None	C-Min	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 18 (10%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 28: Flagler Drive & SR 838/Sunrise Boulevard



Lane Group	EBT	WBL	WBT	SBT
Lane Group Flow (vph)	2032	105	885	188
v/c Ratio	0.71	0.60	0.24	0.54
Control Delay (s/veh)	9.3	92.3	7.8	66.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.3	92.3	7.8	66.9
Queue Length 50th (ft)	158	121	102	189
Queue Length 95th (ft)	m207	190	115	284
Internal Link Dist (ft)	617		722	937
Turn Bay Length (ft)		425		
Base Capacity (vph)	2861	174	3683	350
Starvation Cap Reductn	8	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.71	0.60	0.24	0.54

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1197	754	101	837	12	0	0	0	4	95	82
Future Volume (vph)	0	1197	754	101	837	12	0	0	0	4	95	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5		6.5	6.5						6.0	
Lane Util. Factor		0.91		1.00	0.91						1.00	
Frpb, ped/bikes		0.99		1.00	1.00						0.99	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.94		1.00	1.00						0.94	
Flt Protected		1.00		0.95	1.00						1.00	
Satd. Flow (prot)		4717		1752	5023						1714	
Flt Permitted		1.00		0.95	1.00						1.00	
Satd. Flow (perm)		4717		1752	5023						1714	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	1247	785	105	872	12	0	0	0	4	99	85
RTOR Reduction (vph)	0	45	0	0	1	0	0	0	0	0	14	0
Lane Group Flow (vph)	0	1987	0	105	884	0	0	0	0	0	174	0
Confl. Peds. (#/hr)	7		1	1		7	4		6	6		4
Confl. Bikes (#/hr)			1			3			2			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA		Prot	NA					Split	NA	
Protected Phases		6		5	2					8	8	
Permitted Phases												
Actuated Green, G (s)		107.5		17.9	131.9						35.6	
Effective Green, g (s)		107.5		17.9	131.9						35.6	
Actuated g/C Ratio		0.60		0.10	0.73						0.20	
Clearance Time (s)		6.5		6.5	6.5						6.0	
Vehicle Extension (s)		3.0		1.5	3.0						2.0	
Lane Grp Cap (vph)		2817		174	3680						338	
v/s Ratio Prot		c0.42		c0.06	0.18						c0.10	
v/s Ratio Perm												
v/c Ratio		0.71		0.60	0.24						0.51	
Uniform Delay, d1		25.2		77.6	7.8						64.5	
Progression Factor		0.36		1.00	1.00						1.00	
Incremental Delay, d2		0.9		4.0	0.2						0.5	
Delay (s)		9.9		81.7	8.0						65.0	
Level of Service		A		F	A						E	
Approach Delay (s/veh)		9.9			15.8			0.0			65.0	
Approach LOS		A			B			A			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	15.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	29.5
Intersection Capacity Utilization	75.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Intersection							
Int Delay, s/veh	1.4						
Movement	WBU	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	4	79	0	0	0	15	874
Future Vol, veh/h	4	79	0	0	0	15	874
Conflicting Peds, #/hr	0	0	0	0	18	18	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	0	-	-	0
Grade, %	-	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82	82
Heavy Vehicles, %	3	3	3	3	3	3	3
Mvmt Flow	5	96	0	0	0	18	1066

Major/Minor	Minor1			Major2	
Conflicting Flow All	0	481	-	18	0
Stage 1	0	18	-	-	-
Stage 2	0	463	-	-	-
Critical Hdwy	-	5.76	-	3.7	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	6.06	-	-	-
Follow-up Hdwy	-	3.83	-	2.9	-
Pot Cap-1 Maneuver	0	556	0	1227	-
Stage 1	0	-	0	-	-
Stage 2	0	546	0	-	-
Platoon blocked, %	-				-
Mov Cap-1 Maneuver	0	536	-	1206	-
Mov Cap-2 Maneuver	0	536	-	-	-
Stage 1	0	-	-	-	-
Stage 2	0	536	-	-	-

Approach	WB	SB
HCM Control Delay, s/v	13.17	0.28
HCM LOS	B	

Minor Lane/Major Mvmt	WBLn1	SBL	SBT
Capacity (veh/h)	536	91	-
HCM Lane V/C Ratio	0.18	0.015	-
HCM Control Delay (s/veh)	13.2	8	0.1
HCM Lane LOS	B	A	A
HCM 95th %tile Q(veh)	0.6	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	12	0	0	0	0	953
Future Vol, veh/h	12	0	0	0	0	953
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	0	0	0	0	1036

Major/Minor	Minor1		Major2	
Conflicting Flow All	414	-	-	-
Stage 1	0	-	-	-
Stage 2	414	-	-	-
Critical Hdwy	3.7	-	-	-
Critical Hdwy Stg 1	3.7	-	-	-
Critical Hdwy Stg 2	3.7	-	-	-
Follow-up Hdwy	2.9	-	-	-
Pot Cap-1 Maneuver	954	0	0	-
Stage 1	-	0	0	-
Stage 2	954	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	954	-	-	-
Mov Cap-2 Maneuver	954	-	-	-
Stage 1	-	-	-	-
Stage 2	954	-	-	-

Approach	NW	SW
HCM Control Delay, s/v	8.83	0
HCM LOS	A	

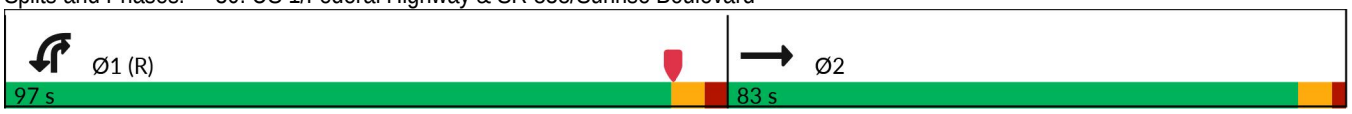
Minor Lane/Major Mvmt	NWLn1	SWT
Capacity (veh/h)	954	-
HCM Lane V/C Ratio	0.014	-
HCM Control Delay (s/veh)	8.8	-
HCM Lane LOS	A	-
HCM 95th %tile Q(veh)	0	-

Lane Group	EBT	WBL	NBR
Lane Configurations			
Traffic Volume (vph)	957	1179	1043
Future Volume (vph)	957	1179	1043
Turn Type	NA	Prot	Over
Protected Phases	2	1	1
Permitted Phases			
Detector Phase	2	1	1
Switch Phase			
Minimum Initial (s)	10.0	10.0	10.0
Minimum Split (s)	49.5	21.5	21.5
Total Split (s)	83.0	97.0	97.0
Total Split (%)	46.1%	53.9%	53.9%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.5	7.5	7.5
Lead/Lag	Lag	Lead	Lead
Lead-Lag Optimize?			
Recall Mode	None	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 36 (20%), Referenced to phase 1:WBL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 30: US 1/Federal Highway & SR 838/Sunrise Boulevard



Lane Group	EBT	WBL	NBR
Lane Group Flow (vph)	1245	1215	1075
v/c Ratio	0.53	0.54	0.66
Control Delay (s/veh)	45.3	38.1	42.4
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	45.3	38.1	42.4
Queue Length 50th (ft)	551	384	453
Queue Length 95th (ft)	504	439	531
Internal Link Dist (ft)	722		
Turn Bay Length (ft)		400	
Base Capacity (vph)	2373	2512	1817
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.52	0.48	0.59

Intersection Summary

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	957	250	1179	0	0	1043
Future Volume (vph)	957	250	1179	0	0	1043
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5		7.5			7.5
Lane Util. Factor	0.91		0.94			0.76
Frpb, ped/bikes	1.00		1.00			1.00
Flpb, ped/bikes	1.00		1.00			1.00
Frt	0.97		1.00			0.85
Flt Protected	1.00		0.95			1.00
Satd. Flow (prot)	4910		4990			3610
Flt Permitted	1.00		0.95			1.00
Satd. Flow (perm)	4910		4990			3610
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	987	258	1215	0	0	1075
RTOR Reduction (vph)	22	0	0	0	0	0
Lane Group Flow (vph)	1223	0	1215	0	0	1075
Confl. Peds. (#/hr)		3	3			1
Confl. Bikes (#/hr)		3				
Turn Type	NA		Prot			Over
Protected Phases	2		1			1
Permitted Phases						
Actuated Green, G (s)	85.1		80.9			80.9
Effective Green, g (s)	85.1		80.9			80.9
Actuated g/C Ratio	0.47		0.45			0.45
Clearance Time (s)	6.5		7.5			7.5
Vehicle Extension (s)	8.0		2.0			2.0
Lane Grp Cap (vph)	2321		2242			1622
v/s Ratio Prot	c0.25		0.24			c0.30
v/s Ratio Perm						
v/c Ratio	0.53		0.54			0.66
Uniform Delay, d1	33.3		36.1			38.9
Progression Factor	1.40		1.00			1.00
Incremental Delay, d2	0.6		0.9			2.2
Delay (s)	47.4		37.0			41.0
Level of Service	D		D			D
Approach Delay (s/veh)	47.4			37.0	41.0	
Approach LOS	D			D	D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	41.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	73.1%	ICU Level of Service	D
Analysis Period (min)	15		

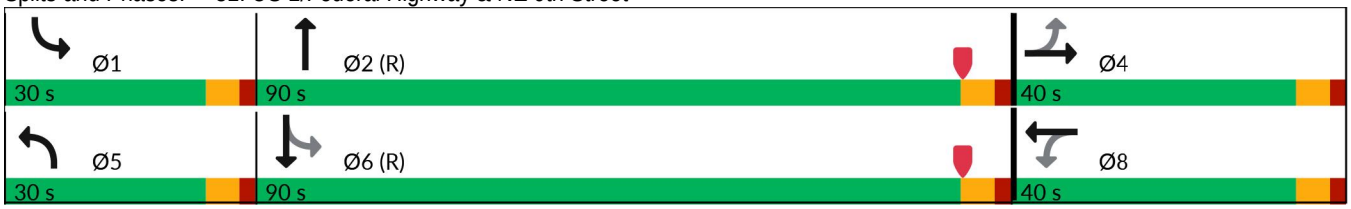
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	24	20	43	32	83	953	77	1284
Future Volume (vph)	24	20	43	32	83	953	77	1284
Turn Type	Perm	NA	Perm	NA	Prot	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8				6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	5.0	12.0	5.0	12.0
Minimum Split (s)	38.0	38.0	36.0	36.0	11.0	26.0	11.0	26.0
Total Split (s)	40.0	40.0	40.0	40.0	30.0	90.0	30.0	90.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	18.8%	56.3%	18.8%	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	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 75 (47%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 31: US 1/Federal Highway & NE 9th Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	25	45	44	48	86	1050	79	1362
v/c Ratio	0.30	0.36	0.53	0.40	0.67	0.26	0.19	0.35
Control Delay (s/veh)	79.8	46.4	94.4	63.1	95.4	4.4	3.5	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	79.8	46.4	94.4	63.1	95.4	4.4	3.5	7.2
Queue Length 50th (ft)	26	21	46	36	89	89	9	158
Queue Length 95th (ft)	59	63	89	80	147	127	21	232
Internal Link Dist (ft)		691		689		564		822
Turn Bay Length (ft)	160		75		375		300	
Base Capacity (vph)	282	376	284	381	262	4014	610	3843
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	0.09	0.12	0.15	0.13	0.33	0.26	0.13	0.35

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	20	23	43	32	15	83	953	66	77	1284	37
Future Volume (veh/h)	24	20	23	43	32	15	83	953	66	77	1284	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		1.00	0.99		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	25	21	0	44	33	2	86	982	58	79	1324	34
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	124	143	0	135	133	8	105	3811	225	503	3812	98
Arrive On Green	0.08	0.08	0.00	0.08	0.08	0.08	0.08	1.00	1.00	0.04	1.00	1.00
Sat Flow, veh/h	1345	1856	0	1360	1730	105	1767	4884	288	1767	5075	130
Grp Volume(v), veh/h	25	21	0	44	0	35	86	678	362	79	881	477
Grp Sat Flow(s),veh/h/ln	1345	1856	0	1360	0	1835	1767	1689	1795	1767	1689	1828
Q Serve(g_s), s	2.9	1.7	0.0	5.0	0.0	2.9	7.7	0.0	0.0	1.6	0.1	0.1
Cycle Q Clear(g_c), s	5.7	1.7	0.0	6.7	0.0	2.9	7.7	0.0	0.0	1.6	0.1	0.1
Prop In Lane	1.00		0.00	1.00		0.06	1.00		0.16	1.00		0.07
Lane Grp Cap(c), veh/h	124	143	0	135	0	141	105	2635	1401	503	2537	1373
V/C Ratio(X)	0.20	0.15	0.00	0.33	0.00	0.25	0.82	0.26	0.26	0.16	0.35	0.35
Avail Cap(c_a), veh/h	307	394	0	320	0	390	265	2635	1401	714	2537	1373
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.82	0.82	0.82
Uniform Delay (d), s/veh	72.2	68.9	0.0	72.1	0.0	69.5	72.8	0.0	0.0	4.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.2	0.0	0.5	0.0	0.3	5.8	0.2	0.4	0.0	0.3	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.8	1.5	0.0	3.2	0.0	2.5	6.5	0.2	0.3	1.0	0.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.5	69.1	0.0	72.6	0.0	69.8	78.6	0.2	0.4	4.0	0.3	0.6
LnGrp LOS	E	E		E		E	E	A	A	A	A	A
Approach Vol, veh/h		46			79			1126			1437	
Approach Delay, s/veh		70.9			71.4			6.3			0.6	
Approach LOS		E			E			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.9	130.8		18.3	15.5	126.2		18.3				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	24.0	84.0		34.0	24.0	84.0		34.0				
Max Q Clear Time (g_c+I1), s	3.6	2.0		7.7	9.7	2.1		8.7				
Green Ext Time (p_c), s	0.1	9.2		0.1	0.0	14.1		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			6.3									
HCM 7th LOS			A									

Network Totals

Number of Intersections	32
Total Delay (hr)	850
Stops (#)	45656
Average Speed (mph)	10
Total Travel Time (hr)	1306
Distance Traveled (mi)	13683
Fuel Consumed (gal)	1438
Fuel Economy (mpg)	9.5
Unserved Vehicles (#)	299
Vehicles in dilemma zone (#)	0
Performance Index	976.5

2045 A.M. Peak Hour

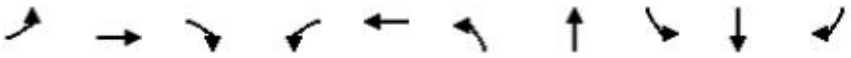
No-Build

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR	Ø9	Ø10
Lane Configurations												
Traffic Volume (vph)	265	2002	453	94	1405	233	542	221	705	169		
Future Volume (vph)	265	2002	453	94	1405	233	542	221	705	169		
Turn Type	Prot	NA	Perm	Prot	NA	pm+pt	NA	pm+pt	NA	Perm		
Protected Phases	1	6		5	2	7	4	3	8		9	10
Permitted Phases			6			4		8		8		
Detector Phase	1	6	6	5	2	7	4	3	8	8		
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	4.0	6.0	4.0	6.0	6.0	1.0	1.0
Minimum Split (s)	11.5	36.5	36.5	11.5	37.5	10.0	43.0	10.0	46.0	46.0	5.0	5.0
Total Split (s)	35.2	81.8	81.8	17.2	63.8	25.0	49.0	27.0	51.0	51.0	5.0	5.0
Total Split (%)	19.6%	45.4%	45.4%	9.6%	35.4%	13.9%	27.2%	15.0%	28.3%	28.3%	3%	3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
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)	6.5	6.5	6.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead		Lead			Lag	Lag
Lead-Lag Optimize?						Yes		Yes				
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 56 (31%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 1: Andrews Avenue & SR 838/Sunrise Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	276	2085	472	98	1549	243	610	230	734	176
v/c Ratio	0.88	0.93	0.62	0.75	0.91	1.08	0.73	0.82	0.89	0.37
Control Delay (s/veh)	99.5	56.0	32.0	97.2	58.0	131.5	68.6	62.6	80.3	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	99.5	56.0	32.0	97.2	58.0	131.5	68.6	62.6	80.3	13.9
Queue Length 50th (ft)	315	877	323	117	391	~272	355	194	442	26
Queue Length 95th (ft)	#530	#1001	465	m#184	m#527	#451	410	#263	520	99
Internal Link Dist (ft)		645			1177		1806		524	
Turn Bay Length (ft)	475		130	205		95		200		225
Base Capacity (vph)	312	2244	758	130	1710	226	864	296	889	496
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	0.88	0.93	0.62	0.75	0.91	1.08	0.71	0.78	0.83	0.35

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	265	2002	453	94	1405	82	233	542	43	221	705	169
Future Volume (vph)	265	2002	453	94	1405	82	233	542	43	221	705	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	5072	1547	1770	5026		1769	3495		1769	3525	1530
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.09	1.00		0.21	1.00	1.00
Satd. Flow (perm)	1770	5072	1547	1770	5026		169	3495		386	3525	1530
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	276	2085	472	98	1464	85	243	565	45	230	734	176
RTOR Reduction (vph)	0	0	75	0	3	0	0	3	0	0	0	113
Lane Group Flow (vph)	276	2085	397	98	1546	0	243	607	0	230	734	63
Confl. Peds. (#/hr)	1		5	5		1	10		4	4		10
Confl. Bikes (#/hr)			4			3			1			1
Bus Blockages (#/hr)	0	2	0	0	2	2	0	0	0	0	2	2
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4			8		8
Actuated Green, G (s)	31.8	78.1	78.1	13.2	59.5		63.2	44.2		61.6	42.1	42.1
Effective Green, g (s)	31.8	78.1	78.1	13.2	59.5		63.2	44.2		61.6	42.1	42.1
Actuated g/C Ratio	0.18	0.43	0.43	0.07	0.33		0.35	0.25		0.34	0.23	0.23
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0		1.5	2.0		1.5	2.0	2.0
Lane Grp Cap (vph)	312	2200	671	129	1661		228	858		281	824	357
v/s Ratio Prot	c0.16	c0.41		0.06	0.31		c0.11	0.17		0.09	0.21	
v/s Ratio Perm			0.26				c0.26			0.19		0.04
v/c Ratio	0.88	0.95	0.59	0.76	0.93		1.07	0.71		0.82	0.89	0.18
Uniform Delay, d1	72.3	49.0	38.8	81.8	58.3		56.6	62.0		46.6	66.7	55.1
Progression Factor	1.00	1.00	1.00	0.95	0.93		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	23.8	10.3	3.8	12.7	7.0		78.1	2.2		15.9	11.6	0.1
Delay (s)	96.1	59.3	42.6	90.5	61.0		134.7	64.2		62.5	78.3	55.2
Level of Service	F	E	D	F	E		F	E		E	E	E
Approach Delay (s/veh)		60.1			62.8			84.3			71.5	
Approach LOS		E			E			F			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	66.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	101.0%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	22	17	4	1	3	725	43	7	1099	46
Future Vol, veh/h	0	0	22	17	4	1	3	725	43	7	1099	46
Conflicting Peds, #/hr	2	0	0	0	0	2	3	0	2	2	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	25	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	24	19	4	1	3	797	47	8	1208	51

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	2104	632	1448	2106	426	1261	0	0	846	0	0
Stage 1	-	1251	-	829	829	-	-	-	-	-	-	-
Stage 2	-	853	-	619	1277	-	-	-	-	-	-	-
Critical Hdwy	-	3.1	3.7	3.7	3.1	3.7	3.7	-	-	3.7	-	-
Critical Hdwy Stg 1	-	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Follow-up Hdwy	-	3	2	2.9	3	2	2.9	-	-	2.9	-	-
Pot Cap-1 Maneuver	0	416	1115	475	415	1305	541	-	-	718	-	-
Stage 1	0	658	-	726	814	-	-	-	-	-	-	-
Stage 2	0	805	-	834	649	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	404	1111	452	403	1300	539	-	-	716	-	-
Mov Cap-2 Maneuver	-	404	-	452	403	-	-	-	-	-	-	-
Stage 1	-	645	-	719	806	-	-	-	-	-	-	-
Stage 2	-	797	-	803	637	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.31	13.33	0.05	0.06
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	539	-	-	1111	442	1300	716	-	-
HCM Lane V/C Ratio	0.006	-	-	0.022	0.052	0.001	0.011	-	-
HCM Control Delay (s/veh)	11.7	-	-	8.3	13.6	7.8	10.1	-	-
HCM Lane LOS	B	-	-	A	B	A	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	0	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	36	73	698	138	42	1098
Future Vol, veh/h	36	73	698	138	42	1098
Conflicting Peds, #/hr	2	3	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	38	78	743	147	45	1168

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1494	451	0	0	892	0
Stage 1	819	-	-	-	-	-
Stage 2	675	-	-	-	-	-
Critical Hdwy	3.7	3.7	-	-	3.7	-
Critical Hdwy Stg 1	3.7	-	-	-	-	-
Critical Hdwy Stg 2	3.7	-	-	-	-	-
Follow-up Hdwy	2.9	2	-	-	2.9	-
Pot Cap-1 Maneuver	460	1280	-	-	696	-
Stage 1	731	-	-	-	-	-
Stage 2	804	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	414	1273	-	-	694	-
Mov Cap-2 Maneuver	521	-	-	-	-	-
Stage 1	729	-	-	-	-	-
Stage 2	726	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.48	0	1.29
HCM LOS	A		

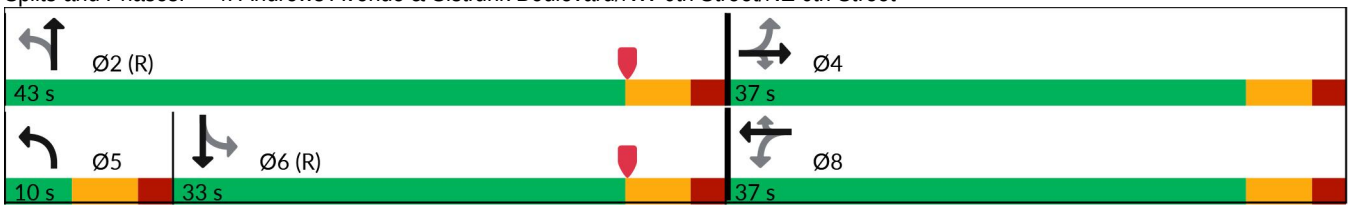
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	521	1273	133	-
HCM Lane V/C Ratio	-	-	0.074	0.061	0.064	-
HCM Control Delay (s/veh)	-	-	12.5	8	10.5	0.9
HCM Lane LOS	-	-	B	A	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0.2	0.2	-

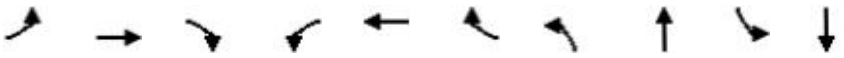
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	117	574	443	73	299	163	88	562	127	932
Future Volume (vph)	117	574	443	73	299	163	88	562	127	932
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	NA
Protected Phases		4			8		5	2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	5	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.0	10.0	10.0	10.0
Minimum Split (s)	28.0	28.0	28.0	28.0	28.0	28.0	10.0	29.0	29.0	29.0
Total Split (s)	37.0	37.0	37.0	37.0	37.0	37.0	10.0	43.0	33.0	33.0
Total Split (%)	46.3%	46.3%	46.3%	46.3%	46.3%	46.3%	12.5%	53.8%	41.3%	41.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead		Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 16 (20%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 4: Andrews Avenue & Sistrunk Boulevard/NW 6th Street/NE 6th Street



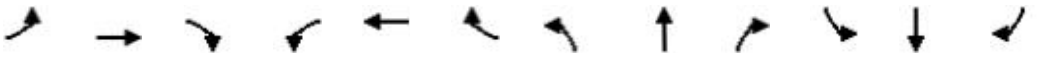


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	122	598	461	76	311	170	92	632	132	1035
v/c Ratio	0.38	0.89	0.70	0.76	0.46	0.25	0.50	0.38	0.46	0.78
Control Delay (s/veh)	22.1	40.9	20.1	62.9	18.1	5.0	28.8	19.5	27.4	28.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.1	40.9	20.1	62.9	18.1	5.0	28.8	19.5	27.4	28.4
Queue Length 50th (ft)	42	264	121	17	68	1	54	234	52	251
Queue Length 95th (ft)	88	#447	228	m#98	186	42	m64	295	110	#367
Internal Link Dist (ft)		281			911			1290		516
Turn Bay Length (ft)	155			130		130	225		155	
Base Capacity (vph)	342	714	686	106	714	699	184	1678	288	1329
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.84	0.67	0.72	0.44	0.24	0.50	0.38	0.46	0.78

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	117	574	443	73	299	163	88	562	45	127	932	61
Future Volume (vph)	117	574	443	73	299	163	88	562	45	127	932	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.99	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1744	1845	1521	1751	1845	1536	1752	3444		1744	3468	
Flt Permitted	0.48	1.00	1.00	0.15	1.00	1.00	0.11	1.00		0.41	1.00	
Satd. Flow (perm)	883	1845	1521	275	1845	1536	209	3444		756	3468	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	122	598	461	76	311	170	92	585	47	132	971	64
RTOR Reduction (vph)	0	0	100	0	0	108	0	7	0	0	6	0
Lane Group Flow (vph)	122	598	361	76	311	62	92	625	0	132	1029	0
Confl. Peds. (#/hr)	8		2	2		8	8		7	7		8
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	4	0	0	0	0	2	2	0	0	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)	29.2	29.2	29.2	29.2	29.2	29.2	38.8	38.8		29.3	29.3	
Effective Green, g (s)	29.2	29.2	29.2	29.2	29.2	29.2	38.8	38.8		29.3	29.3	
Actuated g/C Ratio	0.37	0.37	0.37	0.37	0.37	0.37	0.49	0.49		0.37	0.37	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.5	3.0		3.0	3.0	
Lane Grp Cap (vph)	322	673	555	100	673	560	168	1670		276	1270	
v/s Ratio Prot		c0.32			0.17		0.02	c0.18			c0.30	
v/s Ratio Perm	0.14		0.24	0.28		0.04	0.24			0.17		
v/c Ratio	0.38	0.89	0.65	0.76	0.46	0.11	0.55	0.37		0.48	0.81	
Uniform Delay, d1	18.7	23.9	21.1	22.3	19.4	16.8	14.8	13.0		19.5	22.8	
Progression Factor	1.00	1.00	1.00	0.84	0.83	1.39	1.68	1.44		1.00	1.00	
Incremental Delay, d2	0.3	13.2	2.0	23.9	0.2	0.0	1.8	0.6		5.8	5.7	
Delay (s)	19.0	37.1	23.1	42.6	16.3	23.4	26.7	19.3		25.3	28.5	
Level of Service	B	D	C	D	B	C	C	B		C	C	
Approach Delay (s/veh)		29.8			22.1			20.2			28.2	
Approach LOS		C			C			C			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	26.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	87.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	52	232	147	82	281	42	534	113	1222
Future Volume (vph)	52	232	147	82	281	42	534	113	1222
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4			8		2		6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	33.0	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%	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	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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	None	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 46 (58%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

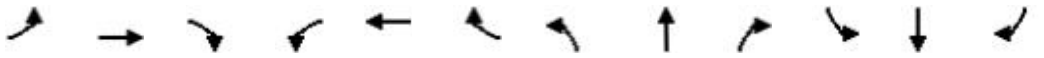
Splits and Phases: 5: Andrews Avenue & NW 4th Street/NE 4th Street

Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	296	153	85	354	44	608	118	1375
v/c Ratio	0.98	0.37	0.42	0.85	0.38	0.34	0.31	0.78
Control Delay (s/veh)	75.2	18.0	34.1	49.9	22.8	7.2	8.4	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	75.2	18.0	34.1	49.9	22.8	7.2	8.4	10.8
Queue Length 50th (ft)	143	43	39	175	28	111	19	125
Queue Length 95th (ft)	#268	86	m60	221	77	150	m31	#172
Internal Link Dist (ft)	119			908		605		1290
Turn Bay Length (ft)		100	50		110		150	
Base Capacity (vph)	366	494	246	498	116	1778	385	1760
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.31	0.35	0.71	0.38	0.34	0.31	0.78

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	232	147	82	281	59	42	534	50	113	1222	98
Future Volume (vph)	52	232	147	82	281	59	42	534	50	113	1222	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	0.98	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	0.97		1.00	0.99		1.00	0.99	
Flt Protected		0.99	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1644	1385	1572	1450		1576	3106		1570	3075	
Flt Permitted		0.65	1.00	0.44	1.00		0.12	1.00		0.41	1.00	
Satd. Flow (perm)		1085	1385	730	1450		204	3106		675	3075	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	54	242	153	85	293	61	44	556	52	118	1273	102
RTOR Reduction (vph)	0	0	30	0	10	0	0	8	0	0	6	0
Lane Group Flow (vph)	0	296	123	85	344	0	44	600	0	118	1369	0
Confl. Peds. (#/hr)	6		5	5		6	5		5	5		5
Confl. Bikes (#/hr)						2						2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	6	0
Parking (#/hr)					0	0						
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		22.4	22.4	22.4	22.4		45.6	45.6		45.6	45.6	
Effective Green, g (s)		22.4	22.4	22.4	22.4		45.6	45.6		45.6	45.6	
Actuated g/C Ratio		0.28	0.28	0.28	0.28		0.57	0.57		0.57	0.57	
Clearance Time (s)		6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		2.0	2.0	2.0	2.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		303	387	204	406		116	1770		384	1752	
v/s Ratio Prot					0.24			0.19			c0.45	
v/s Ratio Perm		c0.27	0.09	0.12			0.22			0.17		
v/c Ratio		0.98	0.32	0.42	0.85		0.38	0.34		0.31	0.78	
Uniform Delay, d1		28.5	22.8	23.5	27.2		9.4	9.2		9.0	13.3	
Progression Factor		1.00	1.00	1.27	1.26		1.07	0.70		0.63	0.53	
Incremental Delay, d2		44.8	0.2	0.5	13.2		9.0	0.5		1.3	2.3	
Delay (s)		73.3	22.9	30.3	47.3		19.1	6.9		7.0	9.4	
Level of Service		E	C	C	D		B	A		A	A	
Approach Delay (s/veh)		56.2			44.0			7.7			9.2	
Approach LOS		E			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	20.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	106.7%	ICU Level of Service	G
Analysis Period (min)	15		

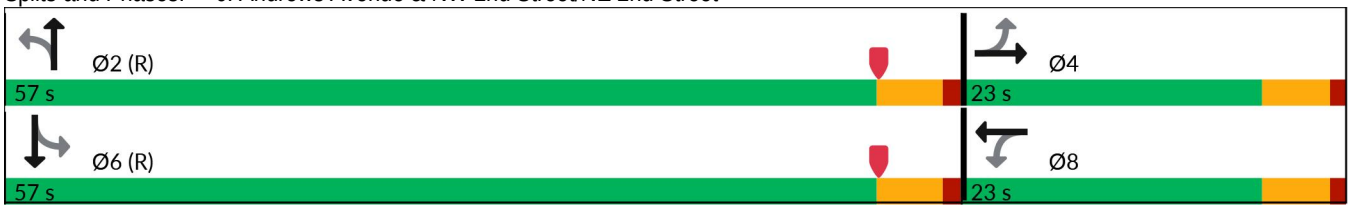
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	18	22	22	27	10	550	197	1178
Future Volume (vph)	18	22	22	27	10	550	197	1178
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)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	23.0	23.0	23.0	23.0	57.0	57.0	57.0	57.0
Total Split (%)	28.8%	28.8%	28.8%	28.8%	71.3%	71.3%	71.3%	71.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 68 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 6: Andrews Avenue & NW 2nd Street/NE 2nd Street



Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	64	23	45	11	626	210	1310
v/c Ratio	0.43	0.17	0.28	0.04	0.24	0.38	0.51
Control Delay (s/veh)	33.0	37.5	29.2	5.2	5.7	4.6	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.0	37.5	29.2	5.2	5.7	4.6	4.2
Queue Length 50th (ft)	20	12	16	4	165	35	120
Queue Length 95th (ft)	55	m22	m31	m6	133	m21	59
Internal Link Dist (ft)	113		909		606		605
Turn Bay Length (ft)		50		165		150	
Base Capacity (vph)	329	333	363	262	2558	557	2568
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	0.19	0.07	0.12	0.04	0.24	0.38	0.51

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	22	21	22	27	15	10	550	39	197	1178	54
Future Volume (vph)	18	22	21	22	27	15	10	550	39	197	1178	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99		1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00		0.99	1.00		1.00	1.00		0.99	1.00	
Frt		0.95		1.00	0.95		1.00	0.99		1.00	0.99	
Flt Protected		0.99		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1545		1566	1560		1572	3113		1558	3128	
Flt Permitted		0.88		0.90	1.00		0.19	1.00		0.41	1.00	
Satd. Flow (perm)		1386		1484	1560		320	3113		680	3128	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	19	23	22	23	29	16	11	585	41	210	1253	57
RTOR Reduction (vph)	0	20	0	0	15	0	0	4	0	0	2	0
Lane Group Flow (vph)	0	44	0	23	30	0	11	622	0	210	1308	0
Confl. Peds. (#/hr)	7		6	6		7	11		13	13		11
Confl. Bikes (#/hr)									1			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		6.3		6.3	6.3		63.7	63.7		63.7	63.7	
Effective Green, g (s)		6.3		6.3	6.3		63.7	63.7		63.7	63.7	
Actuated g/C Ratio		0.08		0.08	0.08		0.80	0.80		0.80	0.80	
Clearance Time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		109		116	122		254	2478		541	2490	
v/s Ratio Prot					0.02			0.20			c0.42	
v/s Ratio Perm		c0.03		0.02			0.03			0.31		
v/c Ratio		0.40		0.20	0.25		0.04	0.25		0.39	0.53	
Uniform Delay, d1		35.1		34.5	34.6		1.7	2.1		2.4	2.9	
Progression Factor		1.00		1.08	1.10		2.01	2.52		0.98	1.15	
Incremental Delay, d2		0.9		0.3	0.4		0.3	0.2		1.5	0.6	
Delay (s)		35.9		37.5	38.6		3.7	5.4		3.8	3.8	
Level of Service		D		D	D		A	A		A	A	
Approach Delay (s/veh)		35.9			38.2			5.4			3.8	
Approach LOS		D			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	6.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	70.5%	ICU Level of Service	C
Analysis Period (min)	15		

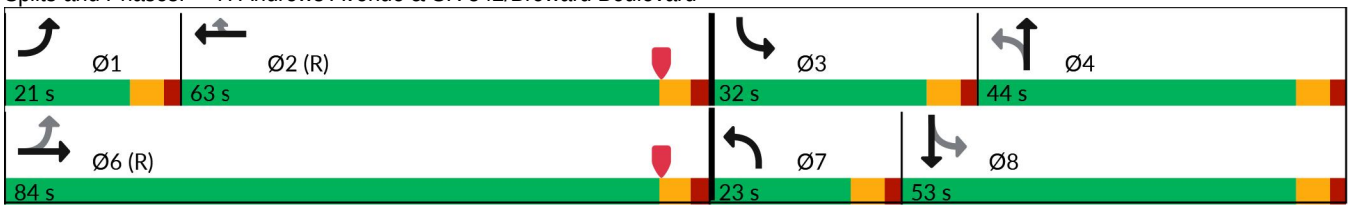
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	154	1817	1259	117	207	433	218	796
Future Volume (vph)	154	1817	1259	117	207	433	218	796
Turn Type	pm+pt	NA	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	2		7	4	3	8
Permitted Phases	6			2	4		8	
Detector Phase	1	6	2	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	15.0	15.0	15.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	31.0	29.0	29.0	10.0	41.0	10.0	39.0
Total Split (s)	21.0	84.0	63.0	63.0	23.0	44.0	32.0	53.0
Total Split (%)	13.1%	52.5%	39.4%	39.4%	14.4%	27.5%	20.0%	33.1%
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	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 155 (97%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 7: Andrews Avenue & SR 842/Broward Boulevard



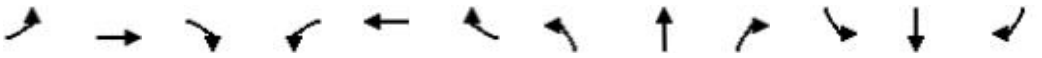
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	160	2267	1311	122	216	540	227	977
v/c Ratio	0.85	1.05	0.79	0.21	1.03	0.62	0.70	1.07
Control Delay (s/veh)	68.5	72.6	31.9	2.8	115.2	66.6	40.1	99.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	68.5	72.6	31.9	2.8	115.2	66.6	40.1	99.6
Queue Length 50th (ft)	103	~934	213	3	~236	280	165	~597
Queue Length 95th (ft)	#224	#1021	m254	m9	#398	344	208	#647
Internal Link Dist (ft)		264	909			539		606
Turn Bay Length (ft)	80			160	260		225	
Base Capacity (vph)	203	2162	1661	584	209	867	383	911
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	1.05	0.79	0.21	1.03	0.62	0.59	1.07

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	1817	359	0	1259	117	207	433	85	218	796	142
Future Volume (veh/h)	154	1817	359	0	1259	117	207	433	85	218	796	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	1670	1670	0	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	160	1893	335	0	1311	16	216	451	73	227	829	136
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, %	3	3	3	0	3	3	3	3	3	3	3	3
Cap, veh/h	215	1902	331	0	1717	526	214	782	126	338	800	131
Arrive On Green	0.10	0.65	0.65	0.00	0.50	0.50	0.11	0.29	0.29	0.11	0.29	0.29
Sat Flow, veh/h	1590	3901	679	0	4709	1397	1590	2727	438	1590	2723	447
Grp Volume(v), veh/h	160	1468	760	0	1311	16	216	261	263	227	483	482
Grp Sat Flow(s),veh/h/ln	1590	1520	1540	0	1520	1397	1590	1586	1578	1590	1586	1584
Q Serve(g_s), s	9.7	76.0	78.0	0.0	37.2	0.9	17.0	22.5	22.8	16.0	47.0	47.0
Cycle Q Clear(g_c), s	9.7	76.0	78.0	0.0	37.2	0.9	17.0	22.5	22.8	16.0	47.0	47.0
Prop In Lane	1.00		0.44	0.00		1.00	1.00		0.28	1.00		0.28
Lane Grp Cap(c), veh/h	215	1482	751	0	1717	526	214	455	453	338	466	465
V/C Ratio(X)	0.74	0.99	1.01	0.00	0.76	0.03	1.01	0.57	0.58	0.67	1.04	1.04
Avail Cap(c_a), veh/h	247	1482	751	0	1717	526	214	455	453	416	466	465
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.53	0.53	0.64	0.64	0.64	0.85	0.85	0.85
Uniform Delay (d), s/veh	33.0	27.8	28.1	0.0	34.2	25.1	49.3	48.7	48.8	35.9	56.5	56.5
Incr Delay (d2), s/veh	8.0	21.3	36.0	0.0	1.8	0.1	51.6	0.7	0.8	1.5	48.1	48.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	28.5	32.7	0.0	13.3	0.3	11.9	9.1	9.2	6.4	25.0	25.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.0	49.0	64.1	0.0	36.0	25.2	100.9	49.4	49.6	37.4	104.6	104.7
LnGrp LOS	D	D	F		D	C	F	D	D	D	F	F
Approach Vol, veh/h		2388			1327			740			1192	
Approach Delay, s/veh		53.3			35.8			64.5			91.8	
Approach LOS		D			D			E			F	

Timer - Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	17.8	66.2	24.1	51.9		84.0	23.0	53.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s	15.0	57.0	26.0	38.0		78.0	17.0	47.0
Max Q Clear Time (g_c+I1), s	11.7	39.2	18.0	24.8		80.0	19.0	49.0
Green Ext Time (p_c), s	0.0	9.1	0.1	1.8		0.0	0.0	0.0

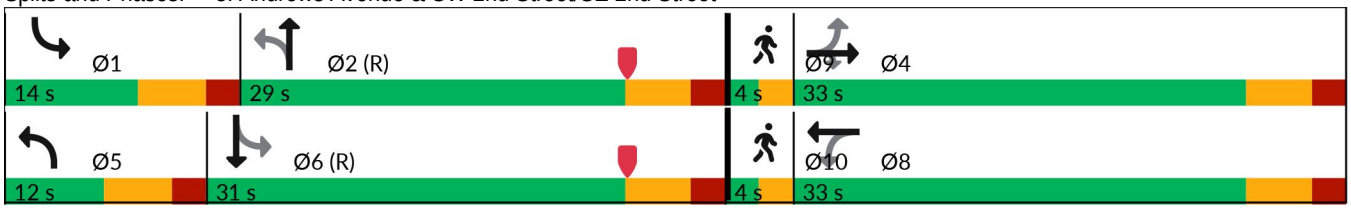
Intersection Summary	
HCM 7th Control Delay, s/veh	58.8
HCM 7th LOS	E

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	Ø9	Ø10
Lane Configurations											
Traffic Volume (vph)	15	193	87	20	53	189	643	196	901		
Future Volume (vph)	15	193	87	20	53	189	643	196	901		
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	pm+pt	NA		
Protected Phases		4			8	5	2	1	6	9	10
Permitted Phases	4		4	8		2		6			
Detector Phase	4	4	4	8	8	5	2	1	6		
Switch Phase											
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	7.0	4.0	7.0	1.0	1.0
Minimum Split (s)	33.0	33.0	33.0	33.0	33.0	10.0	26.0	10.0	26.0	4.0	4.0
Total Split (s)	33.0	33.0	33.0	33.0	33.0	12.0	29.0	14.0	31.0	4.0	4.0
Total Split (%)	41.3%	41.3%	41.3%	41.3%	41.3%	15.0%	36.3%	17.5%	38.8%	5%	5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag						Lead	Lag	Lead	Lag		
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	None	None

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: 90
Control Type: Actuated-Coordinated

Splits and Phases: 8: Andrews Avenue & SW 2nd Street/SE 2nd Street



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	16	210	95	22	140	205	783	213	1056
v/c Ratio	0.05	0.40	0.18	0.07	0.29	0.89	0.72	0.75	0.95
Control Delay (s/veh)	18.1	23.1	1.8	16.9	9.3	70.4	42.5	24.8	29.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7
Total Delay (s/veh)	18.1	23.1	1.8	16.9	9.3	70.4	42.5	24.8	30.4
Queue Length 50th (ft)	5	72	0	10	42	~179	348	95	~488
Queue Length 95th (ft)	19	136	11	m11	m38	m#337	399	m88	m#361
Internal Link Dist (ft)		237			244		322		539
Turn Bay Length (ft)	80					75		150	
Base Capacity (vph)	368	599	587	341	549	230	1088	287	1117
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	9
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.35	0.16	0.06	0.26	0.89	0.72	0.74	0.95

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	193	87	20	53	75	189	643	77	196	901	71
Future Volume (vph)	15	193	87	20	53	75	189	643	77	196	901	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	0.96		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	0.95	1.00	1.00	0.98	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.91		1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1517	1676	1375	1567	1467		1592	3115		1590	3138	
Flt Permitted	0.65	1.00	1.00	0.61	1.00		0.15	1.00		0.22	1.00	
Satd. Flow (perm)	1032	1676	1375	1013	1467		253	3115		365	3138	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	210	95	22	58	82	205	699	84	213	979	77
RTOR Reduction (vph)	0	0	65	0	57	0	0	11	0	0	7	0
Lane Group Flow (vph)	16	210	30	22	83	0	205	772	0	213	1049	0
Confl. Peds. (#/hr)	66		24	24		66	15		17	17		15
Confl. Bikes (#/hr)			3						3			3
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	24.9	24.9	24.9	24.1	24.1		33.7	26.5		34.9	27.1	
Effective Green, g (s)	24.9	24.9	24.9	24.1	24.1		33.7	26.5		34.9	27.1	
Actuated g/C Ratio	0.31	0.31	0.31	0.30	0.30		0.42	0.33		0.44	0.34	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		1.5	0.2		1.5	0.2	
Lane Grp Cap (vph)	321	521	427	305	441		227	1031		278	1062	
v/s Ratio Prot		c0.13			0.06		c0.08	0.25		0.07	c0.33	
v/s Ratio Perm	0.02		0.02	0.02			0.30			0.26		
v/c Ratio	0.05	0.40	0.07	0.07	0.19		0.90	0.75		0.77	0.99	
Uniform Delay, d1	19.3	21.7	19.4	20.0	20.7		17.9	23.8		15.7	26.3	
Progression Factor	1.00	1.00	1.00	0.91	1.01		2.67	1.63		1.70	0.98	
Incremental Delay, d2	0.0	0.2	0.0	0.0	0.1		28.6	3.9		1.1	5.9	
Delay (s)	19.3	21.9	19.4	18.2	21.0		76.6	42.7		27.8	31.7	
Level of Service	B	C	B	B	C		E	D		C	C	
Approach Delay (s/veh)		21.0			20.6			49.7			31.1	
Approach LOS		C			C			D			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	36.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	79.0%	ICU Level of Service	D
Analysis Period (min)	15		

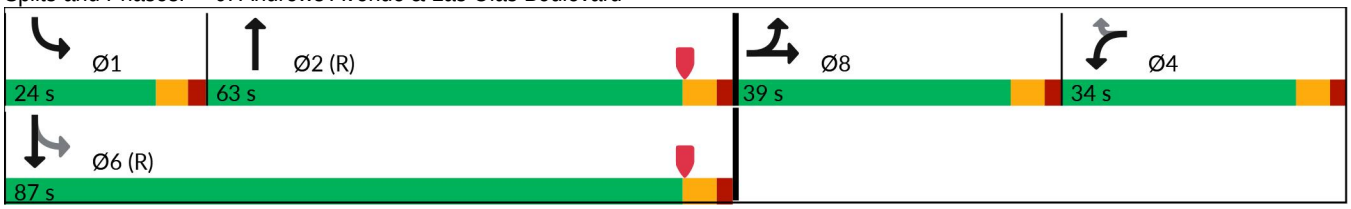
c Critical Lane Group

Lane Group	EBT	WBL	WBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	53	67	110	680	191	813
Future Volume (vph)	53	67	110	680	191	813
Turn Type	NA	Prot	Perm	NA	pm+pt	NA
Protected Phases	8	4		2	1	6
Permitted Phases			4		6	
Detector Phase	8	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	6.0	5.0	5.0	7.0	4.0	7.0
Minimum Split (s)	39.0	34.0	34.0	39.0	10.0	39.0
Total Split (s)	39.0	34.0	34.0	63.0	24.0	87.0
Total Split (%)	24.4%	21.3%	21.3%	39.4%	15.0%	54.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?						
Recall Mode	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 115 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 9: Andrews Avenue & Las Olas Boulevard



Lane Group	EBT	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	277	71	117	1042	203	865
v/c Ratio	0.54	0.36	0.46	0.73	0.70	0.45
Control Delay (s/veh)	41.0	75.7	27.7	40.3	41.9	20.0
Queue Delay	0.0	0.0	0.0	0.0	2.2	0.7
Total Delay (s/veh)	41.0	75.7	27.7	40.3	44.1	20.7
Queue Length 50th (ft)	82	74	23	541	127	258
Queue Length 95th (ft)	130	m105	m64	#690	m150	m274
Internal Link Dist (ft)	104			1642		322
Turn Bay Length (ft)					135	
Base Capacity (vph)	667	275	309	1428	303	1910
Starvation Cap Reductn	0	0	0	0	33	637
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.26	0.38	0.73	0.75	0.68

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	53	110	67	0	110	0	680	300	191	813	0
Future Volume (vph)	98	53	110	67	0	110	0	680	300	191	813	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0		6.0		6.0		6.0	6.0	
Lane Util. Factor		0.95		1.00		1.00		0.95		1.00	0.95	
Frpb, ped/bikes		0.98		1.00		0.96		0.99		1.00	1.00	
Flpb, ped/bikes		1.00		1.00		1.00		1.00		1.00	1.00	
Frt		0.94		1.00		0.85		0.95		1.00	1.00	
Flt Protected		0.98		0.95		1.00		1.00		0.95	1.00	
Satd. Flow (prot)		2833		1577		1216		2968		1577	3117	
Flt Permitted		0.98		0.95		1.00		1.00		0.15	1.00	
Satd. Flow (perm)		2833		1577		1216		2968		250	3117	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	104	56	117	71	0	117	0	723	319	203	865	0
RTOR Reduction (vph)	0	88	0	0	0	102	0	26	0	0	0	0
Lane Group Flow (vph)	0	189	0	71	0	15	0	1016	0	203	865	0
Confl. Peds. (#/hr)	18		28	28		18	22		22	22		22
Confl. Bikes (#/hr)			2						4			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	6	0
Parking (#/hr)						0						
Turn Type	Split	NA		Prot		Perm		NA		pm+pt	NA	
Protected Phases	8	8		4				2		1	6	
Permitted Phases						4				6		
Actuated Green, G (s)		23.9		20.0		20.0		75.7		98.1	98.1	
Effective Green, g (s)		23.9		20.0		20.0		75.7		98.1	98.1	
Actuated g/C Ratio		0.15		0.13		0.13		0.47		0.61	0.61	
Clearance Time (s)		6.0		6.0		6.0		6.0		6.0	6.0	
Vehicle Extension (s)		2.0		2.0		2.0		1.0		1.5	1.0	
Lane Grp Cap (vph)		423		197		152		1404		289	1911	
v/s Ratio Prot		c0.07		c0.05				0.34		c0.07	0.28	
v/s Ratio Perm						0.01				c0.36		
v/c Ratio		0.45		0.36		0.10		0.72		0.70	0.45	
Uniform Delay, d1		62.0		64.1		62.0		33.8		21.4	16.6	
Progression Factor		1.00		1.17		2.53		1.00		1.83	0.96	
Incremental Delay, d2		0.3		0.3		0.1		3.3		3.0	0.4	
Delay (s)		62.3		75.6		157.1		37.0		42.2	16.3	
Level of Service		E		E		F		D		D	B	
Approach Delay (s/veh)		62.3			126.3			37.0			21.2	
Approach LOS		E			F			D			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	39.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	91.1%	ICU Level of Service	F
Analysis Period (min)	15		

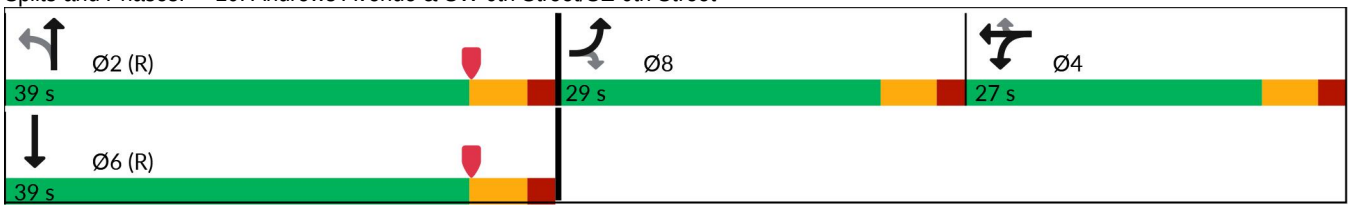
c Critical Lane Group

Lane Group	EBL	EBR	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	172	166	60	85	60	61	800	852
Future Volume (vph)	172	166	60	85	60	61	800	852
Turn Type	Prot	Perm	Split	NA	Perm	Perm	NA	NA
Protected Phases	8		4	4			2	6
Permitted Phases		8			4	2		
Detector Phase	8	8	4	4	4	2	2	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	12.0	12.0	12.0
Minimum Split (s)	29.0	29.0	27.0	27.0	27.0	26.0	26.0	26.0
Total Split (s)	29.0	29.0	27.0	27.0	27.0	39.0	39.0	39.0
Total Split (%)	30.5%	30.5%	28.4%	28.4%	28.4%	41.1%	41.1%	41.1%
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 Optimize?								
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 95
Actuated Cycle Length: 95
Offset: 51 (54%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 10: Andrews Avenue & SW 6th Street/SE 6th Street



Lane Group	EBL	EBR	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	195	189	68	97	68	69	909	1052
v/c Ratio	0.64	0.46	0.35	0.42	0.25	0.46	0.58	0.68
Control Delay (s/veh)	44.1	8.5	39.1	40.8	4.7	37.2	22.7	25.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.1	8.5	39.1	40.8	4.7	37.2	22.7	25.3
Queue Length 50th (ft)	102	0	39	57	0	28	211	260
Queue Length 95th (ft)	167	50	70	91	15	#104	332	#451
Internal Link Dist (ft)				899			562	1642
Turn Bay Length (ft)						275		
Base Capacity (vph)	381	464	313	366	379	151	1568	1547
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	0.51	0.41	0.22	0.27	0.18	0.46	0.58	0.68

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	172	0	166	60	85	60	61	800	0	0	852	74
Future Volume (vph)	172	0	166	60	85	60	61	800	0	0	852	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	6.0	6.0	6.0	6.0			6.0	
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00	1.00	0.95			0.95	
Frpb, ped/bikes	1.00		0.94	1.00	1.00	0.96	1.00	1.00			1.00	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00	0.99	1.00			1.00	
Frt	1.00		0.85	1.00	1.00	0.85	1.00	1.00			0.99	
Flt Protected	0.95		1.00	0.95	1.00	1.00	0.95	1.00			1.00	
Satd. Flow (prot)	1577		1326	1419	1660	1352	1568	3117			3064	
Flt Permitted	0.95		1.00	0.95	1.00	1.00	0.18	1.00			1.00	
Satd. Flow (perm)	1577		1326	1419	1660	1352	300	3117			3064	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	195	0	189	68	97	68	69	909	0	0	968	84
RTOR Reduction (vph)	0	0	152	0	0	59	0	0	0	0	5	0
Lane Group Flow (vph)	195	0	37	68	97	9	69	909	0	0	1047	0
Confl. Peds. (#/hr)	21		40	40		21	18		2	2		18
Confl. Bikes (#/hr)						1						1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	6	0	0	6	6
Parking (#/hr)				0								
Turn Type	Prot		Perm	Split	NA	Perm	Perm	NA			NA	
Protected Phases	8			4	4			2			6	
Permitted Phases			8			4	2					
Actuated Green, G (s)	18.4		18.4	12.0	12.0	12.0	46.6	46.6			46.6	
Effective Green, g (s)	18.4		18.4	12.0	12.0	12.0	46.6	46.6			46.6	
Actuated g/C Ratio	0.19		0.19	0.13	0.13	0.13	0.49	0.49			0.49	
Clearance Time (s)	6.0		6.0	6.0	6.0	6.0	6.0	6.0			6.0	
Vehicle Extension (s)	2.0		2.0	2.0	2.0	2.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	305		256	179	209	170	147	1528			1502	
v/s Ratio Prot	c0.12			0.05	c0.06			0.29			c0.34	
v/s Ratio Perm			0.03			0.01	0.23					
v/c Ratio	0.64		0.14	0.38	0.46	0.05	0.47	0.59			0.70	
Uniform Delay, d1	35.2		31.8	38.1	38.5	36.5	16.0	17.4			18.7	
Progression Factor	1.00		1.00	1.00	1.00	1.00	1.00	1.00			1.00	
Incremental Delay, d2	3.2		0.1	0.5	0.6	0.0	10.4	1.7			2.7	
Delay (s)	38.5		31.9	38.6	39.1	36.5	26.4	19.1			21.4	
Level of Service	D		C	D	D	D	C	B			C	
Approach Delay (s/veh)		35.2			38.2			19.6			21.4	
Approach LOS		D			D			B			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	24.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	69.5%	ICU Level of Service	C
Analysis Period (min)	15		

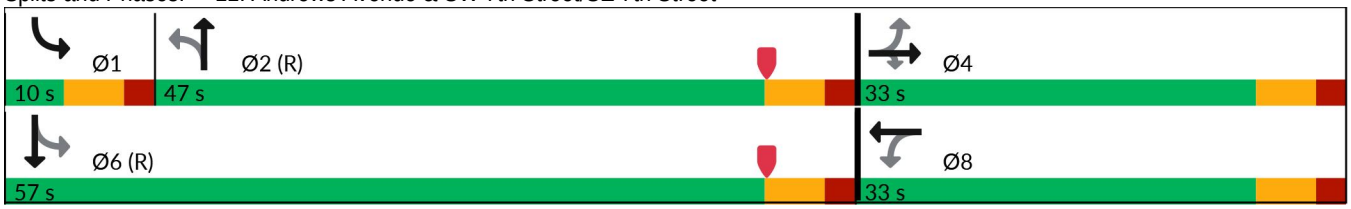
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	56	270	113	11	67	68	881	36	891
Future Volume (vph)	56	270	113	11	67	68	881	36	891
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		4			8		2	1	6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	12.0	12.0	4.0	12.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	25.0	25.0	10.0	25.0
Total Split (s)	33.0	33.0	33.0	33.0	33.0	47.0	47.0	10.0	57.0
Total Split (%)	36.7%	36.7%	36.7%	36.7%	36.7%	52.2%	52.2%	11.1%	63.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lag	Lag	Lead	
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min

Intersection Summary

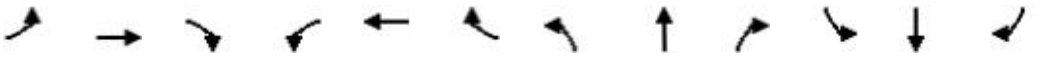
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 74 (82%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 11: Andrews Avenue & SW 7th Street/SE 7th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	59	284	119	12	89	72	993	38	976
v/c Ratio	0.22	0.81	0.29	0.08	0.23	0.26	0.57	0.14	0.50
Control Delay (s/veh)	27.7	50.3	8.0	25.2	23.1	17.6	16.4	9.0	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.7	50.3	8.0	25.2	23.1	17.6	16.4	9.0	10.8
Queue Length 50th (ft)	27	152	4	5	34	22	201	8	142
Queue Length 95th (ft)	56	226	43	18	67	61	298	22	226
Internal Link Dist (ft)		244			248		1907		562
Turn Bay Length (ft)	95		50			135		275	
Base Capacity (vph)	347	448	493	195	491	273	1752	269	1959
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.63	0.24	0.06	0.18	0.26	0.57	0.14	0.50

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	270	113	11	67	17	68	881	63	36	891	36
Future Volume (vph)	56	270	113	11	67	17	68	881	63	36	891	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1574	1494	1391	1575	1605		1572	3117		1577	3094	
Flt Permitted	0.70	1.00	1.00	0.39	1.00		0.29	1.00		0.20	1.00	
Satd. Flow (perm)	1158	1494	1391	653	1605		486	3117		327	3094	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	59	284	119	12	71	18	72	927	66	38	938	38
RTOR Reduction (vph)	0	0	83	0	11	0	0	5	0	0	3	0
Lane Group Flow (vph)	59	284	36	12	78	0	72	988	0	38	973	0
Confl. Peds. (#/hr)	2		2	2		2	5		3	3		5
Confl. Bikes (#/hr)						1						2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	6	6
Parking (#/hr)		0										
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	21.1	21.1	21.1	21.1	21.1		48.1	48.1		56.9	56.9	
Effective Green, g (s)	21.1	21.1	21.1	21.1	21.1		48.1	48.1		56.9	56.9	
Actuated g/C Ratio	0.23	0.23	0.23	0.23	0.23		0.53	0.53		0.63	0.63	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		3.0	3.0		1.5	3.0	
Lane Grp Cap (vph)	271	350	326	153	376		259	1665		245	1956	
v/s Ratio Prot		c0.19			0.05			c0.32		0.00	c0.31	
v/s Ratio Perm	0.05		0.03	0.02			0.15			0.09		
v/c Ratio	0.22	0.81	0.11	0.08	0.21		0.28	0.59		0.16	0.50	
Uniform Delay, d1	27.8	32.6	27.1	26.9	27.7		11.5	14.3		8.0	8.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	12.7	0.1	0.1	0.1		2.7	1.6		0.1	0.9	
Delay (s)	27.9	45.2	27.1	26.9	27.8		14.1	15.8		8.1	9.8	
Level of Service	C	D	C	C	C		B	B		A	A	
Approach Delay (s/veh)		38.4			27.7			15.7			9.7	
Approach LOS		D			C			B			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	17.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	69.6%	ICU Level of Service	C
Analysis Period (min)	15		

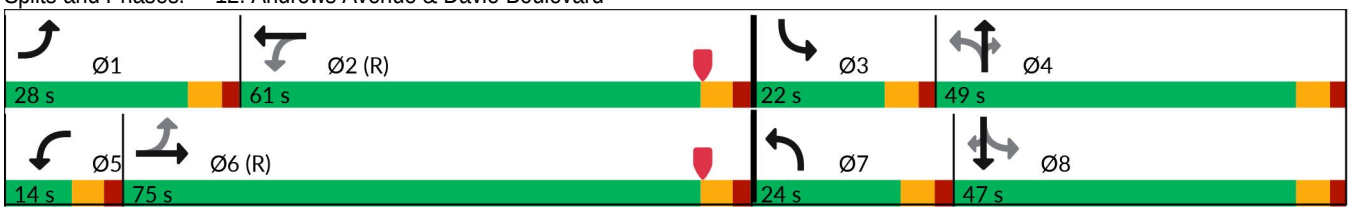
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	232	981	103	629	158	791	261	186	569	176
Future Volume (vph)	232	981	103	629	158	791	261	186	569	176
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2	7	4		3	8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	1	6	5	2	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	4.0	12.0	4.0	12.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	12.0	40.0	10.0	40.0	10.0	34.0	34.0	10.0	34.0	34.0
Total Split (s)	28.0	75.0	14.0	61.0	24.0	49.0	49.0	22.0	47.0	47.0
Total Split (%)	17.5%	46.9%	8.8%	38.1%	15.0%	30.6%	30.6%	13.8%	29.4%	29.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 137 (86%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 12: Andrews Avenue & Davie Boulevard



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	273	1374	121	836	186	931	307	219	669	207
v/c Ratio	0.85	0.94	0.91	0.67	0.70	0.99	0.59	0.96	0.68	0.36
Control Delay (s/veh)	49.2	56.2	86.1	81.5	46.1	83.3	31.4	96.8	55.8	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	49.2	56.2	86.1	81.5	46.1	83.3	31.4	96.8	55.8	7.3
Queue Length 50th (ft)	160	705	121	467	129	514	150	183	333	0
Queue Length 95th (ft)	233	740	m#141	m494	179	#596	231	#336	387	52
Internal Link Dist (ft)		223		909		2503			1907	
Turn Bay Length (ft)	140		160		250		90	125		275
Base Capacity (vph)	352	1481	133	1244	303	945	522	227	989	581
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	0.78	0.93	0.91	0.67	0.61	0.99	0.59	0.96	0.68	0.36

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	232	981	187	103	629	82	158	791	261	186	569	176
Future Volume (veh/h)	232	981	187	103	629	82	158	791	261	186	569	176
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	273	1154	199	121	740	82	186	931	187	219	669	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	371	1295	222	170	1193	132	286	947	420	225	988	441
Arrive On Green	0.14	0.57	0.57	0.07	0.50	0.50	0.09	0.27	0.27	0.10	0.28	0.00
Sat Flow, veh/h	1767	3002	515	1767	3195	354	1767	3526	1564	1767	3526	1572
Grp Volume(v), veh/h	273	675	678	121	408	414	186	931	187	219	669	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1755	1767	1763	1787	1767	1763	1564	1767	1763	1572
Q Serve(g_s), s	15.1	53.3	54.2	6.8	26.9	27.0	12.1	42.0	15.9	15.4	27.0	0.0
Cycle Q Clear(g_c), s	15.1	53.3	54.2	6.8	26.9	27.0	12.1	42.0	15.9	15.4	27.0	0.0
Prop In Lane	1.00		0.29	1.00		0.20	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	371	760	757	170	658	667	286	947	420	225	988	441
V/C Ratio(X)	0.74	0.89	0.90	0.71	0.62	0.62	0.65	0.98	0.44	0.97	0.68	0.00
Avail Cap(c_a), veh/h	423	760	757	170	658	667	329	947	420	225	988	441
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.23	0.23	0.23	0.25	0.25	0.25	0.88	0.88	0.00
Uniform Delay (d), s/veh	27.5	30.8	31.0	36.8	32.0	32.0	39.6	58.1	48.6	47.8	51.1	0.0
Incr Delay (d2), s/veh	4.5	14.6	15.4	2.7	1.0	1.0	0.6	10.9	0.1	48.6	1.4	0.0
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	6.6	23.9	24.3	3.0	11.1	11.3	5.4	20.2	6.3	9.3	12.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.1	45.3	46.3	39.5	33.0	33.0	40.1	69.0	48.7	96.4	52.5	0.0
LnGrp LOS	C	D	D	D	C	C	D	E	D	F	D	
Approach Vol, veh/h		1626			943			1304			888	
Approach Delay, s/veh		43.5			33.9			62.0			63.3	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.2	65.8	22.0	49.0	14.0	75.0	20.2	50.8
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	22.0	55.0	16.0	43.0	8.0	69.0	18.0	41.0
Max Q Clear Time (g_c+I1), s	17.1	29.0	17.4	44.0	8.8	56.2	14.1	29.0
Green Ext Time (p_c), s	0.1	5.7	0.0	0.0	0.0	7.5	0.1	2.6

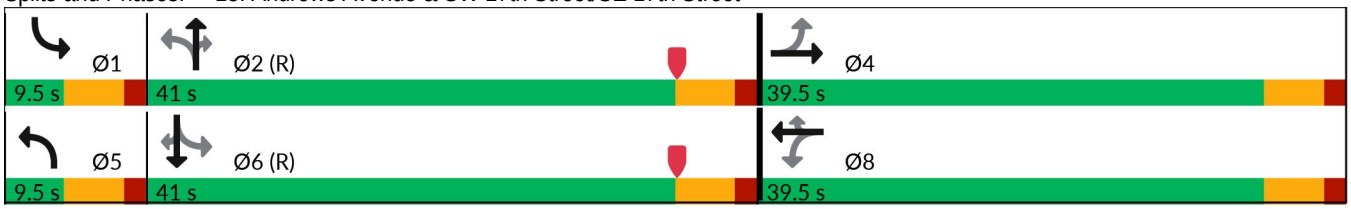
Intersection Summary	
HCM 7th Control Delay, s/veh	50.4
HCM 7th LOS	D

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	98	511	109	271	137	67	1440	577	170	436	57
Future Volume (vph)	98	511	109	271	137	67	1440	577	170	436	57
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8		5	2		1	6	
Permitted Phases	4		8		8	2		2	6		6
Detector Phase	4	4	8	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	39.5	39.5	39.5	39.5	39.5	9.5	39.5	39.5	9.5	39.5	39.5
Total Split (s)	39.5	39.5	39.5	39.5	39.5	9.5	41.0	41.0	9.5	41.0	41.0
Total Split (%)	43.9%	43.9%	43.9%	43.9%	43.9%	10.6%	45.6%	45.6%	10.6%	45.6%	45.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 12 (13%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 13: Andrews Avenue & SW 17th Street/SE 17th Street



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	105	618	117	291	147	72	1548	620	183	469	61
v/c Ratio	0.39	0.68	0.95	0.32	0.30	0.15	1.02	0.83	0.62	0.26	0.07
Control Delay (s/veh)	29.6	32.0	101.9	26.3	8.4	10.4	56.9	29.2	29.1	14.5	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.6	32.0	101.9	26.3	8.4	10.4	56.9	29.2	29.1	14.5	1.6
Queue Length 50th (ft)	50	165	~69	72	14	14	~466	235	44	74	0
Queue Length 95th (ft)	82	182	#141	87	50	43	#672	#474	#226	134	11
Internal Link Dist (ft)		226		905			784			2503	
Turn Bay Length (ft)	60		70			145		105	205		145
Base Capacity (vph)	387	1309	178	1324	644	478	1511	750	295	1828	851
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.47	0.66	0.22	0.23	0.15	1.02	0.83	0.62	0.26	0.07

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	511	64	109	271	137	67	1440	577	170	436	57
Future Volume (vph)	98	511	64	109	271	137	67	1440	577	170	436	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1748	3439		1751	3505	1516	1751	3505	1544	1752	3505	1544
Flt Permitted	0.56	1.00		0.26	1.00	1.00	0.48	1.00	1.00	0.09	1.00	1.00
Satd. Flow (perm)	1025	3439		472	3505	1516	890	3505	1544	167	3505	1544
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	105	549	69	117	291	147	72	1548	620	183	469	61
RTOR Reduction (vph)	0	13	0	0	0	85	0	0	84	0	0	30
Lane Group Flow (vph)	105	605	0	117	291	62	72	1548	536	183	469	31
Confl. Peds. (#/hr)	5		2	2		5	4		4	4		4
Confl. Bikes (#/hr)			5			2						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	4	0	0	0	0	0	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Actuated Green, G (s)	23.6	23.6		23.6	23.6	23.6	42.9	38.8	38.8	55.4	45.8	45.8
Effective Green, g (s)	23.6	23.6		23.6	23.6	23.6	42.9	38.8	38.8	55.4	45.8	45.8
Actuated g/C Ratio	0.26	0.26		0.26	0.26	0.26	0.48	0.43	0.43	0.62	0.51	0.51
Clearance Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Lane Grp Cap (vph)	268	901		123	919	397	463	1511	665	298	1783	785
v/s Ratio Prot		0.18			0.08		0.01	c0.44		c0.08	0.13	
v/s Ratio Perm	0.10			c0.25		0.04	0.07		0.35	0.30		0.02
v/c Ratio	0.39	0.67		0.95	0.32	0.16	0.16	1.02	0.81	0.61	0.26	0.04
Uniform Delay, d1	27.3	29.7		32.6	26.7	25.5	12.9	25.6	22.3	19.2	12.5	11.1
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	1.6		65.3	0.1	0.1	0.1	29.6	10.1	2.6	0.4	0.1
Delay (s)	27.6	31.3		98.0	26.8	25.6	12.9	55.2	32.4	21.8	12.9	11.2
Level of Service	C	C		F	C	C	B	E	C	C	B	B
Approach Delay (s/veh)		30.8			41.5			47.5			15.0	
Approach LOS		C			D			D			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	38.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	90.6%	ICU Level of Service	E
Analysis Period (min)	15		

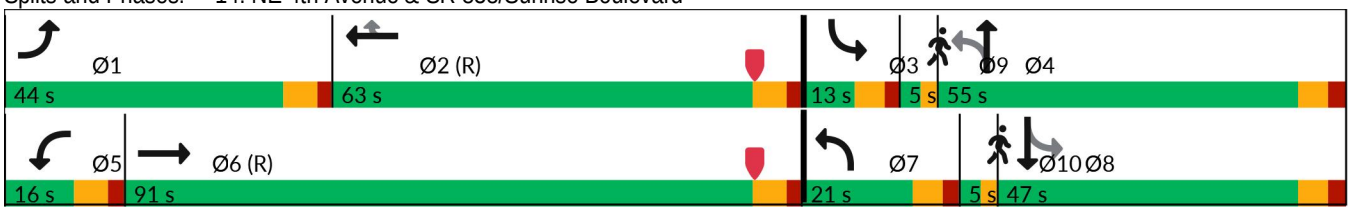
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	Ø9	Ø10
Lane Configurations											
Traffic Volume (vph)	265	1520	41	1138	85	230	369	159	548		
Future Volume (vph)	265	1520	41	1138	85	230	369	159	548		
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	pm+pt	NA		
Protected Phases	1	6	5	2		7	4	3	8	9	10
Permitted Phases					2	4		8			
Detector Phase	1	6	5	2	2	7	4	3	8		
Switch Phase											
Minimum Initial (s)	5.0	12.0	5.0	12.0	12.0	4.0	6.0	4.0	6.0	1.0	1.0
Minimum Split (s)	11.5	49.5	11.5	47.5	47.5	10.0	54.5	10.0	47.5	5.0	5.0
Total Split (s)	44.0	91.0	16.0	63.0	63.0	21.0	55.0	13.0	47.0	5.0	5.0
Total Split (%)	24.4%	50.6%	8.9%	35.0%	35.0%	11.7%	30.6%	7.2%	26.1%	3%	3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.0	2.5	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.0	6.5	6.0	6.5		
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead		Lead		Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	C-Min	None	C-Min	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 63 (35%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 14: NE 4th Avenue & SR 838/Sunrise Boulevard



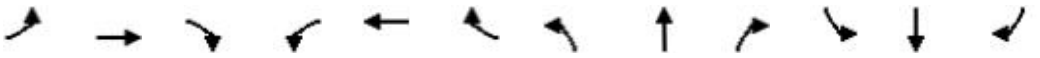
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	279	1884	43	1198	89	242	417	167	774
v/c Ratio	0.90	0.80	0.57	0.72	0.15	1.04	0.38	0.52	0.89
Control Delay (s/veh)	116.6	32.9	133.3	46.8	6.1	128.3	44.2	50.4	76.4
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	116.6	32.9	133.3	47.0	6.1	128.3	44.2	50.4	76.4
Queue Length 50th (ft)	348	302	50	464	22	~296	168	137	456
Queue Length 95th (ft)	m366	m320	m88	538	m36	#499	221	202	#561
Internal Link Dist (ft)		1177		617			489		421
Turn Bay Length (ft)	260		190		210	140		330	
Base Capacity (vph)	368	2354	93	1660	612	232	1084	320	866
Starvation Cap Reductn	0	0	0	82	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.80	0.46	0.76	0.15	1.04	0.38	0.52	0.89

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	265	1520	270	41	1138	85	230	369	28	159	548	187
Future Volume (vph)	265	1520	270	41	1138	85	230	369	28	159	548	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.5		6.0	6.5	
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.99		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	4956		1770	5085	1545	1770	3483		1766	3374	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.09	1.00		0.51	1.00	
Satd. Flow (perm)	1770	4956		1770	5085	1545	161	3483		941	3374	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	279	1600	284	43	1198	89	242	388	29	167	577	197
RTOR Reduction (vph)	0	14	0	0	0	60	0	3	0	0	18	0
Lane Group Flow (vph)	279	1870	0	43	1198	29	242	414	0	167	756	0
Confl. Peds. (#/hr)	6		3	3		6	5		6	6		5
Confl. Bikes (#/hr)			4			2			3			
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	2	0	2	2
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						2	4			8		
Actuated Green, G (s)	31.5	83.5		6.8	58.8	58.8	70.2	55.9		53.6	45.3	
Effective Green, g (s)	31.5	83.5		6.8	58.8	58.8	70.2	55.9		53.6	45.3	
Actuated g/C Ratio	0.18	0.46		0.04	0.33	0.33	0.39	0.31		0.30	0.25	
Clearance Time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.5		6.0	6.5	
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	1.5	2.0		1.5	2.0	
Lane Grp Cap (vph)	309	2299		66	1661	504	231	1081		318	849	
v/s Ratio Prot	c0.16	c0.38		0.02	0.24		c0.11	0.12		0.02	0.22	
v/s Ratio Perm						0.02	c0.30			0.13		
v/c Ratio	0.90	0.81		0.65	0.72	0.06	1.05	0.38		0.53	0.89	
Uniform Delay, d1	72.8	41.5		85.4	53.4	41.6	55.5	48.6		49.7	65.0	
Progression Factor	1.43	0.79		1.29	0.82	1.00	1.38	0.88		1.00	1.00	
Incremental Delay, d2	11.6	1.1		15.1	2.5	0.2	72.0	0.1		0.7	11.3	
Delay (s)	115.9	34.0		125.1	46.5	41.8	148.4	42.9		50.5	76.2	
Level of Service	F	C		F	D	D	F	D		D	E	
Approach Delay (s/veh)		44.6			48.7			81.6			71.6	
Approach LOS		D			D			F			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	55.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	27.5
Intersection Capacity Utilization	96.1%	ICU Level of Service	F
Analysis Period (min)	15		

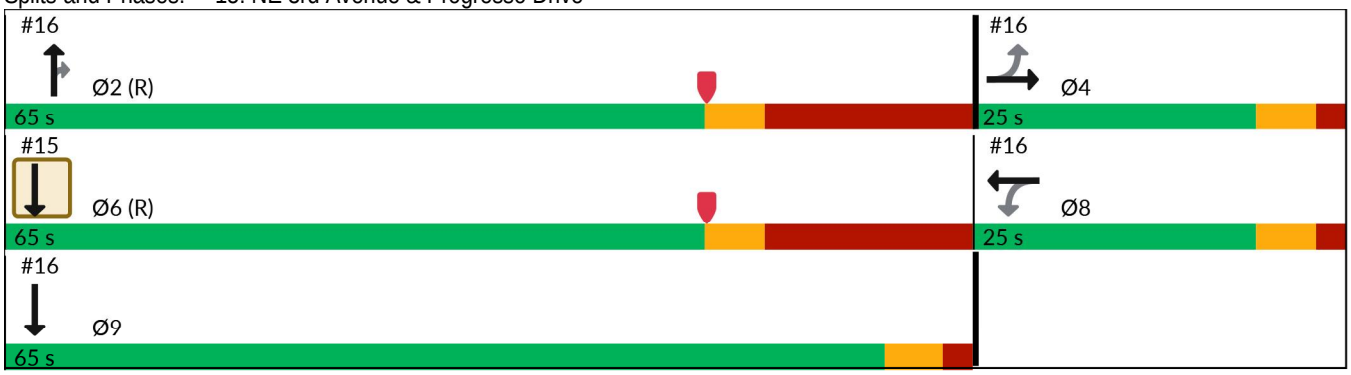
c Critical Lane Group

Lane Group	EBR	NBT	SBT	Ø2	Ø4	Ø8	Ø9
Lane Configurations							
Traffic Volume (vph)	31	609	925				
Future Volume (vph)	31	609	925				
Turn Type	Free	NA	NA				
Protected Phases			6	2	4	8	9
Permitted Phases	Free	Free					
Detector Phase			6				
Switch Phase							
Minimum Initial (s)			10.0	10.0	6.0	6.0	10.0
Minimum Split (s)			45.0	45.0	38.0	38.0	33.0
Total Split (s)			65.0	65.0	25.0	25.0	65.0
Total Split (%)			72.2%	72%	28%	28%	72%
Yellow Time (s)			4.0	4.0	4.0	4.0	4.0
All-Red Time (s)			14.0	14.0	2.0	2.0	2.0
Lost Time Adjust (s)			0.0				
Total Lost Time (s)			18.0				
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode			C-Min	C-Min	None	None	Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 59 (66%), Referenced to phase 2:NBT and 6:, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 15: NE 3rd Avenue & Progresso Drive



Lane Group	EBR	NBT	SBT
Lane Group Flow (vph)	34	669	1027
v/c Ratio	0.02	0.19	0.43
Control Delay (s/veh)	0.0	0.1	12.5
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	0.0	0.1	12.5
Queue Length 50th (ft)	0	1	264
Queue Length 95th (ft)	m0	0	245
Internal Link Dist (ft)		145	214
Turn Bay Length (ft)			
Base Capacity (vph)	1591	3539	2400
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.02	0.19	0.43

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	31	0	609	925	10
Future Volume (vph)	0	31	0	609	925	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	18.0	
Lane Util. Factor		1.00		0.95	0.95	
Frpb, ped/bikes		0.99		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	
Frt		0.87		1.00	1.00	
Flt Protected		1.00		1.00	1.00	
Satd. Flow (prot)		1591		3539	3534	
Flt Permitted		1.00		1.00	1.00	
Satd. Flow (perm)		1591		3539	3534	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	34	0	669	1016	11
RTOR Reduction (vph)	0	0	0	0	1	0
Lane Group Flow (vph)	0	34	0	669	1026	0
Confl. Peds. (#/hr)		1	3			
Confl. Bikes (#/hr)				1		
Turn Type		Free		NA	NA	
Protected Phases					6	
Permitted Phases		Free		Free		
Actuated Green, G (s)		90.0		90.0	56.3	
Effective Green, g (s)		90.0		90.0	56.3	
Actuated g/C Ratio		1.00		1.00	0.63	
Clearance Time (s)					18.0	
Vehicle Extension (s)					3.0	
Lane Grp Cap (vph)		1591		3539	2210	
v/s Ratio Prot					c0.29	
v/s Ratio Perm		0.02		c0.19		
v/c Ratio		0.02		0.19	0.46	
Uniform Delay, d1		0.0		0.0	8.9	
Progression Factor		1.00		1.00	1.36	
Incremental Delay, d2		0.0		0.1	0.5	
Delay (s)		0.0		0.1	12.6	
Level of Service		A		A	B	
Approach Delay (s/veh)	0.0			0.1	12.6	
Approach LOS	A			A	B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	7.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	47.9%	ICU Level of Service	A
Analysis Period (min)	15		

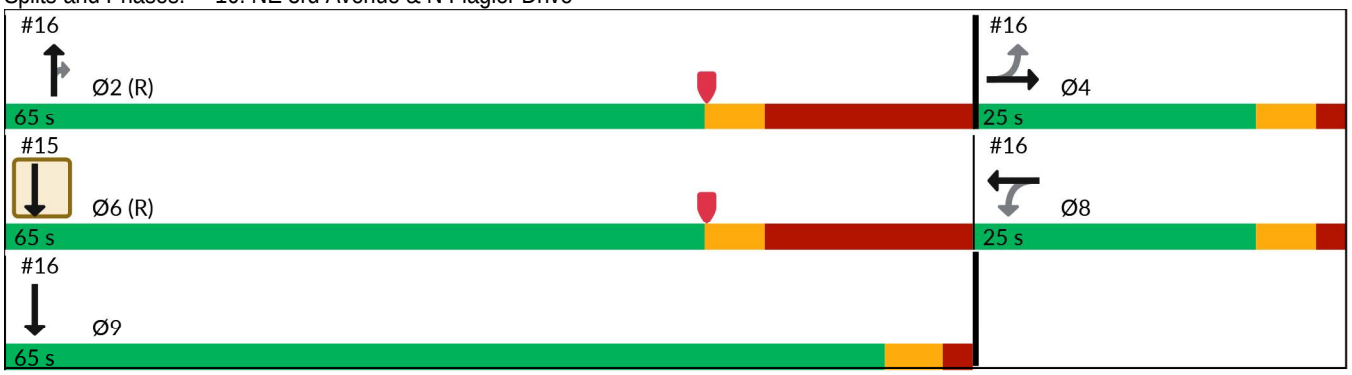
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	Ø6
Lane Configurations								
Traffic Volume (vph)	25	89	77	39	555	116	929	
Future Volume (vph)	25	89	77	39	555	116	929	
Turn Type	Perm	NA	Perm	NA	NA	Perm	NA	
Protected Phases		4		8	2		9	6
Permitted Phases	4		8			2		
Detector Phase	4	4	8	8	2	2	9	
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	38.0	38.0	38.0	38.0	45.0	45.0	33.0	45.0
Total Split (s)	25.0	25.0	25.0	25.0	65.0	65.0	65.0	65.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	72.2%	72.2%	72.2%	72%
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	14.0	14.0	2.0	14.0
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	18.0	18.0	6.0	
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 59 (66%), Referenced to phase 2:NBT and 6:, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 16: NE 3rd Avenue & N Flagler Drive



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	27	112	84	74	603	126	1039
v/c Ratio	0.17	0.50	0.55	0.31	0.25	0.12	0.38
Control Delay (s/veh)	38.8	43.0	53.4	28.1	8.2	2.0	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.8	43.0	53.4	28.1	8.2	2.0	0.5
Queue Length 50th (ft)	16	65	58	34	76	0	1
Queue Length 95th (ft)	m30	m93	m85	m59	122	23	2
Internal Link Dist (ft)		1124		202	1514		145
Turn Bay Length (ft)	50		165			185	
Base Capacity (vph)	278	390	268	390	2404	1090	2769
Starvation Cap Reductn	0	0	0	0	0	0	336
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.29	0.31	0.19	0.25	0.12	0.43

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	89	14	77	39	29	0	555	116	0	929	27
Future Volume (vph)	25	89	14	77	39	29	0	555	116	0	929	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0			18.0	18.0		6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.95	1.00		0.95	
Frpb, ped/bikes	1.00	1.00		1.00	0.99			1.00	0.98		1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.98		1.00	0.94			1.00	0.85		1.00	
Flt Protected	0.95	1.00		0.95	1.00			1.00	1.00		1.00	
Satd. Flow (prot)	1767	1822		1764	1729			3539	1546		3522	
Flt Permitted	0.71	1.00		0.68	1.00			1.00	1.00		1.00	
Satd. Flow (perm)	1318	1822		1272	1729			3539	1546		3522	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	97	15	84	42	32	0	603	126	0	1010	29
RTOR Reduction (vph)	0	7	0	0	29	0	0	0	47	0	2	0
Lane Group Flow (vph)	27	105	0	84	45	0	0	603	79	0	1037	0
Confl. Peds. (#/hr)	2		4	4		2	4		2	2		4
Confl. Bikes (#/hr)						2						
Turn Type	Perm	NA		Perm	NA			NA	Perm		NA	
Protected Phases		4			8			2			9	
Permitted Phases	4			8					2			
Actuated Green, G (s)	9.7	9.7		9.7	9.7			56.3	56.3		68.3	
Effective Green, g (s)	9.7	9.7		9.7	9.7			56.3	56.3		68.3	
Actuated g/C Ratio	0.11	0.11		0.11	0.11			0.63	0.63		0.76	
Clearance Time (s)	6.0	6.0		6.0	6.0			18.0	18.0		6.0	
Vehicle Extension (s)	2.5	2.5		2.5	2.5			3.0	3.0		3.0	
Lane Grp Cap (vph)	142	196		137	186			2213	967		2672	
v/s Ratio Prot		0.06			0.03			0.17			c0.29	
v/s Ratio Perm	0.02			c0.07					0.05			
v/c Ratio	0.19	0.54		0.61	0.24			0.27	0.08		0.39	
Uniform Delay, d1	36.6	38.0		38.4	36.8			7.6	6.6		3.7	
Progression Factor	1.08	1.06		1.13	1.25			1.00	1.00		0.02	
Incremental Delay, d2	0.5	2.2		6.1	0.5			0.3	0.2		0.1	
Delay (s)	40.0	42.5		49.5	46.5			7.9	6.8		0.2	
Level of Service	D	D		D	D			A	A		A	
Approach Delay (s/veh)		42.0			48.1			7.7			0.2	
Approach LOS		D			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	9.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		

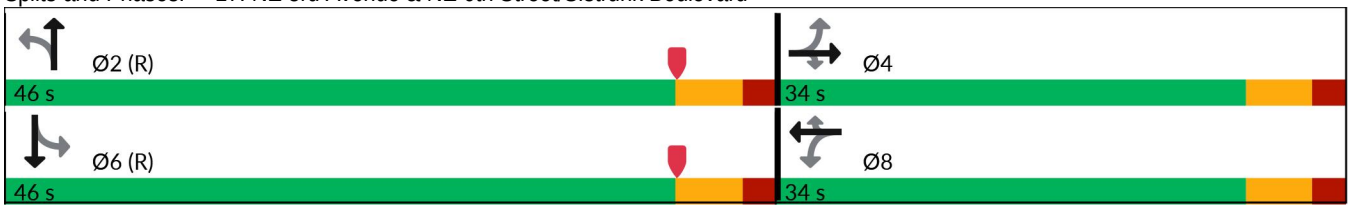
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	64	411	260	63	300	50	78	482	53	876
Future Volume (vph)	64	411	260	63	300	50	78	482	53	876
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4			8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	28.0	28.0	28.0	28.0
Total Split (s)	34.0	34.0	34.0	34.0	34.0	34.0	46.0	46.0	46.0	46.0
Total Split (%)	42.5%	42.5%	42.5%	42.5%	42.5%	42.5%	57.5%	57.5%	57.5%	57.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	C-Min	C-Min

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

Splits and Phases: 17: NE 3rd Avenue & NE 6th Street/Sistrunk Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	70	447	283	68	326	54	85	588	58	1036
v/c Ratio	0.31	0.82	0.55	0.53	0.60	0.11	0.39	0.31	0.14	0.54
Control Delay (s/veh)	31.9	43.2	28.0	38.2	28.1	6.0	14.2	6.4	11.4	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.9	43.2	28.0	38.2	28.1	6.0	14.2	6.4	11.4	13.3
Queue Length 50th (ft)	32	247	108	27	134	0	14	45	14	165
Queue Length 95th (ft)	m40	m259	m127	68	203	23	39	106	36	240
Internal Link Dist (ft)		911			651			1288		1514
Turn Bay Length (ft)	170		140	140		115	175		90	
Base Capacity (vph)	264	645	589	151	645	575	220	1912	422	1919
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.69	0.48	0.45	0.51	0.09	0.39	0.31	0.14	0.54

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	411	260	63	300	50	78	482	59	53	876	77
Future Volume (vph)	64	411	260	63	300	50	78	482	59	53	876	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00		0.99	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1750	1845	1528	1743	1845	1544	1748	3435		1743	3453	
Flt Permitted	0.41	1.00	1.00	0.24	1.00	1.00	0.22	1.00		0.42	1.00	
Satd. Flow (perm)	755	1845	1528	433	1845	1544	400	3435		764	3453	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	70	447	283	68	326	54	85	524	64	58	952	84
RTOR Reduction (vph)	0	0	59	0	0	38	0	11	0	0	7	0
Lane Group Flow (vph)	70	447	224	68	326	16	85	577	0	58	1029	0
Confl. Peds. (#/hr)	3		14	14		3	7		7	7		7
Confl. Bikes (#/hr)			1			1						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)	23.7	23.7	23.7	23.7	23.7	23.7	44.3	44.3		44.3	44.3	
Effective Green, g (s)	23.7	23.7	23.7	23.7	23.7	23.7	44.3	44.3		44.3	44.3	
Actuated g/C Ratio	0.30	0.30	0.30	0.30	0.30	0.30	0.55	0.55		0.55	0.55	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	223	546	452	128	546	457	221	1902		423	1912	
v/s Ratio Prot		c0.24			0.18			0.17			c0.30	
v/s Ratio Perm	0.09		0.15	0.16		0.01	0.21			0.08		
v/c Ratio	0.31	0.82	0.50	0.53	0.60	0.04	0.38	0.30		0.14	0.54	
Uniform Delay, d1	21.8	26.2	23.2	23.5	24.1	20.0	10.1	9.6		8.6	11.3	
Progression Factor	1.42	1.33	1.61	1.00	1.00	1.00	0.76	0.61		1.00	1.00	
Incremental Delay, d2	0.2	6.1	0.2	2.1	1.2	0.0	4.8	0.4		0.7	1.1	
Delay (s)	31.2	41.0	37.5	25.6	25.2	20.0	12.5	6.3		9.3	12.4	
Level of Service	C	D	D	C	C	C	B	A		A	B	
Approach Delay (s/veh)		38.9			24.7			7.1			12.3	
Approach LOS		D			C			A			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	20.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	81.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	56	251	89	230	42	472	102	1088
Future Volume (vph)	56	251	89	230	42	472	102	1088
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)	36.0	36.0	36.0	36.0	44.0	44.0	44.0	44.0
Total Split (%)	45.0%	45.0%	45.0%	45.0%	55.0%	55.0%	55.0%	55.0%
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-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 57 (71%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 18: NE 3rd Avenue & NE 4th Street

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	60	438	95	293	45	584	109	1235
v/c Ratio	0.23	0.90	0.60	0.60	0.37	0.37	0.32	0.76
Control Delay (s/veh)	19.3	40.9	38.1	26.3	26.5	14.7	14.6	20.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.3	40.9	38.1	26.3	26.5	14.7	14.6	20.1
Queue Length 50th (ft)	19	140	37	109	27	175	37	277
Queue Length 95th (ft)	m31	233	#91	182	56	157	m91	408
Internal Link Dist (ft)		908		191		262		1288
Turn Bay Length (ft)	120		90		110		90	
Base Capacity (vph)	298	548	181	550	121	1593	346	1627
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	0.20	0.80	0.52	0.53	0.37	0.37	0.32	0.76

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	251	161	89	230	45	42	472	77	102	1088	73
Future Volume (vph)	56	251	161	89	230	45	42	472	77	102	1088	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	0.99	1.00		1.00	1.00		1.00	1.00		0.97	1.00	
Frt	1.00	0.94		1.00	0.98		1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1567	1399		1575	1446		1573	3034		1535	3116	
Flt Permitted	0.48	1.00		0.29	1.00		0.14	1.00		0.41	1.00	
Satd. Flow (perm)	797	1399		484	1446		234	3034		666	3116	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	60	267	171	95	245	48	45	502	82	109	1157	78
RTOR Reduction (vph)	0	26	0	0	9	0	0	15	0	0	6	0
Lane Group Flow (vph)	60	412	0	95	284	0	45	569	0	109	1229	0
Confl. Peds. (#/hr)	12		3	3		12	11		33	33		11
Confl. Bikes (#/hr)						2						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	1	1	0	3	3	0	0	0
Parking (#/hr)		0	0		0	0						
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	26.4	26.4		26.4	26.4		41.6	41.6		41.6	41.6	
Effective Green, g (s)	26.4	26.4		26.4	26.4		41.6	41.6		41.6	41.6	
Actuated g/C Ratio	0.33	0.33		0.33	0.33		0.52	0.52		0.52	0.52	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	263	461		159	477		121	1577		346	1620	
v/s Ratio Prot		c0.29			0.20			0.19			c0.39	
v/s Ratio Perm	0.08			0.20			0.19			0.16		
v/c Ratio	0.23	0.89		0.60	0.59		0.37	0.36		0.32	0.76	
Uniform Delay, d1	19.4	25.5		22.4	22.3		11.4	11.3		11.0	15.2	
Progression Factor	0.95	0.90		1.00	1.00		1.24	1.23		0.94	1.03	
Incremental Delay, d2	0.1	17.0		4.0	1.3		8.4	0.6		2.1	3.0	
Delay (s)	18.7	39.8		26.3	23.7		22.6	14.6		12.4	18.6	
Level of Service	B	D		C	C		C	B		B	B	
Approach Delay (s/veh)		37.3			24.3			15.2			18.1	
Approach LOS		D			C			B			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	21.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	95.6%	ICU Level of Service	F
Analysis Period (min)	15		

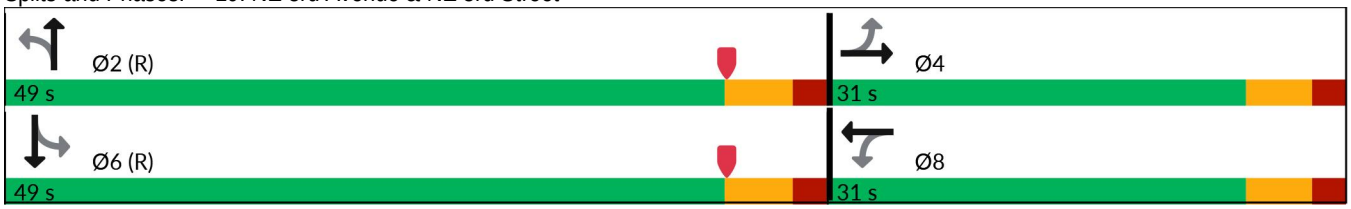
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	10	38	59	34	10	460	88	1221
Future Volume (vph)	10	38	59	34	10	460	88	1221
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0
Minimum Split (s)	31.0	31.0	31.0	31.0	28.0	28.0	28.0	28.0
Total Split (s)	31.0	31.0	31.0	31.0	49.0	49.0	49.0	49.0
Total Split (%)	38.8%	38.8%	38.8%	38.8%	61.3%	61.3%	61.3%	61.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 59 (74%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 19: NE 3rd Avenue & NE 3rd Street



Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	91	62	162	11	550	93	1316
v/c Ratio	0.47	0.41	0.62	0.05	0.24	0.18	0.57
Control Delay (s/veh)	27.6	39.5	20.6	5.6	4.1	2.7	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (s/veh)	27.6	39.5	20.6	5.6	4.1	2.7	3.1
Queue Length 50th (ft)	24	30	17	2	48	4	33
Queue Length 95th (ft)	63	62	70	8	85	m13	95
Internal Link Dist (ft)	415		157		266		262
Turn Bay Length (ft)		160		105		100	
Base Capacity (vph)	455	413	493	222	2256	526	2290
Starvation Cap Reductn	0	0	0	0	0	0	235
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.15	0.33	0.05	0.24	0.18	0.64

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	38	38	59	34	120	10	460	63	88	1221	29
Future Volume (vph)	10	38	38	59	34	120	10	460	63	88	1221	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99		1.00	0.99		1.00	0.99		1.00	1.00	
Flpb, ped/bikes		1.00		0.99	1.00		1.00	1.00		0.97	1.00	
Frt		0.94		1.00	0.88		1.00	0.98		1.00	1.00	
Flt Protected		0.99		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1537		1566	1302		1572	3065		1526	3121	
Flt Permitted		0.89		0.80	1.00		0.18	1.00		0.45	1.00	
Satd. Flow (perm)		1371		1323	1302		302	3065		717	3121	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	11	40	40	62	36	126	11	484	66	93	1285	31
RTOR Reduction (vph)	0	35	0	0	111	0	0	8	0	0	1	0
Lane Group Flow (vph)	0	56	0	62	51	0	11	542	0	93	1315	0
Confl. Peds. (#/hr)	6		9	9		6	14		38	38		14
Confl. Bikes (#/hr)									1			3
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	3	3
Parking (#/hr)					0	0						
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		9.3		9.3	9.3		58.7	58.7		58.7	58.7	
Effective Green, g (s)		9.3		9.3	9.3		58.7	58.7		58.7	58.7	
Actuated g/C Ratio		0.12		0.12	0.12		0.73	0.73		0.73	0.73	
Clearance Time (s)		6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		2.0		2.0	2.0		1.0	1.0		1.0	1.0	
Lane Grp Cap (vph)		159		153	151		221	2248		526	2290	
v/s Ratio Prot					0.04			0.18			c0.42	
v/s Ratio Perm		0.04		c0.05			0.04			0.13		
v/c Ratio		0.35		0.41	0.34		0.05	0.24		0.18	0.57	
Uniform Delay, d1		32.6		32.8	32.5		2.9	3.4		3.3	4.9	
Progression Factor		1.00		1.00	1.00		1.32	1.09		0.58	0.43	
Incremental Delay, d2		0.5		0.6	0.5		0.4	0.3		0.5	0.7	
Delay (s)		33.1		33.4	33.0		4.3	4.0		2.4	2.8	
Level of Service		C		C	C		A	A		A	A	
Approach Delay (s/veh)		33.1			33.1			4.0			2.8	
Approach LOS		C			C			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	7.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	76.0%	ICU Level of Service	D
Analysis Period (min)	15		

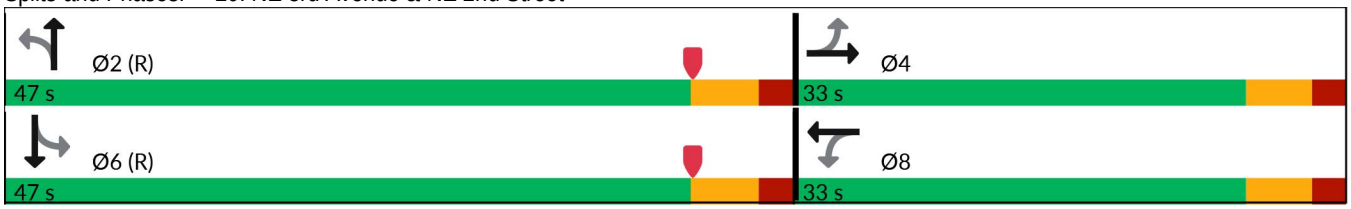
c Critical Lane Group

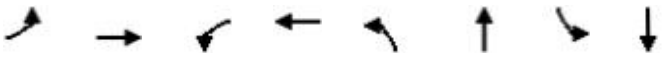
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	17	39	25	31	13	478	63	1220
Future Volume (vph)	17	39	25	31	13	478	63	1220
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch 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)	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	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-Min	C-Min	C-Min	C-Min

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: 70
Control Type: Actuated-Coordinated

Splits and Phases: 20: NE 3rd Avenue & NE 2nd Street





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	18	120	27	74	14	590	68	1365
v/c Ratio	0.13	0.58	0.20	0.34	0.06	0.25	0.13	0.56
Control Delay (s/veh)	27.4	32.6	33.2	20.8	4.8	3.9	2.9	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.4	32.6	33.2	20.8	4.8	3.9	2.9	3.6
Queue Length 50th (ft)	9	41	12	15	2	52	7	84
Queue Length 95th (ft)	19	71	34	49	m4	93	m9	61
Internal Link Dist (ft)		909		241		256		266
Turn Bay Length (ft)	50		105		170		100	
Base Capacity (vph)	394	520	379	535	222	2366	529	2421
Starvation Cap Reductn	0	0	0	0	0	0	0	71
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	0.05	0.23	0.07	0.14	0.06	0.25	0.13	0.58

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	39	73	25	31	38	13	478	71	63	1220	49
Future Volume (vph)	17	39	73	25	31	38	13	478	71	63	1220	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	0.99	1.00		1.00	1.00		1.00	1.00		0.96	1.00	
Frt	1.00	0.90		1.00	0.92		1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1568	1480		1570	1507		1570	3050		1514	3129	
Flt Permitted	0.71	1.00		0.68	1.00		0.17	1.00		0.43	1.00	
Satd. Flow (perm)	1170	1480		1124	1507		286	3050		684	3129	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	18	42	78	27	33	41	14	514	76	68	1312	53
RTOR Reduction (vph)	0	28	0	0	37	0	0	8	0	0	2	0
Lane Group Flow (vph)	18	92	0	27	37	0	14	582	0	68	1363	0
Confl. Peds. (#/hr)	7		6	6		7	19		43	43		19
Confl. Bikes (#/hr)			1						1			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	8.5	8.5		8.5	8.5		59.5	59.5		59.5	59.5	
Effective Green, g (s)	8.5	8.5		8.5	8.5		59.5	59.5		59.5	59.5	
Actuated g/C Ratio	0.11	0.11		0.11	0.11		0.74	0.74		0.74	0.74	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	124	157		119	160		212	2268		508	2327	
v/s Ratio Prot		c0.06			0.02			0.19			c0.44	
v/s Ratio Perm	0.02			0.02			0.05			0.10		
v/c Ratio	0.15	0.59		0.23	0.23		0.07	0.26		0.13	0.59	
Uniform Delay, d1	32.5	34.1		32.7	32.8		2.8	3.2		2.9	4.7	
Progression Factor	0.87	0.91		1.00	1.00		1.07	1.08		0.58	0.50	
Incremental Delay, d2	0.2	3.4		0.4	0.3		0.5	0.2		0.5	0.9	
Delay (s)	28.3	34.6		33.1	33.0		3.4	3.7		2.2	3.3	
Level of Service	C	C		C	C		A	A		A	A	
Approach Delay (s/veh)		33.8			33.1			3.7			3.2	
Approach LOS		C			C			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	6.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	73.8%	ICU Level of Service	D
Analysis Period (min)	15		

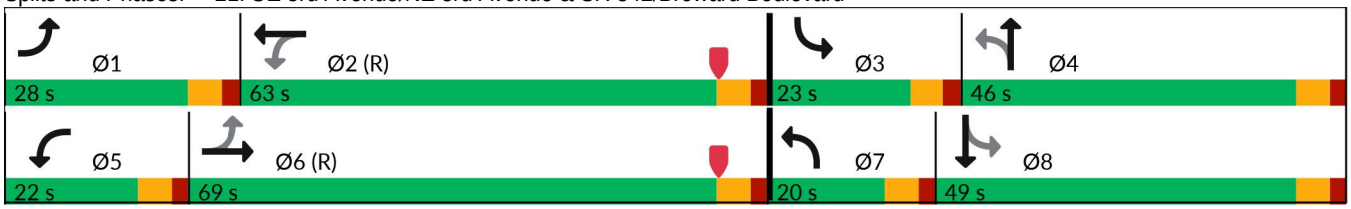
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	179	1291	289	972	247	400	177	848
Future Volume (vph)	179	1291	289	972	247	400	177	848
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	40.0	10.0	40.0	10.0	43.0	10.0	39.0
Total Split (s)	28.0	69.0	22.0	63.0	20.0	46.0	23.0	49.0
Total Split (%)	17.5%	43.1%	13.8%	39.4%	12.5%	28.8%	14.4%	30.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	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

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 154 (96%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 21: SE 3rd Avenue/NE 3rd Avenue & SR 842/Broward Boulevard



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	185	2101	298	1128	255	535	182	1048
v/c Ratio	0.74	1.27dr	1.50	0.63	1.42	0.66	0.68	1.27
Control Delay (s/veh)	42.2	132.1	282.9	40.8	258.4	70.7	43.5	174.8
Queue Delay	0.0	0.0	0.1	0.0	0.0	0.0	0.0	3.2
Total Delay (s/veh)	42.2	132.1	283.0	40.8	258.4	70.7	43.5	178.0
Queue Length 50th (ft)	101	~946	~385	339	~323	237	131	~713
Queue Length 95th (ft)	m103	m#898	#598	424	#508	361	193	#856
Internal Link Dist (ft)		909		213		543		269
Turn Bay Length (ft)	140		175		125		135	
Base Capacity (vph)	319	1724	199	1777	179	805	288	822
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	3	1	0	0	0	0	309
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	1.22	1.51	0.63	1.42	0.66	0.63	2.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	1291	747	289	972	122	247	400	119	177	848	169
Future Volume (veh/h)	179	1291	747	289	972	122	247	400	119	177	848	169
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.94	0.99		0.95
Parking Bus, Adj	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	185	1331	657	298	1002	110	255	412	98	182	874	160
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	290	1197	542	204	1709	187	184	655	154	286	708	130
Arrive On Green	0.11	0.52	0.52	0.13	0.55	0.55	0.09	0.26	0.26	0.10	0.27	0.27
Sat Flow, veh/h	1590	3039	1377	1590	4162	456	1590	2517	591	1590	2635	482
Grp Volume(v), veh/h	185	1331	657	298	731	381	255	258	252	182	526	508
Grp Sat Flow(s),veh/h/ln	1590	1520	1377	1590	1520	1578	1590	1586	1521	1590	1586	1530
Q Serve(g_s), s	11.2	63.0	63.0	16.0	25.7	25.8	14.0	23.0	23.5	13.3	43.0	43.0
Cycle Q Clear(g_c), s	11.2	63.0	63.0	16.0	25.7	25.8	14.0	23.0	23.5	13.3	43.0	43.0
Prop In Lane	1.00		1.00	1.00		0.29	1.00		0.39	1.00		0.32
Lane Grp Cap(c), veh/h	290	1197	542	204	1248	648	184	413	396	286	426	411
V/C Ratio(X)	0.64	1.11	1.21	1.46	0.59	0.59	1.38	0.62	0.64	0.64	1.23	1.23
Avail Cap(c_a), veh/h	377	1197	542	204	1248	648	184	413	396	303	426	411
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	0.81	0.81	0.81	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.8	38.1	38.1	49.7	27.2	27.2	45.8	52.2	52.5	39.7	58.5	58.5
Incr Delay (d2), s/veh	0.1	51.8	96.9	232.2	2.0	3.9	198.0	1.8	2.1	2.9	124.3	125.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	30.4	34.3	17.5	9.1	9.8	15.7	9.4	9.3	5.5	32.0	30.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.8	89.9	135.0	281.9	29.2	31.1	243.8	54.0	54.6	42.5	182.8	183.5
LnGrp LOS	C	F	F	F	C	C	F	D	D	D	F	F
Approach Vol, veh/h		2173			1410			765			1216	
Approach Delay, s/veh		98.2			83.1			117.5			162.1	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.3	71.7	21.3	47.7	22.0	69.0	20.0	49.0
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	22.0	57.0	17.0	40.0	16.0	63.0	14.0	43.0
Max Q Clear Time (g_c+I1), s	13.2	27.8	15.3	25.5	18.0	65.0	16.0	45.0
Green Ext Time (p_c), s	0.1	1.6	0.0	1.8	0.0	0.0	0.0	0.0

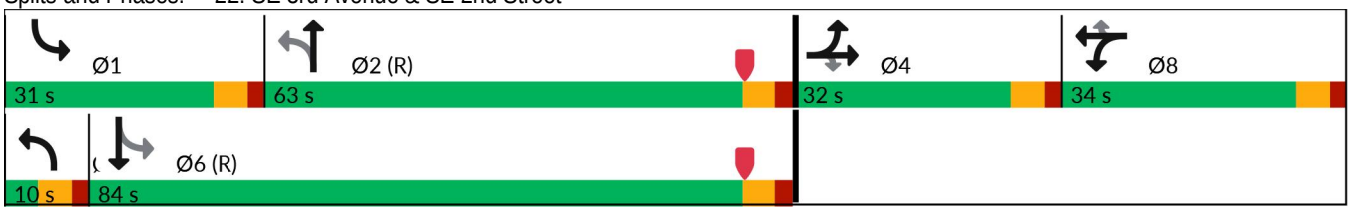
Intersection Summary	
HCM 7th Control Delay, s/veh	111.0
HCM 7th LOS	F

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	94	50	47	179	35	546	239	1194
Future Volume (vph)	94	50	47	179	35	546	239	1194
Turn Type	NA	Perm	NA	Perm	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)	5.0	5.0	5.0	5.0	4.0	15.0	4.0	15.0
Minimum Split (s)	32.0	32.0	34.0	34.0	10.0	31.0	10.0	31.0
Total Split (s)	32.0	32.0	34.0	34.0	10.0	63.0	31.0	84.0
Total Split (%)	20.0%	20.0%	21.3%	21.3%	6.3%	39.4%	19.4%	52.5%
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 Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 112 (70%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 22: SE 3rd Avenue & SE 2nd Street



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	159	52	90	186	36	814	249	1498
v/c Ratio	0.67	0.17	0.59	0.63	0.27	0.54	0.65	0.83
Control Delay (s/veh)	78.2	1.6	83.2	17.3	14.3	16.6	15.3	26.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.3	0.0	47.7
Total Delay (s/veh)	78.2	1.6	83.2	17.3	14.3	16.9	15.3	74.4
Queue Length 50th (ft)	164	1	93	0	10	112	103	720
Queue Length 95th (ft)	m237	m1	143	74	m16	m242	m81	m562
Internal Link Dist (ft)	582		245			436		543
Turn Bay Length (ft)					160		75	
Base Capacity (vph)	264	329	284	393	133	1507	448	1807
Starvation Cap Reductn	0	0	0	0	0	214	0	473
Spillback Cap Reductn	0	5	0	0	0	0	0	116
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.16	0.32	0.47	0.27	0.63	0.56	1.12

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	94	50	39	47	179	35	546	235	239	1194	244
Future Volume (vph)	59	94	50	39	47	179	35	546	235	239	1194	244
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0	6.0	6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	0.92		1.00	0.97	1.00	0.97		1.00	0.99	
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	0.95		1.00	0.97	
Flt Protected		0.98	1.00		0.98	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1629	1292		1623	1371	1577	2910		1572	3032	
Flt Permitted		0.98	1.00		0.98	1.00	0.10	1.00		0.25	1.00	
Satd. Flow (perm)		1629	1292		1623	1371	169	2910		411	3032	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	61	98	52	41	49	186	36	569	245	249	1244	254
RTOR Reduction (vph)	0	0	44	0	0	168	0	23	0	0	9	0
Lane Group Flow (vph)	0	159	8	0	90	18	36	791	0	249	1489	0
Confl. Peds. (#/hr)	10		40	40		10	36		29	29		36
Confl. Bikes (#/hr)									3			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8	2			6		
Actuated Green, G (s)		23.3	23.3		15.1	15.1	85.6	81.6		103.6	93.6	
Effective Green, g (s)		23.3	23.3		15.1	15.1	85.6	81.6		103.6	93.6	
Actuated g/C Ratio		0.15	0.15		0.09	0.09	0.53	0.51		0.65	0.59	
Clearance Time (s)		6.0	6.0		6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)		2.0	2.0		2.0	2.0	1.5	3.0		1.5	3.0	
Lane Grp Cap (vph)		237	188		153	129	125	1484		382	1773	
v/s Ratio Prot		c0.10			c0.06		0.01	0.27		c0.07	c0.49	
v/s Ratio Perm			0.01			0.01	0.15			0.36		
v/c Ratio		0.67	0.04		0.59	0.14	0.29	0.53		0.65	0.84	
Uniform Delay, d1		64.7	58.7		69.5	66.5	21.8	26.4		15.1	27.1	
Progression Factor		1.03	1.00		1.00	1.00	0.73	0.56		1.05	0.92	
Incremental Delay, d2		4.8	0.0		3.7	0.2	0.3	0.8		0.3	0.5	
Delay (s)		71.5	58.8		73.2	66.6	16.1	15.5		16.2	25.3	
Level of Service		E	E		E	E	B	B		B	C	
Approach Delay (s/veh)		68.4			68.8			15.5			24.0	
Approach LOS		E			E			B			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	28.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	88.9%	ICU Level of Service	E
Analysis Period (min)	15		

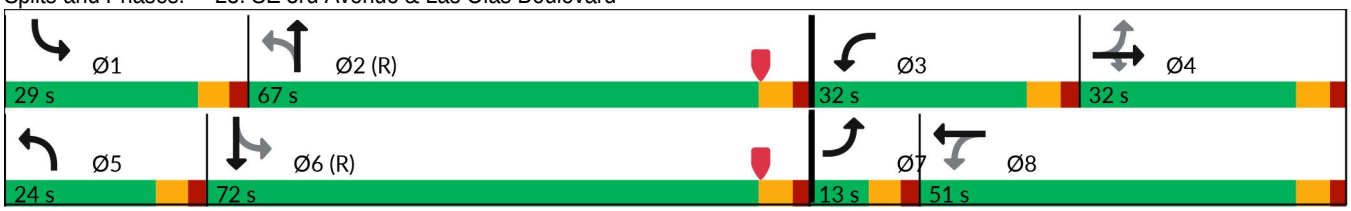
c Critical Lane Group

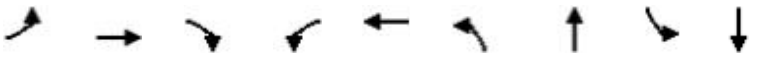
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	74	263	78	296	136	182	648	233	992
Future Volume (vph)	74	263	78	296	136	182	648	233	992
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases	4		4	8		2		6	
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	4.0	10.0	4.0	10.0
Minimum Split (s)	11.0	32.0	32.0	11.0	32.0	11.0	33.0	11.0	33.0
Total Split (s)	13.0	32.0	32.0	32.0	51.0	24.0	67.0	29.0	72.0
Total Split (%)	8.1%	20.0%	20.0%	20.0%	31.9%	15.0%	41.9%	18.1%	45.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 108 (68%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 23: SE 3rd Avenue & Las Olas Boulevard





Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	80	286	85	322	247	198	1065	253	1143
v/c Ratio	0.38	0.56	0.28	0.90	0.31	0.86	0.90	0.90	0.86
Control Delay (s/veh)	35.7	61.9	12.2	70.1	27.6	82.2	17.8	84.9	26.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.2
Total Delay (s/veh)	35.7	61.9	12.2	70.1	27.6	82.2	17.8	84.9	33.4
Queue Length 50th (ft)	57	164	10	270	62	138	296	178	401
Queue Length 95th (ft)	m87	217	m43	#392	104	m172	m#490	m#286	487
Internal Link Dist (ft)		914			474		1522		436
Turn Bay Length (ft)	110		110			100		200	
Base Capacity (vph)	215	512	299	362	813	251	1187	294	1323
Starvation Cap Reductn	0	0	0	0	0	0	0	0	151
Spillback Cap Reductn	0	0	0	0	0	0	1	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.56	0.28	0.89	0.30	0.79	0.90	0.86	0.98

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	263	78	296	136	91	182	648	332	233	992	60
Future Volume (vph)	74	263	78	296	136	91	182	648	332	233	992	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.79	1.00	0.94		1.00	0.98		1.00	0.99	
Flpb, ped/bikes	0.94	1.00	1.00	0.97	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.94		1.00	0.95		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1481	3154	1108	1525	2632		1577	2924		1577	3085	
Flt Permitted	0.60	1.00	1.00	0.36	1.00		0.11	1.00		0.10	1.00	
Satd. Flow (perm)	933	3154	1108	572	2632		188	2924		162	3085	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	80	286	85	322	148	99	198	704	361	253	1078	65
RTOR Reduction (vph)	0	0	71	0	71	0	0	40	0	0	3	0
Lane Group Flow (vph)	80	286	14	322	176	0	198	1025	0	253	1140	0
Confl. Peds. (#/hr)	81		108	108		81	50		32	32		50
Confl. Bikes (#/hr)			8			1			2			3
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	1	1	0	0	0	0	4	4
Parking (#/hr)					0	0						
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	32.9	26.0	26.0	57.6	44.7		78.7	62.8		90.1	68.5	
Effective Green, g (s)	32.9	26.0	26.0	57.6	44.7		78.7	62.8		90.1	68.5	
Actuated g/C Ratio	0.21	0.16	0.16	0.36	0.28		0.49	0.39		0.56	0.43	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	1.5	2.5	2.5	1.5	2.5		1.5	3.0		1.5	3.0	
Lane Grp Cap (vph)	215	512	180	358	735		230	1147		282	1320	
v/s Ratio Prot	0.02	0.09		c0.14	0.07		0.09	0.35		c0.12	c0.37	
v/s Ratio Perm	0.06		0.01	c0.18			0.34			c0.38		
v/c Ratio	0.37	0.56	0.08	0.90	0.24		0.86	0.89		0.90	0.86	
Uniform Delay, d1	53.4	61.7	56.8	43.1	44.5		32.5	45.5		42.7	41.5	
Progression Factor	0.83	0.95	1.00	1.00	1.00		2.05	0.26		1.71	0.49	
Incremental Delay, d2	0.3	0.8	0.1	23.7	0.1		14.3	5.7		19.9	5.1	
Delay (s)	44.6	59.1	56.9	66.8	44.6		81.1	17.4		92.8	25.4	
Level of Service	D	E	E	E	D		F	B		F	C	
Approach Delay (s/veh)		56.1			57.2			27.4			37.6	
Approach LOS		E			E			C			D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	39.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	106.5%	ICU Level of Service	G
Analysis Period (min)	15		

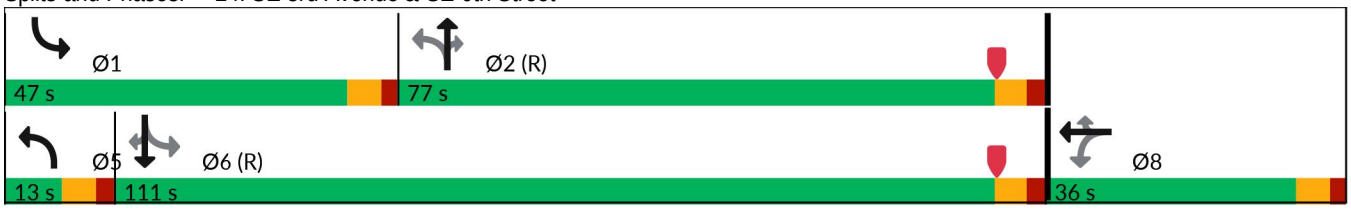
c Critical Lane Group

Lane Group	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	36	265	106	1238	108	423	786	214
Future Volume (vph)	36	265	106	1238	108	423	786	214
Turn Type	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	8		5	2		1	6	
Permitted Phases		8	2		2	6		6
Detector Phase	8	8	5	2	2	1	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	36.0	36.0	10.0	37.0	37.0	10.0	37.0	37.0
Total Split (s)	36.0	36.0	13.0	77.0	77.0	47.0	111.0	111.0
Total Split (%)	22.5%	22.5%	8.1%	48.1%	48.1%	29.4%	69.4%	69.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	None	C-Min	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 73 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 24: SE 3rd Avenue & SE 6th Street



Lane Group	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	70	285	114	1331	116	455	845	230
v/c Ratio	0.15	0.64	0.36	0.91	0.17	0.96	0.39	0.23
Control Delay (s/veh)	56.2	12.8	6.8	24.6	0.9	55.7	24.5	9.2
Queue Delay	0.0	0.0	0.0	4.6	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.2	12.8	6.8	29.2	0.9	55.7	24.5	9.2
Queue Length 50th (ft)	32	0	17	449	2	425	390	85
Queue Length 95th (ft)	57	92	m19	m#819	m2	m#587	m454	m101
Internal Link Dist (ft)	462			566			1522	
Turn Bay Length (ft)		360	190		70	105		150
Base Capacity (vph)	570	475	326	1456	684	472	2176	1022
Starvation Cap Reductn	0	0	0	86	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	0.12	0.60	0.35	0.97	0.17	0.96	0.39	0.23

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	29	36	265	106	1238	108	423	786	214
Future Volume (vph)	0	0	0	29	36	265	106	1238	108	423	786	214
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor					0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes					1.00	0.92	1.00	1.00	0.96	1.00	1.00	0.98
Flpb, ped/bikes					0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected					0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)					3042	1301	1576	3129	1354	1577	3154	1378
Flt Permitted					0.98	1.00	0.33	1.00	1.00	0.07	1.00	1.00
Satd. Flow (perm)					3042	1301	554	3129	1354	110	3154	1378
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	0	31	39	285	114	1331	116	455	845	230
RTOR Reduction (vph)	0	0	0	0	0	240	0	0	55	0	0	71
Lane Group Flow (vph)	0	0	0	0	70	45	114	1331	61	455	845	159
Confl. Peds. (#/hr)	42		20	20		42	7		18	18		7
Confl. Bikes (#/hr)			1						2			3
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	0	0	0	0
Turn Type				Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases					8		5	2		1	6	
Permitted Phases				8		8	2		2	6		6
Actuated Green, G (s)					25.2	25.2	80.9	74.5	74.5	122.8	110.4	110.4
Effective Green, g (s)					25.2	25.2	80.9	74.5	74.5	122.8	110.4	110.4
Actuated g/C Ratio					0.16	0.16	0.51	0.47	0.47	0.77	0.69	0.69
Clearance Time (s)					6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)					2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Lane Grp Cap (vph)					479	204	320	1456	630	472	2176	950
v/s Ratio Prot							0.01	0.43		c0.25	0.27	
v/s Ratio Perm					0.02	c0.03	0.17		0.05	c0.48		0.12
v/c Ratio					0.15	0.22	0.36	0.91	0.10	0.96	0.39	0.17
Uniform Delay, d1					58.1	58.8	24.6	39.8	23.9	49.4	10.5	8.7
Progression Factor					1.00	1.00	0.45	0.47	0.11	0.68	2.09	7.82
Incremental Delay, d2					0.1	0.2	0.1	4.6	0.1	22.2	0.3	0.2
Delay (s)					58.2	59.0	11.2	23.2	2.8	55.8	22.2	68.2
Level of Service					E	E	B	C	A	E	C	E
Approach Delay (s/veh)		0.0			58.9			20.8			39.1	
Approach LOS		A			E			C			D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	32.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	100.0%	ICU Level of Service	F
Analysis Period (min)	15		

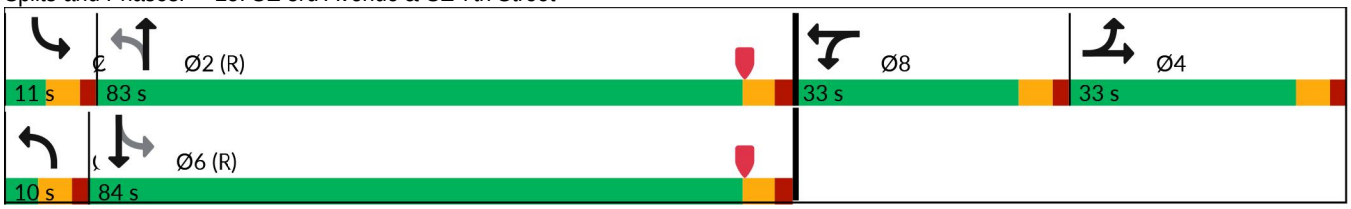
c Critical Lane Group

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	115	71	43	1384	75	609
Future Volume (vph)	115	71	43	1384	75	609
Turn Type	NA	NA	pm+pt	NA	pm+pt	NA
Protected Phases	4	8	5	2	1	6
Permitted Phases			2		6	
Detector Phase	4	8	5	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	4.0	10.0	4.0	10.0
Minimum Split (s)	33.0	33.0	10.0	25.0	10.0	25.0
Total Split (s)	33.0	33.0	10.0	83.0	11.0	84.0
Total Split (%)	20.6%	20.6%	6.3%	51.9%	6.9%	52.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 66 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 25: SE 3rd Avenue & SE 7th Street



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	213	179	45	1526	79	664
v/c Ratio	0.85	0.82	0.13	0.94	0.68	0.38
Control Delay (s/veh)	93.6	85.5	25.5	54.4	84.3	5.3
Queue Delay	0.0	0.0	0.0	8.5	0.0	0.0
Total Delay (s/veh)	93.6	85.5	25.5	62.8	84.3	5.3
Queue Length 50th (ft)	216	160	27	788	47	14
Queue Length 95th (ft)	#340	242	m29	m#805	#147	17
Internal Link Dist (ft)	568	243		1897		566
Turn Bay Length (ft)			100		100	
Base Capacity (vph)	279	279	354	1632	117	1727
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	106	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.64	0.13	1.00	0.68	0.38

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	115	8	17	71	82	43	1384	66	75	609	22
Future Volume (vph)	80	115	8	17	71	82	43	1384	66	75	609	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00			0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.99			0.94		1.00	0.99		1.00	0.99	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1619			1533		1572	3113		1577	3132	
Flt Permitted		0.98			0.99		0.36	1.00		0.05	1.00	
Satd. Flow (perm)		1619			1533		594	3113		91	3132	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	84	121	8	18	75	86	45	1457	69	79	641	23
RTOR Reduction (vph)	0	1	0	0	22	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	212	0	0	157	0	45	1524	0	79	663	0
Confl. Peds. (#/hr)	2		2	2		2	8		7	7		8
Confl. Bikes (#/hr)									2			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	2	0	0	0
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases							2			6		
Actuated Green, G (s)		24.7			20.6		87.5	83.7		93.9	86.9	
Effective Green, g (s)		24.7			20.6		87.5	83.7		93.9	86.9	
Actuated g/C Ratio		0.15			0.13		0.55	0.52		0.59	0.54	
Clearance Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		2.5			2.5		1.5	3.0		1.5	3.0	
Lane Grp Cap (vph)		249			197		348	1628		118	1701	
v/s Ratio Prot		c0.13			c0.10		0.00	c0.49		c0.03	0.21	
v/s Ratio Perm							0.07			c0.36		
v/c Ratio		0.85			0.80		0.13	0.94		0.67	0.39	
Uniform Delay, d1		65.9			67.7		17.1	35.7		29.4	21.2	
Progression Factor		1.00			1.00		1.61	1.44		3.25	0.21	
Incremental Delay, d2		23.2			19.2		0.0	3.3		10.0	0.6	
Delay (s)		89.0			86.9		27.7	54.8		105.4	5.1	
Level of Service		F			F		C	D		F	A	
Approach Delay (s/veh)		89.0			86.9			54.0			15.8	
Approach LOS		F			F			D			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	48.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	94.0%	ICU Level of Service	F
Analysis Period (min)	15		

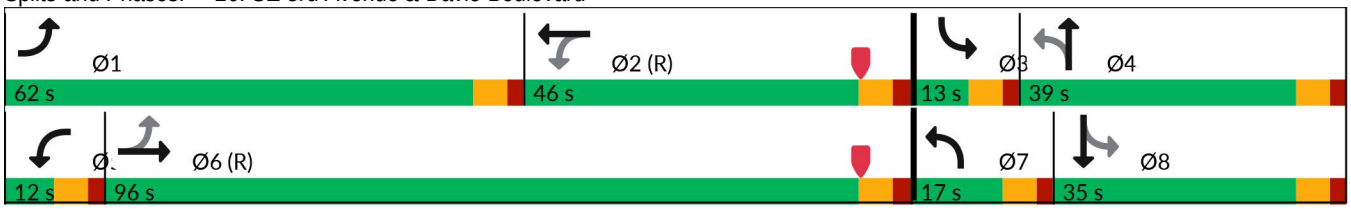
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	578	668	50	514	109	589	95	286
Future Volume (vph)	578	668	50	514	109	589	95	286
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	12.0	4.0	12.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	33.0	10.0	33.0	10.0	33.0	10.0	33.0
Total Split (s)	62.0	96.0	12.0	46.0	17.0	39.0	13.0	35.0
Total Split (%)	38.8%	60.0%	7.5%	28.8%	10.6%	24.4%	8.1%	21.9%
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	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 153 (96%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 26: SE 3rd Avenue & Davie Boulevard



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	664	945	57	832	125	717	109	559
v/c Ratio	1.01	0.48	0.29	0.97	0.76	1.00	0.89	0.82
Control Delay (s/veh)	83.4	13.4	26.0	79.4	59.4	87.3	127.5	68.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	83.4	13.4	26.0	79.4	59.4	87.3	127.5	68.1
Queue Length 50th (ft)	~568	158	21	440	111	~418	91	157
Queue Length 95th (ft)	m#787	m200	39	#542	m110	m363	m#177	237
Internal Link Dist (ft)		909		222		2382		1897
Turn Bay Length (ft)	140		185		150		110	
Base Capacity (vph)	659	1977	205	862	171	715	123	679
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.01	0.48	0.28	0.97	0.73	1.00	0.89	0.82

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	578	668	154	50	514	210	109	589	35	95	286	200
Future Volume (vph)	578	668	154	50	514	210	109	589	35	95	286	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.96		1.00	0.99		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3397		1752	3338		1752	3458		1752	3255	
Flt Permitted	0.09	1.00		0.30	1.00		0.13	1.00		0.14	1.00	
Satd. Flow (perm)	160	3397		558	3338		247	3458		250	3255	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	664	768	177	57	591	241	125	677	40	109	329	230
RTOR Reduction (vph)	0	12	0	0	28	0	0	2	0	0	79	0
Lane Group Flow (vph)	664	933	0	57	804	0	125	715	0	109	480	0
Confl. Peds. (#/hr)	1		2	2		1	1		4	4		1
Confl. Bikes (#/hr)						2			1			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	2	0	2	2
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		
Actuated Green, G (s)	102.0	91.4		44.6	40.0		43.5	33.0		36.5	29.5	
Effective Green, g (s)	102.0	91.4		44.6	40.0		43.5	33.0		36.5	29.5	
Actuated g/C Ratio	0.64	0.57		0.28	0.25		0.27	0.21		0.23	0.18	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0		1.5	2.0	
Lane Grp Cap (vph)	659	1940		189	834		165	713		122	600	
v/s Ratio Prot	c0.35	0.27		0.01	0.24		c0.05	c0.21		0.04	0.15	
v/s Ratio Perm	c0.29			0.08			0.16			0.16		
v/c Ratio	1.01	0.48		0.30	0.96		0.76	1.00		0.89	0.80	
Uniform Delay, d1	45.7	20.3		43.0	59.3		47.6	63.5		55.8	62.4	
Progression Factor	1.36	0.67		1.00	1.00		1.09	1.08		1.67	1.12	
Incremental Delay, d2	25.8	0.4		0.3	23.6		6.1	20.4		46.9	6.5	
Delay (s)	88.0	13.9		43.3	82.9		57.8	89.1		140.0	76.3	
Level of Service	F	B		D	F		E	F		F	E	
Approach Delay (s/veh)		44.5			80.4			84.5			86.7	
Approach LOS		D			F			F			F	

Intersection Summary

HCM 2000 Control Delay (s/veh)	67.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	97.8%	ICU Level of Service	F
Analysis Period (min)	15		

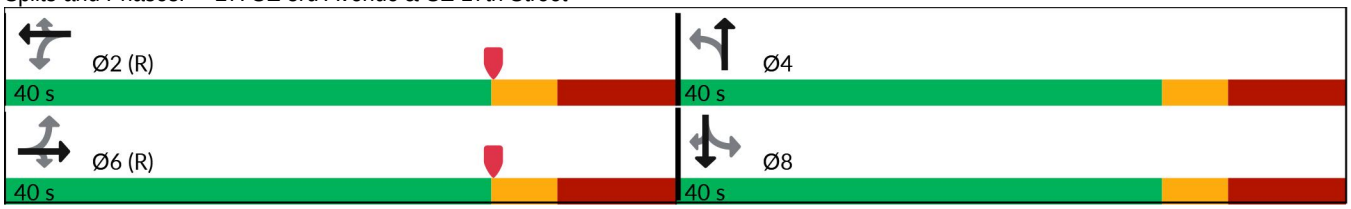
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	532	687	22	32	416	147	7	149	130	61	115
Future Volume (vph)	532	687	22	32	416	147	7	149	130	61	115
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases		6			2			4		8	
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	6	6	6	2	2	2	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	36.0	36.0	36.0	36.0	36.0	36.0	43.0	43.0	43.0	43.0	43.0
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 35 (44%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 27: SE 3rd Avenue & SE 17th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	591	763	24	36	462	163	8	175	144	68	128
v/c Ratio	1.33	0.44	0.03	0.11	0.26	0.19	0.03	0.42	0.54	0.16	0.28
Control Delay (s/veh)	187.5	16.1	0.1	16.4	14.3	3.8	18.1	26.5	39.7	30.4	14.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	187.5	16.1	0.1	16.4	14.3	3.8	18.1	26.5	39.7	30.4	14.2
Queue Length 50th (ft)	~367	107	0	8	58	0	3	78	106	46	44
Queue Length 95th (ft)	#646	217	0	34	126	37	11	106	m132	m59	m66
Internal Link Dist (ft)		905			220			753		2382	
Turn Bay Length (ft)	125			50			60		150		
Base Capacity (vph)	444	1744	796	327	1744	840	475	664	427	668	642
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.33	0.44	0.03	0.11	0.26	0.19	0.02	0.26	0.34	0.10	0.20

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	532	687	22	32	416	147	7	149	8	130	61	115
Future Volume (vph)	532	687	22	32	416	147	7	149	8	130	61	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.99	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1746	3505	1493	1747	3505	1525	1749	1828		1733	1845	1546
Flt Permitted	0.49	1.00	1.00	0.36	1.00	1.00	0.71	1.00		0.65	1.00	1.00
Satd. Flow (perm)	894	3505	1493	657	3505	1525	1312	1828		1180	1845	1546
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	591	763	24	36	462	163	8	166	9	144	68	128
RTOR Reduction (vph)	0	0	12	0	0	82	0	3	0	0	0	99
Lane Group Flow (vph)	591	763	12	36	462	81	8	172	0	144	68	29
Confl. Peds. (#/hr)	7		6	6		7	3		19	19		3
Confl. Bikes (#/hr)			4			2						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	4	0	0	2	0	0	0	0	0	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases		6			2			4			8	
Permitted Phases	6		6	2		2	4			8		8
Actuated Green, G (s)	39.8	39.8	39.8	39.8	39.8	39.8	18.2	18.2		18.2	18.2	18.2
Effective Green, g (s)	39.8	39.8	39.8	39.8	39.8	39.8	18.2	18.2		18.2	18.2	18.2
Actuated g/C Ratio	0.50	0.50	0.50	0.50	0.50	0.50	0.23	0.23		0.23	0.23	0.23
Clearance Time (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	444	1743	742	326	1743	758	298	415		268	419	351
v/s Ratio Prot		0.22			0.13			0.09			0.04	
v/s Ratio Perm	c0.66		0.01	0.05		0.05	0.01			c0.12		0.02
v/c Ratio	1.33	0.44	0.02	0.11	0.27	0.11	0.03	0.41		0.54	0.16	0.08
Uniform Delay, d1	20.1	12.9	10.2	10.7	11.6	10.7	24.0	26.4		27.2	24.8	24.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.34	1.35	5.06
Incremental Delay, d2	163.8	0.8	0.0	0.7	0.4	0.3	0.0	0.2		0.8	0.0	0.0
Delay (s)	183.9	13.7	10.2	11.4	12.0	11.0	24.0	26.6		37.2	33.5	123.1
Level of Service	F	B	B	B	B	B	C	C		D	C	F
Approach Delay (s/veh)		86.6			11.7			26.5			68.8	
Approach LOS		F			B			C			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	60.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	111.2%	ICU Level of Service	H
Analysis Period (min)	15		

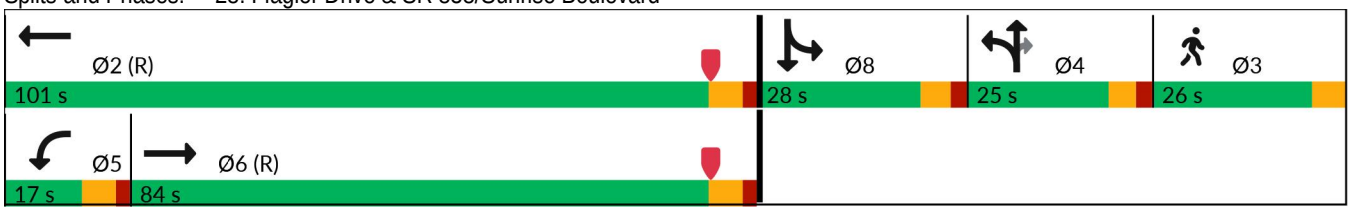
c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBT	NBR	SBT	Ø3
Lane Configurations							
Traffic Volume (vph)	1563	15	1053	142	99	103	
Future Volume (vph)	1563	15	1053	142	99	103	
Turn Type	NA	Prot	NA	NA	Perm	NA	
Protected Phases	6	5	2	4		8	3
Permitted Phases					4		
Detector Phase	6	5	2	4	4	8	
Switch Phase							
Minimum Initial (s)	15.0	5.0	15.0	6.0	6.0	6.0	7.0
Minimum Split (s)	30.5	11.5	37.5	48.0	48.0	24.0	26.0
Total Split (s)	84.0	17.0	101.0	25.0	25.0	28.0	26.0
Total Split (%)	46.7%	9.4%	56.1%	13.9%	13.9%	15.6%	14%
Yellow Time (s)	4.5	4.5	4.5	4.0	4.0	4.0	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.0	6.0	6.0	
Lead/Lag	Lag	Lead		Lag	Lag	Lead	
Lead-Lag Optimize?							
Recall Mode	C-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 72 (40%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

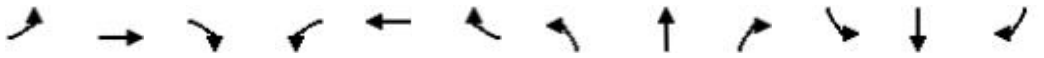
Splits and Phases: 28: Flagler Drive & SR 838/Sunrise Boulevard



Lane Group	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	1714	16	1123	211	104	223
v/c Ratio	0.61	0.28	0.37	0.81	0.32	0.81
Control Delay (s/veh)	20.9	96.1	18.3	91.2	9.0	87.3
Queue Delay	0.1	0.0	0.0	0.0	0.6	0.0
Total Delay (s/veh)	21.0	96.1	18.3	91.2	9.6	87.3
Queue Length 50th (ft)	282	19	256	250	0	230
Queue Length 95th (ft)	153	48	222	#466	23	#433
Internal Link Dist (ft)	617		722	371		937
Turn Bay Length (ft)		425				
Base Capacity (vph)	2793	102	3026	260	326	275
Starvation Cap Reductn	239	0	0	0	0	0
Spillback Cap Reductn	73	0	0	0	65	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.16	0.37	0.81	0.40	0.81

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1563	66	15	1053	14	59	142	99	7	103	103
Future Volume (vph)	0	1563	66	15	1053	14	59	142	99	7	103	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5		6.5	6.5			6.0	6.0		6.0	
Lane Util. Factor		0.91		1.00	0.91			1.00	1.00		1.00	
Frpb, ped/bikes		1.00		1.00	1.00			1.00	0.98		1.00	
Flpb, ped/bikes		1.00		1.00	1.00			1.00	1.00		1.00	
Frt		0.99		1.00	1.00			1.00	0.85		0.93	
Flt Protected		1.00		0.95	1.00			0.99	1.00		1.00	
Satd. Flow (prot)		4986		1752	5011			1818	1537		1721	
Flt Permitted		1.00		0.95	1.00			0.99	1.00		1.00	
Satd. Flow (perm)		4986		1752	5011			1818	1537		1721	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1645	69	16	1108	15	62	149	104	7	108	108
RTOR Reduction (vph)	0	2	0	0	1	0	0	0	89	0	18	0
Lane Group Flow (vph)	0	1712	0	16	1122	0	0	211	15	0	205	0
Confl. Peds. (#/hr)	4		2	2		4			6	6		
Confl. Bikes (#/hr)			4									
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	2	2	0	2	2	0	0	0	0	0	0
Turn Type		NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases		6		5	2		4	4		8	8	
Permitted Phases									4			
Actuated Green, G (s)		98.2		4.0	108.7			25.8	25.8		27.0	
Effective Green, g (s)		98.2		4.0	108.7			25.8	25.8		27.0	
Actuated g/C Ratio		0.55		0.02	0.60			0.14	0.14		0.15	
Clearance Time (s)		6.5		6.5	6.5			6.0	6.0		6.0	
Vehicle Extension (s)		3.0		1.5	3.0			2.0	2.0		2.0	
Lane Grp Cap (vph)		2720		38	3026			260	220		258	
v/s Ratio Prot		c0.34		0.01	c0.22			c0.12			c0.12	
v/s Ratio Perm									0.01			
v/c Ratio		0.63		0.42	0.37			0.81	0.07		0.80	
Uniform Delay, d1		28.3		86.9	18.2			74.7	66.7		73.8	
Progression Factor		0.76		1.00	1.00			0.94	1.08		1.00	
Incremental Delay, d2		0.7		2.7	0.4			16.4	0.0		14.5	
Delay (s)		22.1		89.6	18.5			86.4	72.0		88.3	
Level of Service		C		F	B			F	E		F	
Approach Delay (s/veh)		22.1			19.5			81.6			88.3	
Approach LOS		C			B			F			F	

Intersection Summary

HCM 2000 Control Delay (s/veh)	31.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	29.5
Intersection Capacity Utilization	74.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	46	0	209	13	13	116
Future Vol, veh/h	46	0	209	13	13	116
Conflicting Peds, #/hr	0	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	47	0	213	13	13	118

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	370	-	0	0	232	0
Stage 1	225	-	-	-	-	-
Stage 2	145	-	-	-	-	-
Critical Hdwy	6.43	-	-	-	3.7	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	-	-	-	2.9	-
Pot Cap-1 Maneuver	629	0	-	-	1073	-
Stage 1	810	0	-	-	-	-
Stage 2	880	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	617	-	-	-	1067	-
Mov Cap-2 Maneuver	617	-	-	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	868	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.31	0	0.85
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	617	181	-
HCM Lane V/C Ratio	-	-	0.076	0.012	-
HCM Control Delay (s/veh)	-	-	11.3	8.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	0	16	206	0	0	162
Future Vol, veh/h	0	16	206	0	0	162
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	17	224	0	0	176

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	400	224	0	-	-	-
Stage 1	224	-	-	-	-	-
Stage 2	176	-	-	-	-	-
Critical Hdwy	6.42	3.7	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	2	-	-	-	-
Pot Cap-1 Maneuver	606	1521	-	0	0	-
Stage 1	813	-	-	0	0	-
Stage 2	854	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	606	1521	-	-	-	-
Mov Cap-2 Maneuver	606	-	-	-	-	-
Stage 1	813	-	-	-	-	-
Stage 2	854	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s/v	7.39	0	0
HCM LOS	A		

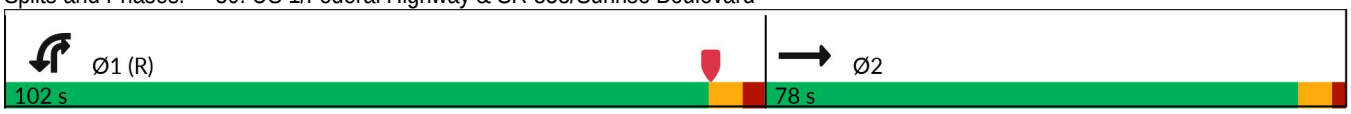
Minor Lane/Major Mvmt	NET	NWLn1	SWT
Capacity (veh/h)	-	1521	-
HCM Lane V/C Ratio	-	0.011	-
HCM Control Delay (s/veh)	-	7.4	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0	-

Lane Group	EBT	WBL	NBR
Lane Configurations			
Traffic Volume (vph)	1273	1694	1211
Future Volume (vph)	1273	1694	1211
Turn Type	NA	Prot	Over
Protected Phases	2	1	1
Permitted Phases			
Detector Phase	2	1	1
Switch Phase			
Minimum Initial (s)	10.0	10.0	10.0
Minimum Split (s)	49.5	21.5	21.5
Total Split (s)	78.0	102.0	102.0
Total Split (%)	43.3%	56.7%	56.7%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.5	7.5	7.5
Lead/Lag	Lag	Lead	Lead
Lead-Lag Optimize?			
Recall Mode	None	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 87 (48%), Referenced to phase 1:WBL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 30: US 1/Federal Highway & SR 838/Sunrise Boulevard



Lane Group	EBT	WBL	NBR
Lane Group Flow (vph)	1725	1783	1275
v/c Ratio	0.74	0.80	0.79
Control Delay (s/veh)	64.0	45.4	46.1
Queue Delay	2.7	0.0	0.0
Total Delay (s/veh)	66.7	45.4	46.1
Queue Length 50th (ft)	730	640	563
Queue Length 95th (ft)	809	629	577
Internal Link Dist (ft)	722		
Turn Bay Length (ft)		400	
Base Capacity (vph)	2327	2619	1895
Starvation Cap Reductn	465	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.93	0.68	0.67

Intersection Summary

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1273	366	1694	0	0	1211
Future Volume (vph)	1273	366	1694	0	0	1211
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5		7.5			7.5
Lane Util. Factor	0.91		0.94			0.76
Frpb, ped/bikes	1.00		1.00			1.00
Flpb, ped/bikes	1.00		1.00			1.00
Frt	0.97		1.00			0.85
Flt Protected	1.00		0.95			1.00
Satd. Flow (prot)	4897		4990			3610
Flt Permitted	1.00		0.95			1.00
Satd. Flow (perm)	4897		4990			3610
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1340	385	1783	0	0	1275
RTOR Reduction (vph)	5	0	0	0	0	0
Lane Group Flow (vph)	1720	0	1783	0	0	1275
Confl. Peds. (#/hr)		3	3			
Confl. Bikes (#/hr)		1				
Turn Type	NA		Prot			Over
Protected Phases	2		1			1
Permitted Phases						
Actuated Green, G (s)	85.3		80.7			80.7
Effective Green, g (s)	85.3		80.7			80.7
Actuated g/C Ratio	0.47		0.45			0.45
Clearance Time (s)	6.5		7.5			7.5
Vehicle Extension (s)	8.0		2.0			2.0
Lane Grp Cap (vph)	2320		2237			1618
v/s Ratio Prot	c0.35		c0.36			0.35
v/s Ratio Perm						
v/c Ratio	0.74		0.80			0.79
Uniform Delay, d1	38.4		42.6			42.4
Progression Factor	1.59		1.00			1.00
Incremental Delay, d2	1.7		3.1			4.0
Delay (s)	62.7		45.7			46.3
Level of Service	E		D			D
Approach Delay (s/veh)	62.7			45.7	46.3	
Approach LOS	E			D	D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	52.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	74.1%	ICU Level of Service	D
Analysis Period (min)	15		

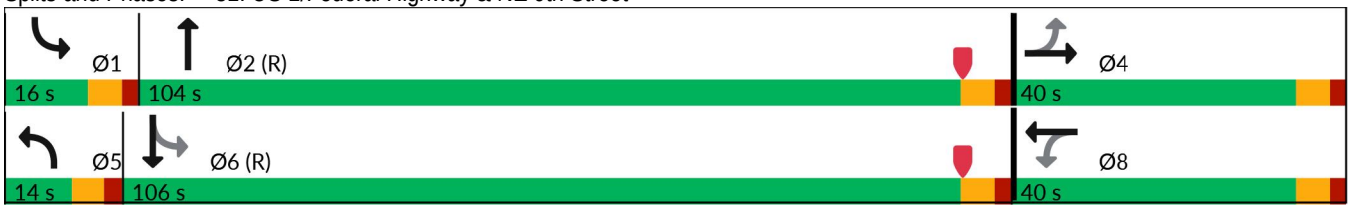
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	29	14	43	17	25	1211	64	1911
Future Volume (vph)	29	14	43	17	25	1211	64	1911
Turn Type	Perm	NA	Perm	NA	Prot	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8				6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	5.0	12.0	5.0	12.0
Minimum Split (s)	38.0	38.0	36.0	36.0	11.0	26.0	11.0	26.0
Total Split (s)	40.0	40.0	40.0	40.0	14.0	104.0	16.0	106.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	8.8%	65.0%	10.0%	66.3%
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	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Min	None	C-Min

Intersection Summary

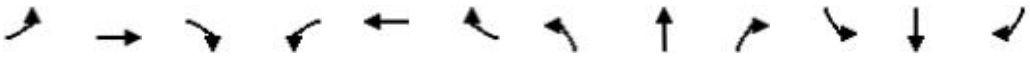
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 138 (86%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 31: US 1/Federal Highway & NE 9th Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	32	61	47	34	27	1365	70	2127
v/c Ratio	0.37	0.41	0.55	0.27	0.37	0.34	0.22	0.51
Control Delay (s/veh)	82.3	33.6	95.5	50.2	88.0	4.9	3.7	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay (s/veh)	82.3	33.6	95.5	50.2	88.0	4.9	3.7	6.5
Queue Length 50th (ft)	33	15	49	19	28	129	8	267
Queue Length 95th (ft)	69	64	93	56	64	178	19	375
Internal Link Dist (ft)		691		689		564		822
Turn Bay Length (ft)	160		75		375		300	
Base Capacity (vph)	285	379	279	374	90	4019	369	4159
Starvation Cap Reductn	0	0	0	0	0	0	0	937
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.16	0.17	0.09	0.30	0.34	0.19	0.66

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	14	42	43	17	14	25	1211	31	64	1911	25
Future Volume (veh/h)	29	14	42	43	17	14	25	1211	31	64	1911	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.98		1.00	0.98		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.99
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	32	15	0	47	19	0	27	1331	31	70	2100	25
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	142	149	0	145	149	0	39	3938	92	406	4033	48
Arrive On Green	0.08	0.08	0.00	0.08	0.08	0.00	0.03	1.00	1.00	0.04	1.00	1.00
Sat Flow, veh/h	1359	1856	0	1363	1856	0	1767	5068	118	1767	5137	61
Grp Volume(v), veh/h	32	15	0	47	19	0	27	887	475	70	1380	745
Grp Sat Flow(s),veh/h/ln	1359	1856	0	1363	1856	0	1767	1689	1809	1767	1689	1821
Q Serve(g_s), s	3.6	1.2	0.0	5.3	1.5	0.0	2.4	0.0	0.0	1.3	0.0	0.0
Cycle Q Clear(g_c), s	5.1	1.2	0.0	6.5	1.5	0.0	2.4	0.0	0.0	1.3	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.07	1.00		0.03
Lane Grp Cap(c), veh/h	142	149	0	145	149	0	39	2624	1406	406	2651	1429
V/C Ratio(X)	0.23	0.10	0.00	0.33	0.13	0.00	0.70	0.34	0.34	0.17	0.52	0.52
Avail Cap(c_a), veh/h	321	394	0	324	394	0	88	2624	1406	463	2651	1429
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.50	0.50	0.50
Uniform Delay (d), s/veh	70.7	68.2	0.0	71.2	68.3	0.0	77.2	0.0	0.0	3.1	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.1	0.0	0.5	0.1	0.0	8.2	0.3	0.7	0.0	0.4	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.6	0.0	1.9	0.7	0.0	1.2	0.1	0.3	0.4	0.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	71.0	68.3	0.0	71.7	68.5	0.0	85.4	0.3	0.7	3.1	0.4	0.7
LnGrp LOS	E	E		E	E		F	A	A	A	A	A
Approach Vol, veh/h		47			66			1389			2195	
Approach Delay, s/veh		70.1			70.7			2.1			0.6	
Approach LOS		E			E			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.8	130.3		18.9	9.5	131.6		18.9				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	10.0	98.0		34.0	8.0	100.0		34.0				
Max Q Clear Time (g_c+I1), s	3.3	2.0		7.1	4.4	2.0		8.5				
Green Ext Time (p_c), s	0.0	14.2		0.1	0.0	36.6		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			3.3									
HCM 7th LOS			A									

Network Totals

Number of Intersections	32
Control Delay / Veh (s/v)	40
Queue Delay / Veh (s/v)	1
Total Delay / Veh (s/v)	41
Total Delay (hr)	1106
Stops / Veh	0.63
Stops (#)	60662
Average Speed (mph)	10
Total Travel Time (hr)	1649
Distance Traveled (mi)	16283
Fuel Consumed (gal)	1816
Fuel Economy (mpg)	9.0
CO Emissions (kg)	126.94
NOx Emissions (kg)	24.70
VOC Emissions (kg)	29.42
Unserved Vehicles (#)	1118
Vehicles in dilemma zone (#)	0
Performance Index	1274.3

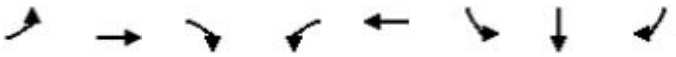
Scenario 1

Lane Group	EBL	EBT	EBR	WBL	WBT	SBL	SBT	SBR	Ø9	Ø10
Lane Configurations										
Traffic Volume (vph)	265	1732	722	198	1639	221	1189	169		
Future Volume (vph)	265	1732	722	198	1639	221	1189	169		
Turn Type	Prot	NA	Perm	Prot	NA	pm+pt	NA	Perm		
Protected Phases	1	6		5	2	3	8		9	10
Permitted Phases			6			8		8		
Detector Phase	1	6	6	5	2	3	8	8		
Switch Phase										
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	4.0	6.0	6.0	1.0	1.0
Minimum Split (s)	11.5	36.5	36.5	11.5	37.5	10.0	46.0	46.0	5.0	5.0
Total Split (s)	34.0	81.0	81.0	25.0	72.0	17.0	69.0	69.0	57.0	5.0
Total Split (%)	18.9%	45.0%	45.0%	13.9%	40.0%	9.4%	38.3%	38.3%	32%	3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.0	6.0	6.0		
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead			Lag	
Lead-Lag Optimize?						Yes				
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 1: Andrews Avenue & SR 838/Sunrise Boulevard



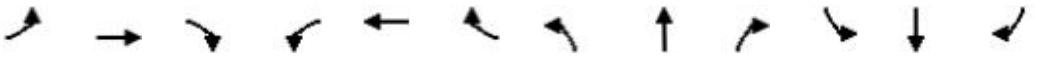
Lane Group	EBL	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	276	1804	752	206	1792	230	1239	176
v/c Ratio	1.02	0.86	1.07	1.14	0.97	0.34	0.94	0.27
Control Delay (s/veh)	132.6	53.0	96.8	166.1	71.4	41.9	68.4	15.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	132.6	53.0	96.8	166.1	71.4	41.9	68.4	15.8
Queue Length 50th (ft)	~344	707	~904	~283	559	195	738	49
Queue Length 95th (ft)	#545	770	#1168	m#417	#845	275	#937	118
Internal Link Dist (ft)		645			1177		524	
Turn Bay Length (ft)	475		130	205				225
Base Capacity (vph)	270	2104	702	181	1838	668	1316	644
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.02	0.86	1.07	1.14	0.97	0.34	0.94	0.27

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	265	1732	722	198	1639	82	0	0	0	221	1189	169
Future Volume (vph)	265	1732	722	198	1639	82	0	0	0	221	1189	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5					6.0	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91					1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00					1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00					1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99					1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00					0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1547	1770	5043					1770	3539	1542
Flt Permitted	0.95	1.00	1.00	0.95	1.00					0.95	1.00	1.00
Satd. Flow (perm)	1770	5085	1547	1770	5043					1770	3539	1542
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	276	1804	752	206	1707	85	0	0	0	230	1239	176
RTOR Reduction (vph)	0	0	63	0	3	0	0	0	0	0	0	70
Lane Group Flow (vph)	276	1804	689	206	1789	0	0	0	0	230	1239	106
Confl. Peds. (#/hr)	1		5	5		1	10		4	4		10
Confl. Bikes (#/hr)			4			3			1			1
Turn Type	Prot	NA	Perm	Prot	NA					pm+pt	NA	Perm
Protected Phases	1	6		5	2					3	8	
Permitted Phases			6							8		8
Actuated Green, G (s)	27.5	72.9	72.9	18.5	63.9					69.6	67.0	67.0
Effective Green, g (s)	27.5	72.9	72.9	18.5	63.9					69.6	67.0	67.0
Actuated g/C Ratio	0.15	0.41	0.41	0.10	0.36					0.39	0.37	0.37
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5					6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0					1.5	2.0	2.0
Lane Grp Cap (vph)	270	2059	626	181	1790					684	1317	573
v/s Ratio Prot	c0.16	0.35		0.12	0.35					c0.13	c0.35	
v/s Ratio Perm			c0.45									0.07
v/c Ratio	1.02	0.88	1.10	1.14	1.00					0.34	0.94	0.18
Uniform Delay, d1	76.3	49.4	53.6	80.8	58.0					38.9	54.6	38.1
Progression Factor	1.00	1.00	1.00	0.98	1.05					1.00	1.00	1.00
Incremental Delay, d2	60.6	5.6	66.6	100.1	18.2					0.1	13.0	0.1
Delay (s)	136.9	55.0	120.2	179.3	79.0					39.0	67.6	38.1
Level of Service	F	E	F	F	E					D	E	D
Approach Delay (s/veh)		80.3			89.3			0.0			60.4	
Approach LOS		F			F			A			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	78.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	105.0%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	22	18	4	0	0	0	0	7	2024	56
Future Vol, veh/h	0	0	22	18	4	0	0	0	0	7	2024	56
Conflicting Peds, #/hr	2	0	0	0	0	2	3	0	2	2	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	24	20	4	0	0	0	0	8	2224	62

Major/Minor	Minor2			Minor1					Major2		
Conflicting Flow All	-	2245	1115	907	2306	-			2	0	0
Stage 1	-	2243	-	2	2	-			-	-	-
Stage 2	-	2	-	905	2304	-			-	-	-
Critical Hdwy	-	3.1	3.7	3.7	3.1	-			3.7	-	-
Critical Hdwy Stg 1	-	3.1	-	3.7	3.1	-			-	-	-
Critical Hdwy Stg 2	-	3.1	-	3.7	3.1	-			-	-	-
Follow-up Hdwy	-	3	2	2.9	3	-			2.9	-	-
Pot Cap-1 Maneuver	0	384	768	689	371	0			1240	-	-
Stage 1	0	384	-	1240	1199	0			-	-	-
Stage 2	0	1199	-	690	371	0			-	-	-
Platoon blocked, %										-	-
Mov Cap-1 Maneuver	-	378	765	659	365	-			1237	-	-
Mov Cap-2 Maneuver	-	378	-	659	365	-			-	-	-
Stage 1	-	379	-	1237	1197	-			-	-	-
Stage 2	-	1197	-	661	366	-			-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	9.86	11.54	0.11
HCM LOS	A	B	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	765	575	19	-	-
HCM Lane V/C Ratio	0.032	0.042	0.006	-	-
HCM Control Delay (s/veh)	9.9	11.5	7.9	0.1	-
HCM Lane LOS	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	113	0	0	0	42	2053
Future Vol, veh/h	113	0	0	0	42	2053
Conflicting Peds, #/hr	2	3	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	120	0	0	0	45	2184

Major/Minor	Minor1		Major2	
Conflicting Flow All	968	-	3	0
Stage 1	3	-	-	-
Stage 2	965	-	-	-
Critical Hdwy	3.7	-	3.7	-
Critical Hdwy Stg 1	3.7	-	-	-
Critical Hdwy Stg 2	3.7	-	-	-
Follow-up Hdwy	2.9	-	2.9	-
Pot Cap-1 Maneuver	661	0	1239	-
Stage 1	1239	0	-	-
Stage 2	662	0	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	619	-	1236	-
Mov Cap-2 Maneuver	619	-	-	-
Stage 1	1236	-	-	-
Stage 2	622	-	-	-

Approach	WB	SB
HCM Control Delay, s/v	12.21	0.16
HCM LOS	B	

Minor Lane/Major Mvmt	WBLn1	SBL	SBT
Capacity (veh/h)	619	1236	-
HCM Lane V/C Ratio	0.194	0.036	-
HCM Control Delay (s/veh)	12.2	8	-
HCM Lane LOS	B	A	-
HCM 95th %tile Q(veh)	0.7	0.1	-

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	432	703	136	310	1808	138
Future Volume (vph)	432	703	136	310	1808	138
Turn Type	NA	Perm	Perm	NA	NA	Perm
Protected Phases	4			8	6	
Permitted Phases		4	8			6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	28.0	28.0	28.0	28.0	29.0	29.0
Total Split (s)	46.0	46.0	46.0	46.0	44.0	44.0
Total Split (%)	51.1%	51.1%	51.1%	51.1%	48.9%	48.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 16 (18%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 4: Andrews Avenue & Sistrunk Boulevard/NW 6th Street/NE 6th Street

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	450	732	142	323	2071	144
v/c Ratio	0.55	1.04	0.47	0.39	0.98	0.21
Control Delay (s/veh)	21.5	69.4	24.2	19.4	33.2	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.5	69.4	24.2	19.4	33.2	7.1
Queue Length 50th (ft)	182	~441	69	145	418	21
Queue Length 95th (ft)	275	#661	126	190	m381	m22
Internal Link Dist (ft)	281			911	516	
Turn Bay Length (ft)			130			150
Base Capacity (vph)	820	706	302	820	2113	700
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.55	1.04	0.47	0.39	0.98	0.21

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.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	432	703	136	310	0	0	0	0	180	1808	138
Future Volume (vph)	0	432	703	136	310	0	0	0	0	180	1808	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		1.00	1.00	1.00	1.00						0.91	1.00
Frpb, ped/bikes		1.00	0.99	1.00	1.00						1.00	0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						1.00	1.00
Satd. Flow (prot)		1845	1545	1751	1845						5007	1534
Flt Permitted		1.00	1.00	0.37	1.00						1.00	1.00
Satd. Flow (perm)		1845	1545	680	1845						5007	1534
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	450	732	142	323	0	0	0	0	188	1883	144
RTOR Reduction (vph)	0	0	20	0	0	0	0	0	0	0	0	53
Lane Group Flow (vph)	0	450	712	142	323	0	0	0	0	0	2071	91
Confl. Peds. (#/hr)	8		2	2		8	8		7	7		8
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4	8						6		6
Actuated Green, G (s)		40.0	40.0	40.0	40.0						38.0	38.0
Effective Green, g (s)		40.0	40.0	40.0	40.0						38.0	38.0
Actuated g/C Ratio		0.44	0.44	0.44	0.44						0.42	0.42
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0	2.0						3.0	3.0
Lane Grp Cap (vph)		820	686	302	820						2114	647
v/s Ratio Prot		0.24			0.18							
v/s Ratio Perm			c0.46	0.21							0.41	0.06
v/c Ratio		0.55	1.04	0.47	0.39						0.98	0.14
Uniform Delay, d1		18.4	25.0	17.6	16.8						25.6	16.0
Progression Factor		1.00	1.00	1.02	1.05						1.01	1.12
Incremental Delay, d2		0.4	44.6	0.4	0.1						6.7	0.1
Delay (s)		18.8	69.6	18.4	17.7						32.6	18.0
Level of Service		B	E	B	B						C	B
Approach Delay (s/veh)		50.2			17.9			0.0			31.6	
Approach LOS		D			B			A			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	35.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	104.9%	ICU Level of Service	G
Analysis Period (min)	15		

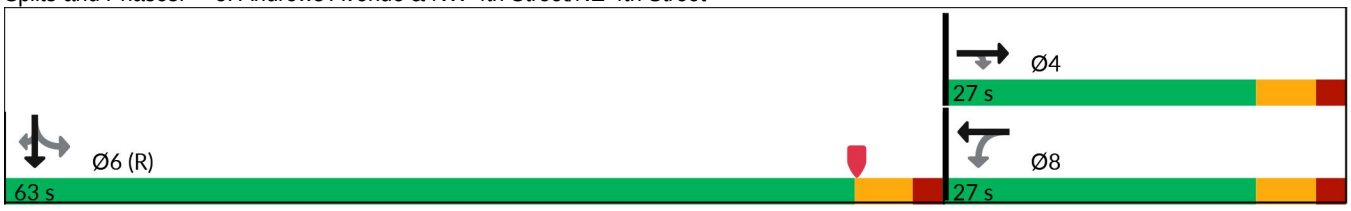
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	123	307	172	250	2310	170
Future Volume (vph)	123	307	172	250	2310	170
Turn Type	NA	Perm	Perm	NA	NA	Perm
Protected Phases	4			8	6	
Permitted Phases		4	8			6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	27.0	27.0	27.0	27.0	63.0	63.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	70.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 48 (53%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 5: Andrews Avenue & NW 4th Street/NE 4th Street



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	128	320	179	260	2630	177
v/c Ratio	0.34	0.94	0.72	0.77	0.91	0.19
Control Delay (s/veh)	31.9	68.6	38.4	38.9	8.0	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.9	68.6	38.4	38.9	8.0	0.5
Queue Length 50th (ft)	61	160	91	141	179	1
Queue Length 95th (ft)	112	#320	m#164	m#243	m180	m0
Internal Link Dist (ft)	190			908	1290	
Turn Bay Length (ft)		100	50			150
Base Capacity (vph)	387	350	259	348	2892	925
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.91	0.69	0.75	0.91	0.19

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	123	307	172	250	0	0	0	0	215	2310	170
Future Volume (vph)	0	123	307	172	250	0	0	0	0	215	2310	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		1.00	1.00	1.00	1.00						0.91	1.00
Frpb, ped/bikes		1.00	0.98	1.00	1.00						1.00	0.97
Flpb, ped/bikes		1.00	1.00	0.99	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						1.00	1.00
Satd. Flow (prot)		1660	1384	1568	1494						4509	1365
Flt Permitted		1.00	1.00	0.67	1.00						1.00	1.00
Satd. Flow (perm)		1660	1384	1114	1494						4509	1365
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	128	320	179	260	0	0	0	0	224	2406	177
RTOR Reduction (vph)	0	0	28	0	0	0	0	0	0	0	0	50
Lane Group Flow (vph)	0	128	292	179	260	0	0	0	0	0	2630	127
Confl. Peds. (#/hr)	6		5	5		6	5		5	5		5
Confl. Bikes (#/hr)						2						2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)					0	0						
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4	8						6		6
Actuated Green, G (s)		20.3	20.3	20.3	20.3						57.7	57.7
Effective Green, g (s)		20.3	20.3	20.3	20.3						57.7	57.7
Actuated g/C Ratio		0.23	0.23	0.23	0.23						0.64	0.64
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0	2.0						3.0	3.0
Lane Grp Cap (vph)		374	312	251	336						2890	875
v/s Ratio Prot		0.08			0.17							
v/s Ratio Perm			c0.21	0.16							0.58	0.09
v/c Ratio		0.34	0.94	0.71	0.77						0.91	0.14
Uniform Delay, d1		29.2	34.2	32.2	32.7						13.9	6.4
Progression Factor		1.00	1.00	0.72	0.73						0.41	0.22
Incremental Delay, d2		0.2	33.9	6.6	8.3						1.9	0.1
Delay (s)		29.4	68.1	29.8	32.3						7.6	1.5
Level of Service		C	E	C	C						A	A
Approach Delay (s/veh)		57.1			31.3			0.0			7.2	
Approach LOS		E			C			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	16.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	101.7%	ICU Level of Service	G
Analysis Period (min)	15		

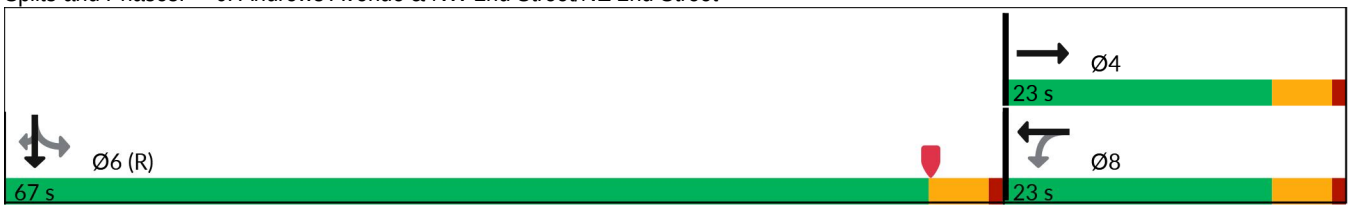
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	41	47	3	2470	103
Future Volume (vph)	41	47	3	2470	103
Turn Type	NA	Perm	NA	NA	Perm
Protected Phases	4		8	6	
Permitted Phases		8			6
Detector Phase	4	8	8	6	6
Switch Phase					
Minimum Initial (s)	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0
Total Split (s)	23.0	23.0	23.0	67.0	67.0
Total Split (%)	25.6%	25.6%	25.6%	74.4%	74.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 63 (70%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 6: Andrews Avenue & NW 2nd Street/NE 2nd Street



Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	66	50	3	2827	110
v/c Ratio	0.43	0.45	0.02	0.76	0.10
Control Delay (s/veh)	43.7	41.2	27.7	1.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.7	41.2	27.7	1.9	0.1
Queue Length 50th (ft)	33	28	2	79	0
Queue Length 95th (ft)	71	36	m5	106	m0
Internal Link Dist (ft)	113		909	605	
Turn Bay Length (ft)		50			150
Base Capacity (vph)	318	235	332	3732	1129
Starvation Cap Reductn	0	0	0	67	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.21	0.21	0.01	0.77	0.10

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	41	21	47	3	0	0	0	0	187	2470	103
Future Volume (vph)	0	41	21	47	3	0	0	0	0	187	2470	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						5.0	5.0
Lane Util. Factor		1.00		1.00	1.00						0.91	1.00
Frpb, ped/bikes		0.99		1.00	1.00						1.00	0.95
Flpb, ped/bikes		1.00		0.99	1.00						1.00	1.00
Frt		0.96		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		1574		1564	1660						4506	1344
Flt Permitted		1.00		0.71	1.00						1.00	1.00
Satd. Flow (perm)		1574		1176	1660						4506	1344
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	44	22	50	3	0	0	0	0	199	2628	110
RTOR Reduction (vph)	0	5	0	0	0	0	0	0	0	0	0	19
Lane Group Flow (vph)	0	61	0	50	3	0	0	0	0	0	2827	91
Confl. Peds. (#/hr)	7		6	6		7	11		13	13		11
Confl. Bikes (#/hr)									1			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)		7.4		7.4	7.4						72.6	72.6
Effective Green, g (s)		7.4		7.4	7.4						72.6	72.6
Actuated g/C Ratio		0.08		0.08	0.08						0.81	0.81
Clearance Time (s)		5.0		5.0	5.0						5.0	5.0
Vehicle Extension (s)		2.0		2.0	2.0						3.0	3.0
Lane Grp Cap (vph)		129		96	136						3634	1084
v/s Ratio Prot		0.04			0.00							
v/s Ratio Perm				c0.04							0.63	0.07
v/c Ratio		0.48		0.52	0.02						0.78	0.08
Uniform Delay, d1		39.4		39.6	38.0						4.5	1.8
Progression Factor		1.00		0.77	0.79						0.24	0.12
Incremental Delay, d2		1.0		2.3	0.0						0.8	0.1
Delay (s)		40.5		32.8	29.9						1.8	0.3
Level of Service		D		C	C						A	A
Approach Delay (s/veh)		40.5			32.6			0.0			1.8	
Approach LOS		D			C			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	3.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	81.6%	ICU Level of Service	D
Analysis Period (min)	15		

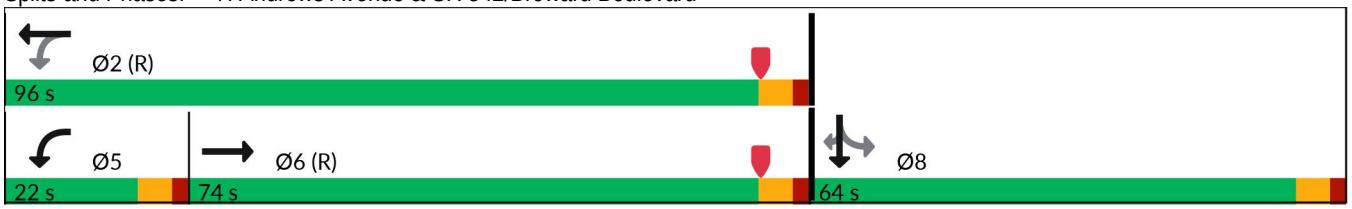
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	1224	289	1296	1644	312
Future Volume (vph)	1224	289	1296	1644	312
Turn Type	NA	pm+pt	NA	NA	Perm
Protected Phases	6	5	2	8	
Permitted Phases		2			8
Detector Phase	6	5	2	8	8
Switch Phase					
Minimum Initial (s)	15.0	5.0	15.0	6.0	6.0
Minimum Split (s)	31.0	11.0	29.0	39.0	39.0
Total Split (s)	74.0	22.0	96.0	64.0	64.0
Total Split (%)	46.3%	13.8%	60.0%	40.0%	40.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	C-Max	None	C-Max	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 125 (78%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 7: Andrews Avenue & SR 842/Broward Boulevard



Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	2427	301	1350	2124	325
v/c Ratio	1.89dr	1.51	0.53	1.31	0.60
Control Delay (s/veh)	206.5	273.8	47.5	184.7	38.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	206.5	273.8	47.5	184.7	38.8
Queue Length 50th (ft)	~1227	~394	544	~1042	227
Queue Length 95th (ft)	#1310	m#476	m594	#1131	339
Internal Link Dist (ft)	264		909	606	
Turn Bay Length (ft)					150
Base Capacity (vph)	1771	199	2549	1621	538
Starvation Cap Reductn	0	0	0	1	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.37	1.51	0.53	1.31	0.60

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

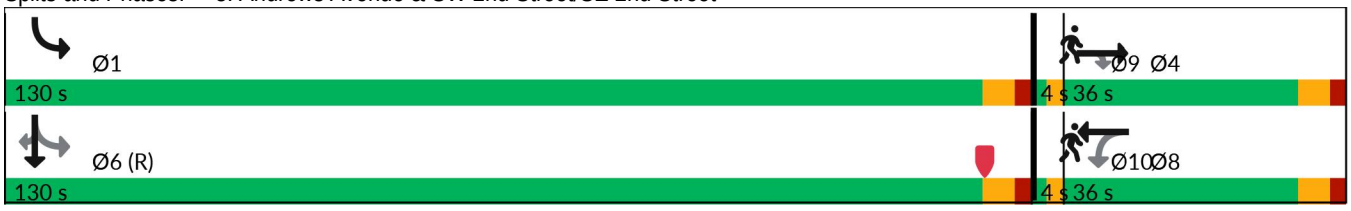
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1224	1106	289	1296	0	0	0	0	395	1644	312
Future Volume (veh/h)	0	1224	1106	289	1296	0	0	0	0	395	1644	312
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1670	1670	1670	1670	1670				1670	1670	1670
Adj Flow Rate, veh/h	0	1275	1141	301	1350	0				411	1712	261
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	3	3	3	3	3				3	3	3
Cap, veh/h	0	1292	598	204	2564	0				325	1366	508
Arrive On Green	0.00	0.57	0.57	0.13	0.75	0.00				0.36	0.36	0.36
Sat Flow, veh/h	0	3190	1406	1590	4709	0				897	3768	1402
Grp Volume(v), veh/h	0	1275	1141	301	1350	0				745	1378	261
Grp Sat Flow(s),veh/h/ln	0	1520	1406	1590	1520	0				1625	1520	1402
Q Serve(g_s), s	0.0	66.0	68.0	16.0	19.7	0.0				58.0	58.0	23.3
Cycle Q Clear(g_c), s	0.0	66.0	68.0	16.0	19.7	0.0				58.0	58.0	23.3
Prop In Lane	0.00		1.00	1.00		0.00				0.55		1.00
Lane Grp Cap(c), veh/h	0	1292	598	204	2564	0				589	1102	508
V/C Ratio(X)	0.00	0.99	1.91	1.48	0.53	0.00				1.26	1.25	0.51
Avail Cap(c_a), veh/h	0	1292	598	204	2564	0				589	1102	508
HCM Platoon Ratio	1.00	1.33	1.33	1.33	1.33	1.33				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.36	0.36	0.00				0.58	0.58	0.58
Uniform Delay (d), s/veh	0.0	34.3	34.8	51.3	11.3	0.0				51.0	51.0	39.9
Incr Delay (d2), s/veh	0.0	22.1	415.3	223.3	0.3	0.0				126.9	117.4	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	26.3	90.2	16.6	5.5	0.0				44.3	39.9	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	56.5	450.1	274.5	11.6	0.0				177.9	168.4	40.2
LnGrp LOS		E	F	F	B					F	F	D
Approach Vol, veh/h		2416			1651						2384	
Approach Delay, s/veh		242.4			59.5						157.3	
Approach LOS		F			E						F	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		96.0			22.0	74.0		64.0				
Change Period (Y+Rc), s		6.0			6.0	6.0		6.0				
Max Green Setting (Gmax), s		90.0			16.0	68.0		58.0				
Max Q Clear Time (g_c+I1), s		21.7			18.0	70.0		60.0				
Green Ext Time (p_c), s		15.0			0.0	0.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			164.2									
HCM 7th LOS			F									

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR	Ø1	Ø9	Ø10
Lane Configurations									
Traffic Volume (vph)	158	137	59	6	2095	316			
Future Volume (vph)	158	137	59	6	2095	316			
Turn Type	NA	Perm	Perm	NA	NA	Perm			
Protected Phases	4			8	6		1	9	10
Permitted Phases		4	8			6			
Detector Phase	4	4	8	8	6	6			
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	7.0	7.0	4.0	1.0	1.0
Minimum Split (s)	33.0	33.0	33.0	33.0	26.0	26.0	10.0	4.0	4.0
Total Split (s)	36.0	36.0	36.0	36.0	130.0	130.0	130.0	4.0	4.0
Total Split (%)	21.2%	21.2%	21.2%	21.2%	76.5%	76.5%	76%	2%	2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0			
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	None	None	None

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 28 (16%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 8: Andrews Avenue & SW 2nd Street/SE 2nd Street



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	172	149	64	7	2749	343
v/c Ratio	0.68	0.65	0.64	0.03	0.79	0.33
Control Delay (s/veh)	81.6	66.0	95.5	59.8	15.2	3.9
Queue Delay	0.0	6.6	11.1	0.0	12.7	0.6
Total Delay (s/veh)	81.6	72.6	106.7	59.8	27.9	4.5
Queue Length 50th (ft)	182	124	67	7	657	46
Queue Length 95th (ft)	267	205	126	23	757	91
Internal Link Dist (ft)	237			244	539	
Turn Bay Length (ft)						150
Base Capacity (vph)	297	264	121	295	3465	1041
Starvation Cap Reductn	0	0	0	0	755	372
Spillback Cap Reductn	0	73	35	0	562	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.78	0.74	0.02	1.01	0.51

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	158	137	59	6	0	0	0	0	434	2095	316
Future Volume (vph)	0	158	137	59	6	0	0	0	0	434	2095	316
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		1.00	1.00	1.00	1.00						0.91	1.00
Frpb, ped/bikes		1.00	0.94	1.00	1.00						1.00	0.92
Flpb, ped/bikes		1.00	1.00	0.97	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.99	1.00
Satd. Flow (prot)		1676	1339	1545	1676						4538	1306
Flt Permitted		1.00	1.00	0.42	1.00						0.99	1.00
Satd. Flow (perm)		1676	1339	686	1676						4538	1306
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	172	149	64	7	0	0	0	0	472	2277	343
RTOR Reduction (vph)	0	0	27	0	0	0	0	0	0	0	0	45
Lane Group Flow (vph)	0	172	122	64	7	0	0	0	0	0	2749	298
Confl. Peds. (#/hr)	66		24	24		66	15		17	17		15
Confl. Bikes (#/hr)			3						3			3
Turn Type		NA	Perm	Perm	NA					pm+pt	NA	Perm
Protected Phases		4			8					1	6	
Permitted Phases			4	8						6		6
Actuated Green, G (s)		25.7	25.7	25.3	25.3						129.1	129.1
Effective Green, g (s)		25.7	25.7	25.3	25.3						129.1	129.1
Actuated g/C Ratio		0.15	0.15	0.15	0.15						0.76	0.76
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0	2.0						0.2	0.2
Lane Grp Cap (vph)		253	202	102	249						3446	991
v/s Ratio Prot		c0.10			0.00						c0.61	
v/s Ratio Perm			0.09	0.09								0.23
v/c Ratio		0.68	0.60	0.63	0.03						0.80	0.30
Uniform Delay, d1		68.3	67.4	67.9	61.8						12.5	6.4
Progression Factor		1.00	1.00	1.00	1.00						1.00	1.00
Incremental Delay, d2		5.6	3.5	8.4	0.0						1.3	0.8
Delay (s)		73.9	70.8	76.3	61.9						13.7	7.2
Level of Service		E	E	E	E						B	A
Approach Delay (s/veh)		72.5			74.9			0.0			13.0	
Approach LOS		E			E			A			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	19.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	93.5%	ICU Level of Service	F
Analysis Period (min)	15		

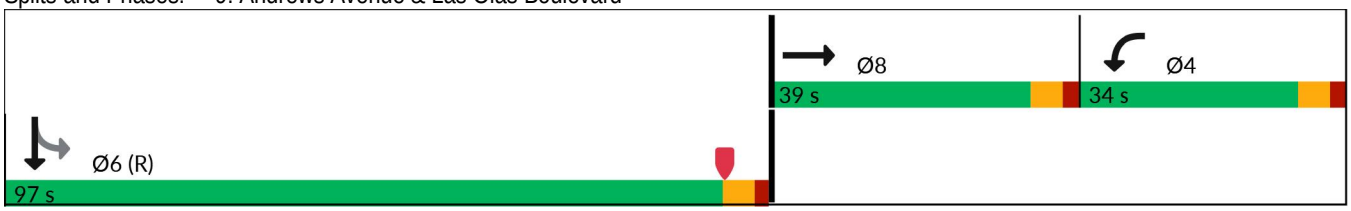
c Critical Lane Group

Lane Group	EBT	WBL	SBT
Lane Configurations			
Traffic Volume (vph)	73	363	1805
Future Volume (vph)	73	363	1805
Turn Type	NA	Prot	NA
Protected Phases	8	4	6
Permitted Phases			
Detector Phase	8	4	6
Switch Phase			
Minimum Initial (s)	6.0	5.0	7.0
Minimum Split (s)	39.0	34.0	39.0
Total Split (s)	39.0	34.0	97.0
Total Split (%)	22.9%	20.0%	57.1%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?			
Recall Mode	None	None	C-Max

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 164 (96%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 9: Andrews Avenue & Las Olas Boulevard



Lane Group	EBT	WBL	SBT
Lane Group Flow (vph)	279	386	2436
v/c Ratio	0.88dr	0.85	0.93
Control Delay (s/veh)	69.5	87.8	29.1
Queue Delay	0.0	0.0	18.2
Total Delay (s/veh)	69.5	87.8	47.2
Queue Length 50th (ft)	140	214	~1054
Queue Length 95th (ft)	192	278	#1122
Internal Link Dist (ft)	104		322
Turn Bay Length (ft)			
Base Capacity (vph)	536	504	2626
Starvation Cap Reductn	0	0	271
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.52	0.77	1.03

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.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	73	189	363	0	0	0	0	0	485	1805	0
Future Volume (vph)	0	73	189	363	0	0	0	0	0	485	1805	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0							6.0	
Lane Util. Factor		0.95		0.97							0.91	
Frpb, ped/bikes		0.96		1.00							1.00	
Flpb, ped/bikes		1.00		1.00							0.99	
Frt		0.89		1.00							1.00	
Flt Protected		1.00		0.95							0.99	
Satd. Flow (prot)		2698		3060							4453	
Flt Permitted		1.00		0.95							0.99	
Satd. Flow (perm)		2698		3060							4453	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	78	201	386	0	0	0	0	0	516	1920	0
RTOR Reduction (vph)	0	14	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	265	0	386	0	0	0	0	0	0	2436	0
Confl. Peds. (#/hr)	18		28	28		18	22		22	22		22
Confl. Bikes (#/hr)			2						4			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)						0						
Turn Type		NA		Prot						Perm	NA	
Protected Phases		8		4							6	
Permitted Phases										6		
Actuated Green, G (s)		26.5		25.3							100.2	
Effective Green, g (s)		26.5		25.3							100.2	
Actuated g/C Ratio		0.16		0.15							0.59	
Clearance Time (s)		6.0		6.0							6.0	
Vehicle Extension (s)		2.0		2.0							1.0	
Lane Grp Cap (vph)		420		455							2624	
v/s Ratio Prot		c0.10		c0.13								
v/s Ratio Perm											0.55	
v/c Ratio		0.88dr		0.85							0.93	
Uniform Delay, d1		67.2		70.5							31.6	
Progression Factor		1.00		1.00							0.72	
Incremental Delay, d2		2.3		13.2							4.7	
Delay (s)		69.5		83.7							27.5	
Level of Service		E		F							C	
Approach Delay (s/veh)		69.5			83.7			0.0			27.5	
Approach LOS		E			F			A			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	38.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	120.9%	ICU Level of Service	H
Analysis Period (min)	15		

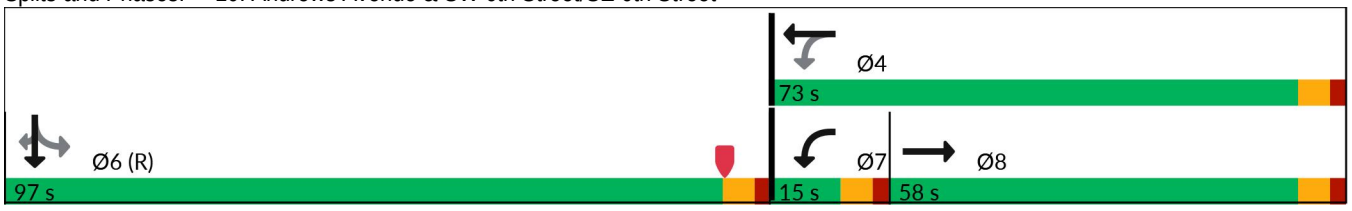
dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	0	89	8	2062	288
Future Volume (vph)	0	89	8	2062	288
Turn Type	NA	pm+pt	NA	NA	Perm
Protected Phases	8	7	4	6	
Permitted Phases		4			6
Detector Phase	8	7	4	6	6
Switch Phase					
Minimum Initial (s)	6.0	6.0	6.0	12.0	12.0
Minimum Split (s)	27.0	27.0	27.0	26.0	26.0
Total Split (s)	58.0	15.0	73.0	97.0	97.0
Total Split (%)	34.1%	8.8%	42.9%	57.1%	57.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 33 (19%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 10: Andrews Avenue & SW 6th Street/SE 6th Street



Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	384	101	9	2343	327
v/c Ratio	0.95	0.58	0.01	0.92	0.43
Control Delay (s/veh)	84.5	50.1	31.8	26.3	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	84.5	50.1	31.8	26.3	5.3
Queue Length 50th (ft)	359	73	6	734	35
Queue Length 95th (ft)	#534	118	19	786	m48
Internal Link Dist (ft)	240		899	1642	
Turn Bay Length (ft)					150
Base Capacity (vph)	432	173	654	2535	767
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	3	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.89	0.58	0.01	0.93	0.43

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	338	89	8	0	0	0	0	0	2062	288
Future Volume (vph)	0	0	338	89	8	0	0	0	0	0	2062	288
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	6.0
Lane Util. Factor		1.00		1.00	1.00						0.91	1.00
Frpb, ped/bikes		0.89		1.00	1.00						1.00	0.90
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.87		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		1282		1419	1660						4532	1276
Flt Permitted		1.00		0.21	1.00						1.00	1.00
Satd. Flow (perm)		1282		308	1660						4532	1276
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	0	384	101	9	0	0	0	0	0	2343	327
RTOR Reduction (vph)	0	42	0	0	0	0	0	0	0	0	0	54
Lane Group Flow (vph)	0	342	0	101	9	0	0	0	0	0	2343	273
Confl. Peds. (#/hr)	21		40	40		21	18		2	2		18
Confl. Bikes (#/hr)						1						1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)				0								
Turn Type		NA		pm+pt	NA						NA	Perm
Protected Phases		8		7	4						6	
Permitted Phases				4						6		6
Actuated Green, G (s)		47.9		62.9	62.9						95.1	95.1
Effective Green, g (s)		47.9		62.9	62.9						95.1	95.1
Actuated g/C Ratio		0.28		0.37	0.37						0.56	0.56
Clearance Time (s)		6.0		6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0		2.0	2.0						3.0	3.0
Lane Grp Cap (vph)		361		172	614						2535	713
v/s Ratio Prot		c0.27		c0.03	0.01						c0.52	
v/s Ratio Perm				0.19								0.21
v/c Ratio		0.95		0.59	0.01						0.92	0.38
Uniform Delay, d1		59.8		40.0	33.9						34.2	21.0
Progression Factor		1.00		1.00	1.00						0.62	0.32
Incremental Delay, d2		33.5		3.3	0.0						4.2	0.9
Delay (s)		93.3		43.3	33.9						25.3	7.6
Level of Service		F		D	C						C	A
Approach Delay (s/veh)		93.3			42.5			0.0			23.1	
Approach LOS		F			D			A			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	32.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	91.4%	ICU Level of Service	F
Analysis Period (min)	15		

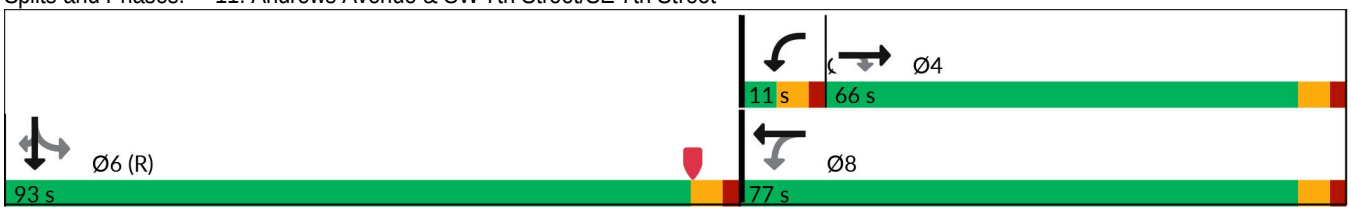
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	317	122	28	113	1500	59
Future Volume (vph)	317	122	28	113	1500	59
Turn Type	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		3	8	6	
Permitted Phases		4	8			6
Detector Phase	4	4	3	8	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	5.0	6.0	12.0	12.0
Minimum Split (s)	27.0	27.0	11.0	27.0	25.0	25.0
Total Split (s)	66.0	66.0	11.0	77.0	93.0	93.0
Total Split (%)	38.8%	38.8%	6.5%	45.3%	54.7%	54.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 57 (34%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 11: Andrews Avenue & SW 7th Street/SE 7th Street



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	334	128	29	119	1697	62
v/c Ratio	0.88	0.32	0.17	0.23	0.61	0.07
Control Delay (s/veh)	83.4	27.6	37.6	41.3	10.2	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.4	0.0
Total Delay (s/veh)	83.4	27.6	37.6	41.3	10.6	0.3
Queue Length 50th (ft)	360	62	22	95	191	2
Queue Length 95th (ft)	447	115	44	138	387	m1
Internal Link Dist (ft)	244			248	562	
Turn Bay Length (ft)		50				150
Base Capacity (vph)	527	527	168	693	2771	851
Starvation Cap Reductn	0	0	0	0	510	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.24	0.17	0.17	0.75	0.07

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	317	122	28	113	0	0	0	0	112	1500	59
Future Volume (vph)	0	317	122	28	113	0	0	0	0	112	1500	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		1.00	1.00	1.00	1.00						0.91	1.00
Frpb, ped/bikes		1.00	0.98	1.00	1.00						1.00	0.96
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						1.00	1.00
Satd. Flow (prot)		1494	1388	1577	1660						4512	1350
Flt Permitted		1.00	1.00	0.23	1.00						1.00	1.00
Satd. Flow (perm)		1494	1388	386	1660						4512	1350
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	334	128	29	119	0	0	0	0	118	1579	62
RTOR Reduction (vph)	0	0	43	0	0	0	0	0	0	0	0	23
Lane Group Flow (vph)	0	334	85	29	119	0	0	0	0	0	1697	39
Confl. Peds. (#/hr)	2		2	2		2	5		3	3		5
Confl. Bikes (#/hr)						1						2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)		0										
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	Perm
Protected Phases		4		3	8						6	
Permitted Phases			4	8						6		6
Actuated Green, G (s)		43.4	43.4	54.9	54.9						103.1	103.1
Effective Green, g (s)		43.4	43.4	54.9	54.9						103.1	103.1
Actuated g/C Ratio		0.26	0.26	0.32	0.32						0.61	0.61
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0	2.0	3.0	2.0						3.0	3.0
Lane Grp Cap (vph)		381	354	163	536						2736	818
v/s Ratio Prot		c0.22		0.01	c0.07							
v/s Ratio Perm			0.06	0.05							0.38	0.03
v/c Ratio		0.88	0.24	0.18	0.22						0.62	0.05
Uniform Delay, d1		60.7	50.2	42.2	42.0						21.1	13.6
Progression Factor		1.00	1.00	1.00	1.00						0.44	0.04
Incremental Delay, d2		19.1	0.1	0.5	0.1						0.4	0.0
Delay (s)		79.9	50.3	42.7	42.1						9.6	0.6
Level of Service		E	D	D	D						A	A
Approach Delay (s/veh)		71.7			42.2			0.0			9.3	
Approach LOS		E			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	23.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	72.8%	ICU Level of Service	C
Analysis Period (min)	15		

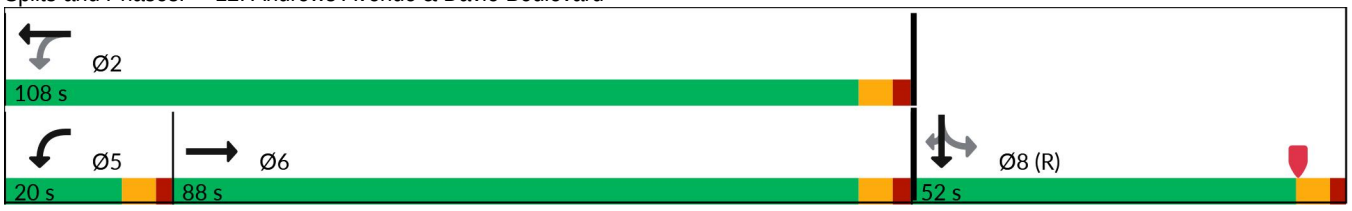
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	1059	154	587	855	376
Future Volume (vph)	1059	154	587	855	376
Turn Type	NA	pm+pt	NA	NA	Perm
Protected Phases	6	5	2	8	
Permitted Phases		2			8
Detector Phase	6	5	2	8	8
Switch Phase					
Minimum Initial (s)	12.0	4.0	12.0	6.0	6.0
Minimum Split (s)	40.0	10.0	40.0	34.0	34.0
Total Split (s)	88.0	20.0	108.0	52.0	52.0
Total Split (%)	55.0%	12.5%	67.5%	32.5%	32.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?					
Recall Mode	Min	None	Min	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 52 (33%), Referenced to phase 8:SBTL, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 12: Andrews Avenue & Davie Boulevard



Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	1647	181	691	1337	442
v/c Ratio	0.95	0.91	0.31	0.93	0.75
Control Delay (s/veh)	49.0	52.0	28.3	66.9	36.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	49.0	52.0	28.3	66.9	36.9
Queue Length 50th (ft)	827	174	291	502	244
Queue Length 95th (ft)	851	m146	m239	524	344
Internal Link Dist (ft)	223		909	1907	
Turn Bay Length (ft)		160			150
Base Capacity (vph)	1743	200	2234	1441	586
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.94	0.91	0.31	0.93	0.75

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

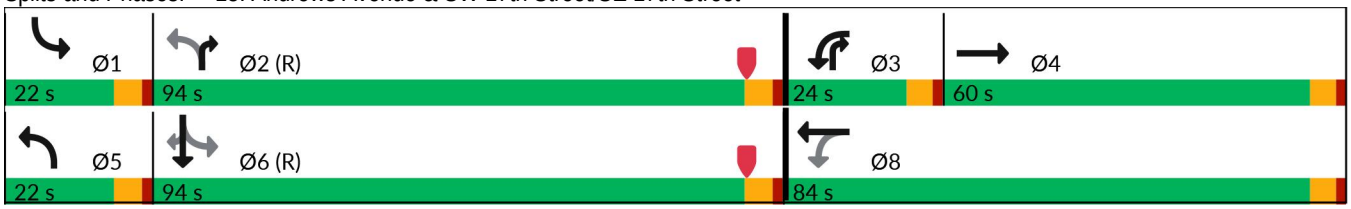
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1059	341	154	587	0	0	0	0	281	855	376
Future Volume (veh/h)	0	1059	341	154	587	0	0	0	0	281	855	376
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	1246	356	181	691	0				331	1006	208
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85				0.85	0.85	0.85
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	1337	374	200	2141	0				368	1118	444
Arrive On Green	0.00	0.66	0.66	0.10	0.81	0.00				0.29	0.29	0.29
Sat Flow, veh/h	0	2805	758	1767	3618	0				1280	3889	1544
Grp Volume(v), veh/h	0	800	802	181	691	0				463	874	208
Grp Sat Flow(s),veh/h/ln	0	1763	1707	1767	1763	0				1792	1689	1544
Q Serve(g_s), s	0.0	63.1	68.9	10.3	8.2	0.0				39.8	39.8	17.7
Cycle Q Clear(g_c), s	0.0	63.1	68.9	10.3	8.2	0.0				39.8	39.8	17.7
Prop In Lane	0.00		0.44	1.00		0.00				0.71		1.00
Lane Grp Cap(c), veh/h	0	869	842	200	2141	0				515	971	444
V/C Ratio(X)	0.00	0.92	0.95	0.90	0.32	0.00				0.90	0.90	0.47
Avail Cap(c_a), veh/h	0	903	875	219	2248	0				515	971	444
HCM Platoon Ratio	1.00	1.33	1.33	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.09	0.09	0.00				0.78	0.78	0.78
Uniform Delay (d), s/veh	0.0	24.9	25.9	44.7	6.8	0.0				54.8	54.8	46.9
Incr Delay (d2), s/veh	0.0	14.2	19.5	4.7	0.0	0.0				17.6	10.5	2.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	26.6	29.1	7.4	2.7	0.0				20.5	18.4	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	39.0	45.4	49.4	6.8	0.0				72.4	65.3	49.7
LnGrp LOS		D	D	D	A					E	E	D
Approach Vol, veh/h		1602			872						1545	
Approach Delay, s/veh		42.2			15.7						65.3	
Approach LOS		D			B						E	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		103.2			18.3	84.9		52.0				
Change Period (Y+Rc), s		6.0			6.0	6.0		6.0				
Max Green Setting (Gmax), s		102.0			14.0	82.0		46.0				
Max Q Clear Time (g_c+I1), s		10.2			12.3	70.9		41.8				
Green Ext Time (p_c), s		5.8			0.0	7.9		2.6				
Intersection Summary												
HCM 7th Control Delay, s/veh			45.3									
HCM 7th LOS			D									

Lane Group	EBT	WBL	WBT	NBL	NBR	SBL	SBT	SBR	Ø2
Lane Configurations									
Traffic Volume (vph)	609	109	156	67	1608	300	497	172	
Future Volume (vph)	609	109	156	67	1608	300	497	172	
Turn Type	NA	pm+pt	NA	pm+pt	pt+ov	pm+pt	NA	Perm	
Protected Phases	4	3	8	5	2 3	1	6		2
Permitted Phases		8		2		6		6	
Detector Phase	4	3	8	5	2 3	1	6	6	
Switch Phase									
Minimum Initial (s)	6.0	5.0	6.0	4.0		4.0	10.0	10.0	10.0
Minimum Split (s)	39.5	10.5	39.5	9.5		9.5	39.5	39.5	39.5
Total Split (s)	60.0	24.0	84.0	22.0		22.0	94.0	94.0	94.0
Total Split (%)	30.0%	12.0%	42.0%	11.0%		11.0%	47.0%	47.0%	47%
Yellow Time (s)	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5	5.5	5.5		5.5	5.5	5.5	
Lead/Lag	Lag	Lead		Lead		Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes							
Recall Mode	None	None	None	None		None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 200
Actuated Cycle Length: 200
Offset: 0 (0%), Referenced to phase 2:NBL and 6:SBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 13: Andrews Avenue & SW 17th Street/SE 17th Street



Lane Group	EBT	WBL	WBT	NBL	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	724	117	168	72	1729	323	534	185
v/c Ratio	0.89	0.50	0.13	0.17	0.77	0.32	0.30	0.22
Control Delay (s/veh)	87.2	51.8	41.3	21.3	27.7	23.9	29.8	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	87.2	51.8	41.3	21.3	27.7	23.9	29.8	7.3
Queue Length 50th (ft)	488	105	77	41	649	217	212	24
Queue Length 95th (ft)	545	164	104	73	731	304	276	78
Internal Link Dist (ft)	226		905				2503	
Turn Bay Length (ft)		70		145	105			150
Base Capacity (vph)	942	232	1375	513	2221	1003	1775	847
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.50	0.12	0.14	0.78	0.32	0.30	0.22

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	609	64	109	156	0	67	0	1608	300	497	172
Future Volume (vph)	0	609	64	109	156	0	67	0	1608	300	497	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5		5.5	5.5		5.5		5.5	5.5	5.5	5.5
Lane Util. Factor		0.95		1.00	0.95		1.00		0.76	1.00	0.95	1.00
Frpb, ped/bikes		1.00		1.00	1.00		1.00		1.00	1.00	1.00	0.97
Flpb, ped/bikes		1.00		1.00	1.00		1.00		1.00	1.00	1.00	1.00
Frt		0.99		1.00	1.00		1.00		0.85	1.00	1.00	0.85
Flt Protected		1.00		0.95	1.00		0.95		1.00	0.95	1.00	1.00
Satd. Flow (prot)		3446		1752	3505		1748		3575	1752	3505	1527
Flt Permitted		1.00		0.08	1.00		0.45		1.00	0.95	1.00	1.00
Satd. Flow (perm)		3446		151	3505		822		3575	1752	3505	1527
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	655	69	117	168	0	72	0	1729	323	534	185
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	142	0	0	74
Lane Group Flow (vph)	0	720	0	117	168	0	72	0	1587	323	534	111
Confl. Peds. (#/hr)	9		6	6		9	8					8
Confl. Bikes (#/hr)			5			2						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA		pm+pt	NA		pm+pt		pt+ov	pm+pt	NA	Perm
Protected Phases		4		3	8		5		2 3	1	6	
Permitted Phases				8			2			6		6
Actuated Green, G (s)		47.0		74.5	74.5		97.5		117.3	114.5	101.3	101.3
Effective Green, g (s)		47.0		74.5	74.5		97.5		117.3	114.5	101.3	101.3
Actuated g/C Ratio		0.24		0.37	0.37		0.49		0.59	0.57	0.51	0.51
Clearance Time (s)		5.5		5.5	5.5		5.5			5.5	5.5	5.5
Vehicle Extension (s)		2.0		3.0	2.0		1.5			1.5	3.0	3.0
Lane Grp Cap (vph)		809		232	1305		436		2096	1003	1775	773
v/s Ratio Prot		c0.21		0.06	0.05		0.01		c0.44	c0.03	0.15	
v/s Ratio Perm				0.13			0.07			0.15		0.07
v/c Ratio		0.89		0.50	0.13		0.17		0.76	0.32	0.30	0.14
Uniform Delay, d1		74.0		47.3	41.4		27.4		30.8	22.4	28.7	26.3
Progression Factor		1.00		1.00	1.00		1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2		11.7		1.7	0.0		0.1		1.6	0.1	0.4	0.4
Delay (s)		85.7		49.0	41.4		27.5		32.4	22.5	29.2	26.7
Level of Service		F		D	D		C		C	C	C	C
Approach Delay (s/veh)		85.7			44.5			32.2			26.6	
Approach LOS		F			D			C			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	41.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	200.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	88.5%	ICU Level of Service	E
Analysis Period (min)	15		

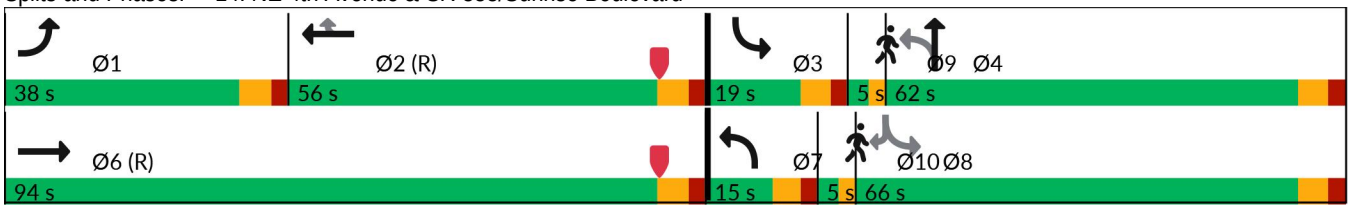
c Critical Lane Group

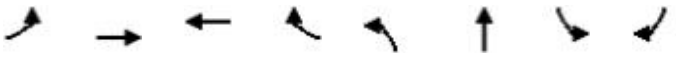
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBR	Ø9	Ø10
Lane Configurations										
Traffic Volume (vph)	265	1477	1179	85	464	911	159	251		
Future Volume (vph)	265	1477	1179	85	464	911	159	251		
Turn Type	Prot	NA	NA	Perm	pm+pt	NA	pm+pt	Perm		
Protected Phases	1	6	2		7	4	3		9	10
Permitted Phases				2	4		8	8		
Detector Phase	1	6	2	2	7	4	3	8		
Switch Phase										
Minimum Initial (s)	5.0	12.0	12.0	12.0	4.0	6.0	4.0	6.0	1.0	1.0
Minimum Split (s)	11.5	49.5	47.5	47.5	10.0	54.5	10.0	47.5	5.0	5.0
Total Split (s)	38.0	94.0	56.0	56.0	15.0	62.0	19.0	66.0	5.0	5.0
Total Split (%)	21.1%	52.2%	31.1%	31.1%	8.3%	34.4%	10.6%	36.7%	3%	3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.5	2.0	2.5	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.0	6.5	6.0	6.5		
Lead/Lag	Lead		Lag	Lag	Lead		Lead		Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	C-Min	C-Min	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 14: NE 4th Avenue & SR 838/Sunrise Boulevard





Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBR
Lane Group Flow (vph)	279	1555	1241	89	488	1034	167	264
v/c Ratio	0.95	0.62	0.84	0.17	0.37	0.91	0.95	0.38
Control Delay (s/veh)	135.5	30.5	66.2	4.6	27.2	54.3	101.1	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	135.5	30.5	66.2	4.6	27.2	54.3	101.1	5.4
Queue Length 50th (ft)	349	258	520	0	168	407	146	0
Queue Length 95th (ft)	m#438	333	582	29	214	469	#315	66
Internal Link Dist (ft)		1177	669			489		
Turn Bay Length (ft)	260			210			330	
Base Capacity (vph)	309	2514	1482	527	1312	1146	176	713
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.62	0.84	0.17	0.37	0.90	0.95	0.37

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	265	1477	0	0	1179	85	464	911	71	159	0	251
Future Volume (vph)	265	1477	0	0	1179	85	464	911	71	159	0	251
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5			6.5	6.5	6.0	6.5		6.0		6.5
Lane Util. Factor	1.00	0.91			0.91	1.00	0.97	0.95		1.00		1.00
Frpb, ped/bikes	1.00	1.00			1.00	0.98	1.00	1.00		1.00		0.98
Flpb, ped/bikes	1.00	1.00			1.00	1.00	0.99	1.00		1.00		1.00
Frt	1.00	1.00			1.00	0.85	1.00	0.99		1.00		0.85
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00		0.95		1.00
Satd. Flow (prot)	1770	5085			5085	1545	3412	3495		1770		1552
Flt Permitted	0.95	1.00			1.00	1.00	0.95	1.00		0.06		1.00
Satd. Flow (perm)	1770	5085			5085	1545	3412	3495		121		1552
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	279	1555	0	0	1241	89	488	959	75	167	0	264
RTOR Reduction (vph)	0	0	0	0	0	63	0	3	0	0	0	174
Lane Group Flow (vph)	279	1555	0	0	1241	26	488	1031	0	167	0	90
Confl. Peds. (#/hr)	6		3	3		6	5		6	6		5
Confl. Bikes (#/hr)			4			2			3			
Turn Type	Prot	NA			NA	Perm	pm+pt	NA		pm+pt		Perm
Protected Phases	1	6			2		7	4		3		
Permitted Phases						2	4			8		8
Actuated Green, G (s)	30.0	89.0			52.5	52.5	68.7	58.3		75.3		61.6
Effective Green, g (s)	30.0	89.0			52.5	52.5	68.7	58.3		75.3		61.6
Actuated g/C Ratio	0.17	0.49			0.29	0.29	0.38	0.32		0.42		0.34
Clearance Time (s)	6.5	6.5			6.5	6.5	6.0	6.5		6.0		6.5
Vehicle Extension (s)	1.5	3.0			3.0	3.0	1.5	2.0		1.5		2.0
Lane Grp Cap (vph)	295	2514			1483	450	1302	1131		176		531
v/s Ratio Prot	c0.16	0.31			c0.24		0.02	0.29		c0.07		
v/s Ratio Perm						0.02	0.12			c0.32		0.06
v/c Ratio	0.95	0.62			0.84	0.06	0.37	0.91		0.95		0.17
Uniform Delay, d1	74.2	33.1			59.7	45.9	40.2	58.4		53.7		41.3
Progression Factor	1.49	0.89			1.00	1.00	0.72	0.73		1.00		1.00
Incremental Delay, d2	26.3	0.7			5.8	0.2	0.1	10.1		52.0		0.1
Delay (s)	137.0	30.1			65.5	46.2	29.1	52.9		105.6		41.4
Level of Service	F	C			E	D	C	D		F		D
Approach Delay (s/veh)		46.4			64.2			45.3			66.3	
Approach LOS		D			E			D			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	52.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	27.5
Intersection Capacity Utilization	96.8%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	32	0	0	1380	0	0
Future Vol, veh/h	32	0	0	1380	0	0
Conflicting Peds, #/hr	0	1	3	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	0	0	1516	0	0

Major/Minor	Minor2		Major1	
Conflicting Flow All	607	-	-	0
Stage 1	0	-	-	-
Stage 2	607	-	-	-
Critical Hdwy	5.74	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-
Follow-up Hdwy	3.82	-	-	-
Pot Cap-1 Maneuver	486	0	0	-
Stage 1	-	0	0	-
Stage 2	462	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	486	-	-	-
Mov Cap-2 Maneuver	486	-	-	-
Stage 1	-	-	-	-
Stage 2	462	-	-	-

Approach	EB	NB
HCM Control Delay, s/v	12.99	0
HCM LOS	B	

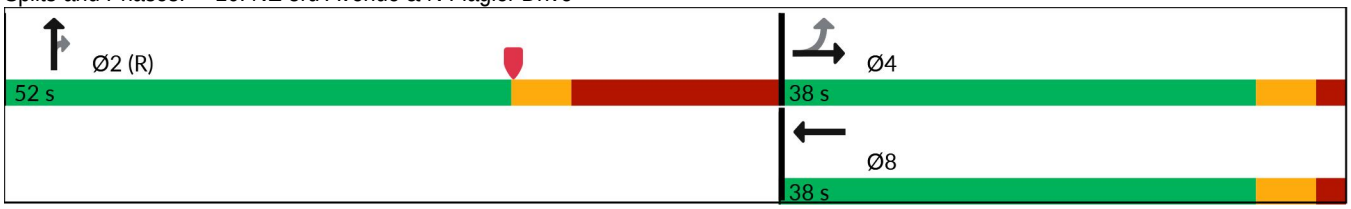
Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	486
HCM Lane V/C Ratio	-	0.072
HCM Control Delay (s/veh)	-	13
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	0.2

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	39	8	43	1253	254
Future Volume (vph)	39	8	43	1253	254
Turn Type	Perm	NA	NA	NA	Perm
Protected Phases		4	8	2	
Permitted Phases	4				2
Detector Phase	4	4	8	2	2
Switch Phase					
Minimum Initial (s)	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	38.0	38.0	38.0	45.0	45.0
Total Split (s)	38.0	38.0	38.0	52.0	52.0
Total Split (%)	42.2%	42.2%	42.2%	57.8%	57.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	14.0	14.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	18.0	18.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 83 (92%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 16: NE 3rd Avenue & N Flagler Drive



Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	42	9	158	1362	276
v/c Ratio	0.26	0.03	0.63	0.46	0.27
Control Delay (s/veh)	35.7	32.3	45.4	7.2	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.7	32.3	45.4	7.2	0.8
Queue Length 50th (ft)	23	5	82	67	0
Queue Length 95th (ft)	m24	m6	136	88	4
Internal Link Dist (ft)		1307	202	1514	
Turn Bay Length (ft)	50				150
Base Capacity (vph)	388	662	597	2987	1011
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.11	0.01	0.26	0.46	0.27

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	8	0	0	43	102	0	1253	254	0	0	0
Future Volume (vph)	39	8	0	0	43	102	0	1253	254	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0			18.0	18.0			
Lane Util. Factor	1.00	1.00			1.00			0.91	1.00			
Frpb, ped/bikes	1.00	1.00			0.99			1.00	0.98			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.91			1.00	0.85			
Flt Protected	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (prot)	1767	1863			1666			5085	1546			
Flt Permitted	0.59	1.00			1.00			1.00	1.00			
Satd. Flow (perm)	1091	1863			1666			5085	1546			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	42	9	0	0	47	111	0	1362	276	0	0	0
RTOR Reduction (vph)	0	0	0	0	6	0	0	0	103	0	0	0
Lane Group Flow (vph)	42	9	0	0	152	0	0	1362	173	0	0	0
Confl. Peds. (#/hr)	2		4	4		2	4		2	2		4
Confl. Bikes (#/hr)						2						
Turn Type	Perm	NA			NA			NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4								2			
Actuated Green, G (s)	13.1	13.1			13.1			52.9	52.9			
Effective Green, g (s)	13.1	13.1			13.1			52.9	52.9			
Actuated g/C Ratio	0.15	0.15			0.15			0.59	0.59			
Clearance Time (s)	6.0	6.0			6.0			18.0	18.0			
Vehicle Extension (s)	2.5	2.5			2.5			3.0	3.0			
Lane Grp Cap (vph)	158	271			242			2988	908			
v/s Ratio Prot		0.00			c0.09			c0.27				
v/s Ratio Perm	0.04								0.11			
v/c Ratio	0.27	0.03			0.63			0.46	0.19			
Uniform Delay, d1	34.2	33.0			36.2			10.4	8.6			
Progression Factor	1.04	1.06			1.00			0.62	0.13			
Incremental Delay, d2	0.3	0.0			4.4			0.4	0.4			
Delay (s)	35.9	35.0			40.5			6.9	1.5			
Level of Service	D	C			D			A	A			
Approach Delay (s/veh)		35.8			40.5			6.0			0.0	
Approach LOS		D			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	9.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	64.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	182	419	200	214	1043	103
Future Volume (vph)	182	419	200	214	1043	103
Turn Type	pm+pt	NA	NA	Perm	NA	Perm
Protected Phases	7	4	8		2	
Permitted Phases	4			8		2
Detector Phase	7	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	11.0	32.0	32.0	32.0	28.0	28.0
Total Split (s)	15.0	48.0	33.0	33.0	42.0	42.0
Total Split (%)	16.7%	53.3%	36.7%	36.7%	46.7%	46.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 43 (48%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 17: NE 3rd Avenue & NE 6th Street/Sistrunk Boulevard

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	198	455	217	233	1314	112
v/c Ratio	0.58	0.70	0.70	0.67	0.51	0.13
Control Delay (s/veh)	17.6	20.4	46.8	27.1	7.2	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.6	20.4	46.8	27.1	7.2	0.4
Queue Length 50th (ft)	44	160	118	65	60	1
Queue Length 95th (ft)	m60	m215	176	131	57	m0
Internal Link Dist (ft)		911	651		1288	
Turn Bay Length (ft)	170			115		150
Base Capacity (vph)	342	861	553	539	2571	833
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.53	0.39	0.43	0.51	0.13

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	182	419	0	0	200	214	166	1043	103	0	0	0
Future Volume (vph)	182	419	0	0	200	214	166	1043	103	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Lane Util. Factor	1.00	1.00			1.00	1.00		0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00	0.97			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (prot)	1752	1845			1845	1542		4992	1515			
Flt Permitted	0.32	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (perm)	593	1845			1845	1542		4992	1515			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	198	455	0	0	217	233	180	1134	112	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	91	0	0	53	0	0	0
Lane Group Flow (vph)	198	455	0	0	217	142	0	1314	59	0	0	0
Confl. Peds. (#/hr)	3		14	14		3	7		7	7		7
Confl. Bikes (#/hr)			1			1						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	7	4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)	31.7	31.7			15.2	15.2		46.3	46.3			
Effective Green, g (s)	31.7	31.7			15.2	15.2		46.3	46.3			
Actuated g/C Ratio	0.35	0.35			0.17	0.17		0.51	0.51			
Clearance Time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Vehicle Extension (s)	3.0	2.0			2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)	344	649			311	260		2568	779			
v/s Ratio Prot	0.07	c0.25			0.12							
v/s Ratio Perm	0.14					0.09		0.26	0.04			
v/c Ratio	0.58	0.70			0.70	0.55		0.51	0.08			
Uniform Delay, d1	22.0	25.1			35.2	34.3		14.4	11.0			
Progression Factor	0.59	0.63			1.00	1.00		0.44	0.05			
Incremental Delay, d2	1.7	2.1			5.4	1.3		0.6	0.2			
Delay (s)	14.8	18.0			40.7	35.5		7.0	0.8			
Level of Service	B	B			D	D		A	A			
Approach Delay (s/veh)		17.0			38.0			6.5			0.0	
Approach LOS		B			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	14.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	104.9%	ICU Level of Service	G
Analysis Period (min)	15		

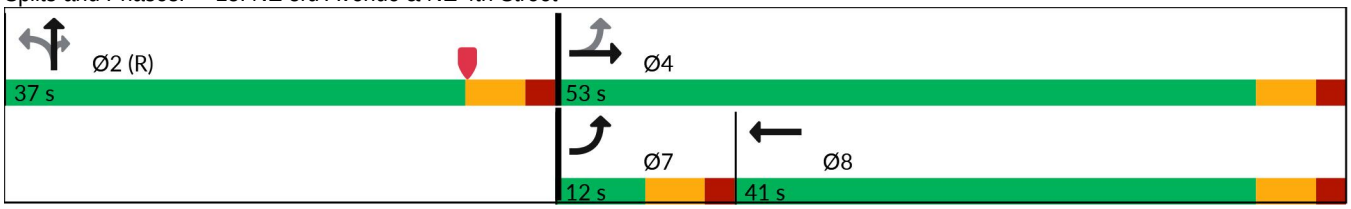
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	108	303	261	1006	127
Future Volume (vph)	108	303	261	1006	127
Turn Type	pm+pt	NA	NA	NA	Perm
Protected Phases	7	4	8	2	
Permitted Phases	4				2
Detector Phase	7	4	8	2	2
Switch Phase					
Minimum Initial (s)	5.0	6.0	6.0	10.0	10.0
Minimum Split (s)	11.0	32.0	32.0	27.0	27.0
Total Split (s)	12.0	53.0	41.0	37.0	37.0
Total Split (%)	13.3%	58.9%	45.6%	41.1%	41.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 2 (2%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 18: NE 3rd Avenue & NE 4th Street



Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	115	322	388	1159	135
v/c Ratio	0.43	0.52	0.86	0.57	0.21
Control Delay (s/veh)	20.6	22.5	45.5	16.6	2.4
Queue Delay	0.0	0.0	0.0	0.2	0.0
Total Delay (s/veh)	20.6	22.5	45.5	16.7	2.4
Queue Length 50th (ft)	43	126	192	127	0
Queue Length 95th (ft)	m49	m131	275	152	16
Internal Link Dist (ft)		908	191	262	
Turn Bay Length (ft)	120				150
Base Capacity (vph)	265	780	570	2021	651
Starvation Cap Reductn	0	0	0	205	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.43	0.41	0.68	0.64	0.21

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	108	303	0	0	261	103	84	1006	127	0	0	0
Future Volume (vph)	108	303	0	0	261	103	84	1006	127	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0			6.0	6.0			
Lane Util. Factor	1.00	1.00			1.00			0.91	1.00			
Frpb, ped/bikes	1.00	1.00			0.99			1.00	0.91			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.96			1.00	0.85			
Flt Protected	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (prot)	1576	1494			1427			4507	1285			
Flt Permitted	0.26	1.00			1.00			1.00	1.00			
Satd. Flow (perm)	428	1494			1427			4507	1285			
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	115	322	0	0	278	110	89	1070	135	0	0	0
RTOR Reduction (vph)	0	0	0	0	18	0	0	0	76	0	0	0
Lane Group Flow (vph)	115	322	0	0	370	0	0	1159	59	0	0	0
Confl. Peds. (#/hr)	12		3	3		12	11		33	33		11
Confl. Bikes (#/hr)						2						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)		0	0		0	0						
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			
Protected Phases	7	4			8			2				
Permitted Phases	4						2		2			
Actuated Green, G (s)	38.9	38.9			27.4			39.1	39.1			
Effective Green, g (s)	38.9	38.9			27.4			39.1	39.1			
Actuated g/C Ratio	0.43	0.43			0.30			0.43	0.43			
Clearance Time (s)	6.0	6.0			6.0			6.0	6.0			
Vehicle Extension (s)	3.0	2.0			2.0			3.0	3.0			
Lane Grp Cap (vph)	255	645			434			1958	558			
v/s Ratio Prot	0.03	c0.22			c0.26							
v/s Ratio Perm	0.17							0.26	0.05			
v/c Ratio	0.45	0.50			0.85			0.59	0.11			
Uniform Delay, d1	17.5	18.5			29.4			19.4	15.1			
Progression Factor	1.10	1.08			1.00			0.74	0.43			
Incremental Delay, d2	1.1	0.2			14.4			1.3	0.4			
Delay (s)	20.3	20.2			43.8			15.6	6.9			
Level of Service	C	C			D			B	A			
Approach Delay (s/veh)		20.2			43.8			14.7			0.0	
Approach LOS		C			D			B			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	21.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	101.7%	ICU Level of Service	G
Analysis Period (min)	15		

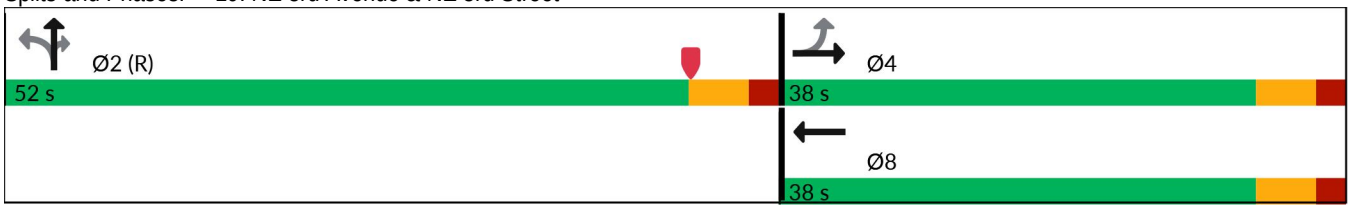
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	10	38	34	1064	63
Future Volume (vph)	10	38	34	1064	63
Turn Type	Perm	NA	NA	NA	Perm
Protected Phases		4	8	2	
Permitted Phases	4				2
Detector Phase	4	4	8	2	2
Switch Phase					
Minimum Initial (s)	6.0	6.0	6.0	7.0	7.0
Minimum Split (s)	31.0	31.0	31.0	28.0	28.0
Total Split (s)	38.0	38.0	38.0	52.0	52.0
Total Split (%)	42.2%	42.2%	42.2%	57.8%	57.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 35 (39%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 19: NE 3rd Avenue & NE 3rd Street



Lane Group	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	51	162	1131	66
v/c Ratio	0.24	0.71	0.34	0.07
Control Delay (s/veh)	34.5	42.2	3.5	0.7
Queue Delay	0.0	0.0	0.1	0.0
Total Delay (s/veh)	34.5	42.2	3.6	0.7
Queue Length 50th (ft)	26	63	22	1
Queue Length 95th (ft)	54	119	61	3
Internal Link Dist (ft)	415	157	266	
Turn Bay Length (ft)				150
Base Capacity (vph)	534	498	3282	941
Starvation Cap Reductn	0	0	770	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.10	0.33	0.45	0.07

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	38	0	0	34	120	10	1064	63	0	0	0
Future Volume (vph)	10	38	0	0	34	120	10	1064	63	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0	6.0			
Lane Util. Factor		1.00			1.00			0.91	1.00			
Frpb, ped/bikes		1.00			0.99			1.00	0.90			
Flpb, ped/bikes		1.00			1.00			1.00	1.00			
Frt		1.00			0.90			1.00	0.85			
Flt Protected		0.99			1.00			1.00	1.00			
Satd. Flow (prot)		1641			1318			4529	1275			
Flt Permitted		0.91			1.00			1.00	1.00			
Satd. Flow (perm)		1502			1318			4529	1275			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	11	40	0	0	36	126	11	1120	66	0	0	0
RTOR Reduction (vph)	0	0	0	0	40	0	0	0	18	0	0	0
Lane Group Flow (vph)	0	51	0	0	122	0	0	1131	48	0	0	0
Confl. Peds. (#/hr)	6		9	9		6	14		38	38		14
Confl. Bikes (#/hr)									1			3
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)					0	0						
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4						2		2			
Actuated Green, G (s)		12.8			12.8			65.2	65.2			
Effective Green, g (s)		12.8			12.8			65.2	65.2			
Actuated g/C Ratio		0.14			0.14			0.72	0.72			
Clearance Time (s)		6.0			6.0			6.0	6.0			
Vehicle Extension (s)		2.0			2.0			1.0	1.0			
Lane Grp Cap (vph)		213			187			3281	923			
v/s Ratio Prot					c0.09							
v/s Ratio Perm		0.03						0.25	0.04			
v/c Ratio		0.24			0.65			0.34	0.05			
Uniform Delay, d1		34.3			36.5			4.6	3.6			
Progression Factor		1.00			1.00			0.61	0.37			
Incremental Delay, d2		0.2			6.0			0.3	0.1			
Delay (s)		34.5			42.5			3.1	1.4			
Level of Service		C			D			A	A			
Approach Delay (s/veh)		34.5			42.5			3.0			0.0	
Approach LOS		C			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	8.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	49.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	35	63	41	1028	110
Future Volume (vph)	35	63	41	1028	110
Turn Type	Perm	NA	NA	NA	Perm
Protected Phases		4	8	2	
Permitted Phases	4				2
Detector Phase	4	4	8	2	2
Switch Phase					
Minimum Initial (s)	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	33.0	33.0	33.0	25.0	25.0
Total Split (s)	37.0	37.0	37.0	53.0	53.0
Total Split (%)	41.1%	41.1%	41.1%	58.9%	58.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 56 (62%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 20: NE 3rd Avenue & NE 2nd Street

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	38	68	101	1129	118
v/c Ratio	0.35	0.43	0.53	0.31	0.11
Control Delay (s/veh)	45.5	45.7	31.1	3.2	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	45.5	45.7	31.1	3.2	0.9
Queue Length 50th (ft)	21	37	27	54	0
Queue Length 95th (ft)	m28	m49	73	89	13
Internal Link Dist (ft)		909	241	605	
Turn Bay Length (ft)	50				150
Base Capacity (vph)	393	571	556	3670	1029
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.10	0.12	0.18	0.31	0.11

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	63	0	0	41	53	22	1028	110	0	0	0
Future Volume (vph)	35	63	0	0	41	53	22	1028	110	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0			6.0	6.0			
Lane Util. Factor	1.00	1.00			1.00			0.91	1.00			
Frpb, ped/bikes	1.00	1.00			0.99			1.00	0.88			
Flpb, ped/bikes	0.99	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.92			1.00	0.85			
Flt Protected	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (prot)	1568	1660			1517			4523	1242			
Flt Permitted	0.69	1.00			1.00			1.00	1.00			
Satd. Flow (perm)	1141	1660			1517			4523	1242			
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	38	68	0	0	44	57	24	1105	118	0	0	0
RTOR Reduction (vph)	0	0	0	0	47	0	0	0	25	0	0	0
Lane Group Flow (vph)	38	68	0	0	54	0	0	1129	93	0	0	0
Confl. Peds. (#/hr)	7		6	6		7	19		43	43		19
Confl. Bikes (#/hr)			1						1			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4						2		2			
Actuated Green, G (s)	7.4	7.4			7.4			70.6	70.6			
Effective Green, g (s)	7.4	7.4			7.4			70.6	70.6			
Actuated g/C Ratio	0.08	0.08			0.08			0.78	0.78			
Clearance Time (s)	6.0	6.0			6.0			6.0	6.0			
Vehicle Extension (s)	2.0	2.0			2.0			3.0	3.0			
Lane Grp Cap (vph)	93	136			124			3548	974			
v/s Ratio Prot		c0.04			0.04							
v/s Ratio Perm	0.03							0.25	0.07			
v/c Ratio	0.41	0.50			0.44			0.32	0.10			
Uniform Delay, d1	39.2	39.5			39.3			2.8	2.3			
Progression Factor	1.04	1.04			1.00			1.00	1.00			
Incremental Delay, d2	0.8	0.8			0.9			0.2	0.2			
Delay (s)	41.7	42.0			40.2			3.0	2.5			
Level of Service	D	D			D			A	A			
Approach Delay (s/veh)		41.9			40.2			3.0			0.0	
Approach LOS		D			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	8.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	81.6%	ICU Level of Service	D
Analysis Period (min)	15		

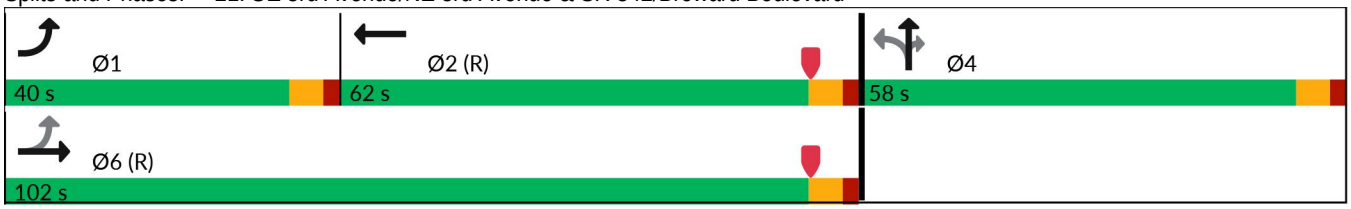
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	332	1383	1144	833	204
Future Volume (vph)	332	1383	1144	833	204
Turn Type	pm+pt	NA	NA	NA	Perm
Protected Phases	1	6	2	4	
Permitted Phases	6				4
Detector Phase	1	6	2	4	4
Switch Phase					
Minimum Initial (s)	4.0	7.0	7.0	6.0	6.0
Minimum Split (s)	10.0	40.0	40.0	43.0	43.0
Total Split (s)	40.0	102.0	62.0	58.0	58.0
Total Split (%)	25.0%	63.8%	38.8%	36.3%	36.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 21: SE 3rd Avenue/NE 3rd Avenue & SR 842/Broward Boulevard



Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	342	1426	1425	1327	210
v/c Ratio	0.96	0.52	0.88	0.94	0.45
Control Delay (s/veh)	70.9	9.8	53.9	51.5	18.1
Queue Delay	0.0	0.0	0.0	0.1	0.0
Total Delay (s/veh)	70.9	9.8	53.9	51.6	18.1
Queue Length 50th (ft)	273	132	514	508	125
Queue Length 95th (ft)	m186	m99	584	#488	21
Internal Link Dist (ft)		909	213	543	
Turn Bay Length (ft)	140				150
Base Capacity (vph)	376	2735	1624	1423	471
Starvation Cap Reductn	0	0	0	3	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.91	0.52	0.88	0.93	0.45

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.

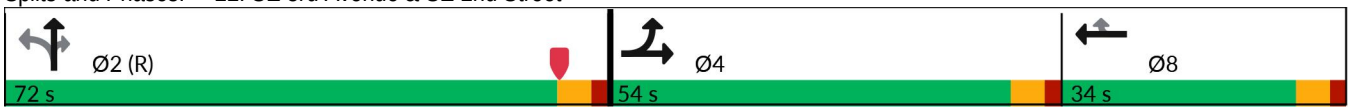
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	332	1383	0	0	1144	239	454	833	204	0	0	0
Future Volume (veh/h)	332	1383	0	0	1144	239	454	833	204	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1670	1670	0	0	1670	1670	1670	1670	1670			
Adj Flow Rate, veh/h	342	1426	0	0	1179	214	468	859	147			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	358	2784	0	0	1614	293	500	956	423			
Arrive On Green	0.21	0.81	0.00	0.00	0.56	0.56	0.31	0.31	0.31			
Sat Flow, veh/h	1590	4709	0	0	4017	702	1590	3039	1345			
Grp Volume(v), veh/h	342	1426	0	0	927	466	468	859	147			
Grp Sat Flow(s),veh/h/ln	1590	1520	0	0	1520	1529	1590	1520	1345			
Q Serve(g_s), s	22.6	16.1	0.0	0.0	36.5	36.5	45.7	43.2	13.5			
Cycle Q Clear(g_c), s	22.6	16.1	0.0	0.0	36.5	36.5	45.7	43.2	13.5			
Prop In Lane	1.00		0.00	0.00		0.46	1.00		1.00			
Lane Grp Cap(c), veh/h	358	2784	0	0	1269	638	500	956	423			
V/C Ratio(X)	0.96	0.51	0.00	0.00	0.73	0.73	0.94	0.90	0.35			
Avail Cap(c_a), veh/h	449	2784	0	0	1269	638	517	988	437			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.33	1.33	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	0.77	0.77	0.77			
Uniform Delay (d), s/veh	34.6	7.4	0.0	0.0	28.8	28.8	53.3	52.4	42.2			
Incr Delay (d2), s/veh	4.5	0.1	0.0	0.0	3.7	7.2	19.8	8.3	0.1			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	13.5	3.9	0.0	0.0	13.1	13.8	21.0	17.6	4.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.0	7.4	0.0	0.0	32.6	36.1	73.1	60.7	42.4			
LnGrp LOS	D	A			C	D	E	E	D			
Approach Vol, veh/h		1768			1393			1474				
Approach Delay, s/veh		13.5			33.7			62.8				
Approach LOS		B			C			E				
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	30.9	72.8		56.3		103.7						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	34.0	56.0		52.0		96.0						
Max Q Clear Time (g_c+I1), s	24.6	38.5		47.7		18.1						
Green Ext Time (p_c), s	0.2	2.1		2.6		2.6						
Intersection Summary												
HCM 7th Control Delay, s/veh			35.3									
HCM 7th LOS			D									

Lane Group	EBT	WBT	WBR	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	256	11	254	1189	312
Future Volume (vph)	256	11	254	1189	312
Turn Type	NA	NA	Perm	NA	Perm
Protected Phases	4	8		2	
Permitted Phases			8		2
Detector Phase	4	8	8	2	2
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	15.0	15.0
Minimum Split (s)	32.0	34.0	34.0	31.0	31.0
Total Split (s)	54.0	34.0	34.0	72.0	72.0
Total Split (%)	33.8%	21.3%	21.3%	45.0%	45.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 52 (33%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 22: SE 3rd Avenue & SE 2nd Street



Lane Group	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	344	11	265	1472	325
v/c Ratio	0.88	0.10	0.78	0.57	0.41
Control Delay (s/veh)	81.9	66.1	23.0	14.1	4.9
Queue Delay	0.0	0.0	0.0	0.2	0.3
Total Delay (s/veh)	81.9	66.1	23.1	14.3	5.2
Queue Length 50th (ft)	350	11	0	140	9
Queue Length 95th (ft)	442	30	89	534	m195
Internal Link Dist (ft)	582	245		436	
Turn Bay Length (ft)					150
Base Capacity (vph)	492	290	458	2590	796
Starvation Cap Reductn	0	0	0	378	143
Spillback Cap Reductn	0	0	3	56	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.70	0.04	0.58	0.67	0.50

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	256	0	0	11	254	224	1189	312	0	0	0
Future Volume (vph)	74	256	0	0	11	254	224	1189	312	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0	6.0		6.0	6.0			
Lane Util. Factor		1.00			1.00	1.00		0.91	1.00			
Frpb, ped/bikes		1.00			1.00	0.97		1.00	0.89			
Flpb, ped/bikes		1.00			1.00	1.00		0.99	1.00			
Frt		1.00			1.00	0.85		1.00	0.85			
Flt Protected		0.99			1.00	1.00		0.99	1.00			
Satd. Flow (prot)		1642			1660	1371		4448	1252			
Flt Permitted		0.99			1.00	1.00		0.99	1.00			
Satd. Flow (perm)		1642			1660	1371		4448	1252			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	77	267	0	0	11	265	233	1239	325	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	247	0	0	68	0	0	0
Lane Group Flow (vph)	0	344	0	0	11	18	0	1472	257	0	0	0
Confl. Peds. (#/hr)	10		40	40		10	36		29	29		36
Confl. Bikes (#/hr)									3			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Split	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	4	4			8			2				
Permitted Phases						8	2		2			
Actuated Green, G (s)		38.0			10.8	10.8		93.2	93.2			
Effective Green, g (s)		38.0			10.8	10.8		93.2	93.2			
Actuated g/C Ratio		0.24			0.07	0.07		0.58	0.58			
Clearance Time (s)		6.0			6.0	6.0		6.0	6.0			
Vehicle Extension (s)		2.0			2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)		389			112	92		2590	729			
v/s Ratio Prot		c0.21			0.01							
v/s Ratio Perm						c0.01		0.33	0.21			
v/c Ratio		0.88			0.10	0.19		0.57	0.35			
Uniform Delay, d1		58.9			70.0	70.5		20.8	17.6			
Progression Factor		1.00			1.00	1.00		0.57	0.34			
Incremental Delay, d2		20.0			0.1	0.4		0.7	1.0			
Delay (s)		78.9			70.2	70.9		12.5	6.9			
Level of Service		E			E	E		B	A			
Approach Delay (s/veh)		78.9			70.8			11.5			0.0	
Approach LOS		E			E			B			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	27.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	86.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	172	256	321	1328	633
Future Volume (vph)	172	256	321	1328	633
Turn Type	pm+pt	NA	NA	NA	Perm
Protected Phases	7	4	8	2	
Permitted Phases	4				2
Detector Phase	7	4	8	2	2
Switch Phase					
Minimum Initial (s)	4.0	6.0	6.0	10.0	10.0
Minimum Split (s)	11.0	32.0	32.0	33.0	33.0
Total Split (s)	23.0	65.0	42.0	95.0	95.0
Total Split (%)	14.4%	40.6%	26.3%	59.4%	59.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 40 (25%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 23: SE 3rd Avenue & Las Olas Boulevard

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	187	278	567	1641	688
v/c Ratio	0.81	0.25	0.93	0.65	0.83
Control Delay (s/veh)	63.6	36.7	78.5	10.7	11.9
Queue Delay	0.0	0.0	0.1	0.1	0.0
Total Delay (s/veh)	63.6	36.7	78.6	10.8	11.9
Queue Length 50th (ft)	140	105	278	293	292
Queue Length 95th (ft)	#242	144	#382	218	261
Internal Link Dist (ft)		238	474	1522	
Turn Bay Length (ft)	110				150
Base Capacity (vph)	236	1163	640	2540	829
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	1	193	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.79	0.24	0.89	0.70	0.83

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	172	256	0	0	321	201	182	1328	633	0	0	0
Future Volume (vph)	172	256	0	0	321	201	182	1328	633	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0			6.0	6.0			
Lane Util. Factor	1.00	0.95			0.95			0.91	1.00			
Frpb, ped/bikes	1.00	1.00			0.94			1.00	0.93			
Flpb, ped/bikes	1.00	1.00			1.00			0.99	1.00			
Frt	1.00	1.00			0.94			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.99	1.00			
Satd. Flow (prot)	1570	3154			2651			4457	1315			
Flt Permitted	0.16	1.00			1.00			0.99	1.00			
Satd. Flow (perm)	271	3154			2651			4457	1315			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	187	278	0	0	349	218	198	1443	688	0	0	0
RTOR Reduction (vph)	0	0	0	0	45	0	0	0	81	0	0	0
Lane Group Flow (vph)	187	278	0	0	522	0	0	1641	607	0	0	0
Confl. Peds. (#/hr)	81		108	108		81	50		32	32		50
Confl. Bikes (#/hr)			8			1			2			3
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)					0	0						
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			
Protected Phases	7	4			8			2				
Permitted Phases	4						2		2			
Actuated Green, G (s)	56.8	56.8			34.0			91.2	91.2			
Effective Green, g (s)	56.8	56.8			34.0			91.2	91.2			
Actuated g/C Ratio	0.36	0.36			0.21			0.57	0.57			
Clearance Time (s)	6.0	6.0			6.0			6.0	6.0			
Vehicle Extension (s)	1.5	2.5			2.5			3.0	3.0			
Lane Grp Cap (vph)	232	1119			563			2540	749			
v/s Ratio Prot	c0.08	0.09			c0.20							
v/s Ratio Perm	0.20							0.37	c0.46			
v/c Ratio	0.81	0.25			0.93			0.65	0.81			
Uniform Delay, d1	40.4	36.5			61.8			23.4	27.5			
Progression Factor	1.00	1.00			1.00			0.41	0.28			
Incremental Delay, d2	17.2	0.1			21.5			0.7	5.4			
Delay (s)	57.7	36.6			83.3			10.4	13.2			
Level of Service	E	D			F			B	B			
Approach Delay (s/veh)		45.1			83.3			11.2			0.0	
Approach LOS		D			F			B			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	28.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	120.9%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBT	WBR	NBT	NBR
Lane Configurations				
Traffic Volume (vph)	6	325	2038	108
Future Volume (vph)	6	325	2038	108
Turn Type	NA	Perm	NA	Perm
Protected Phases	8		2	
Permitted Phases		8		2
Detector Phase	8	8	2	2
Switch Phase				
Minimum Initial (s)	6.0	6.0	10.0	10.0
Minimum Split (s)	36.0	36.0	37.0	37.0
Total Split (s)	60.0	60.0	100.0	100.0
Total Split (%)	37.5%	37.5%	62.5%	62.5%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 4 (3%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 24: SE 3rd Avenue & SE 6th Street

Lane Group	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	6	349	2372	116
v/c Ratio	0.01	0.92	0.82	0.13
Control Delay (s/veh)	36.5	81.3	4.7	0.2
Queue Delay	0.0	0.0	0.5	0.0
Total Delay (s/veh)	36.5	81.3	5.2	0.2
Queue Length 50th (ft)	2	335	82	0
Queue Length 95th (ft)	8	449	m87	m0
Internal Link Dist (ft)	462		566	
Turn Bay Length (ft)		360		150
Base Capacity (vph)	1064	452	2909	890
Starvation Cap Reductn	0	0	184	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.01	0.77	0.87	0.13

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	6	325	168	2038	108	0	0	0
Future Volume (vph)	0	0	0	0	6	325	168	2038	108	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					6.0	6.0		6.0	6.0			
Lane Util. Factor					0.95	1.00		0.91	1.00			
Frpb, ped/bikes					1.00	0.92		1.00	0.96			
Flpb, ped/bikes					1.00	1.00		1.00	1.00			
Frt					1.00	0.85		1.00	0.85			
Flt Protected					1.00	1.00		1.00	1.00			
Satd. Flow (prot)					3154	1301		4511	1355			
Flt Permitted					1.00	1.00		1.00	1.00			
Satd. Flow (perm)					3154	1301		4511	1355			
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	0	0	6	349	181	2191	116	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	14	0	7	18	0	0	0
Lane Group Flow (vph)	0	0	0	0	6	335	0	2365	98	0	0	0
Confl. Peds. (#/hr)	42		20	20		42	7		18	18		7
Confl. Bikes (#/hr)			1						2			3
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type					NA	Perm	Perm	NA	Perm			
Protected Phases					8			2				
Permitted Phases						8	2		2			
Actuated Green, G (s)					45.0	45.0		103.0	103.0			
Effective Green, g (s)					45.0	45.0		103.0	103.0			
Actuated g/C Ratio					0.28	0.28		0.64	0.64			
Clearance Time (s)					6.0	6.0		6.0	6.0			
Vehicle Extension (s)					2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)					887	365		2903	872			
v/s Ratio Prot					0.00							
v/s Ratio Perm						c0.26		0.52	0.07			
v/c Ratio					0.01	0.92		0.81	0.11			
Uniform Delay, d1					41.4	55.7		21.3	10.9			
Progression Factor					1.00	1.00		0.16	0.01			
Incremental Delay, d2					0.0	26.6		1.0	0.1			
Delay (s)					41.4	82.3		4.4	0.2			
Level of Service					D	F		A	A			
Approach Delay (s/veh)		0.0			81.6			4.2			0.0	
Approach LOS		A			F			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	13.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	91.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	NBT	NBR
Lane Configurations				
Traffic Volume (vph)	127	71	2266	129
Future Volume (vph)	127	71	2266	129
Turn Type	NA	NA	NA	Perm
Protected Phases	4	8	2	
Permitted Phases				2
Detector Phase	4	8	2	2
Switch Phase				
Minimum Initial (s)	5.0	5.0	10.0	10.0
Minimum Split (s)	33.0	33.0	25.0	25.0
Total Split (s)	33.0	33.0	94.0	94.0
Total Split (%)	20.6%	20.6%	58.8%	58.8%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 149 (93%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 25: SE 3rd Avenue & SE 7th Street

Lane Group	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	277	179	2503	136
v/c Ratio	1.01	0.81	0.93	0.17
Control Delay (s/veh)	122.2	79.9	24.5	3.1
Queue Delay	0.0	0.0	0.2	0.0
Total Delay (s/veh)	122.2	79.9	24.7	3.1
Queue Length 50th (ft)	~304	147	889	6
Queue Length 95th (ft)	#497	228	m618	m4
Internal Link Dist (ft)	568	243	1897	
Turn Bay Length (ft)				150
Base Capacity (vph)	273	287	2689	822
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	12	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	1.01	0.62	0.94	0.17

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	127	0	0	71	99	112	2266	129	0	0	0
Future Volume (vph)	136	127	0	0	71	99	112	2266	129	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0	6.0			
Lane Util. Factor		1.00			1.00			0.91	1.00			
Frpb, ped/bikes		1.00			0.99			1.00	0.95			
Flpb, ped/bikes		1.00			1.00			1.00	1.00			
Frt		1.00			0.92			1.00	0.85			
Flt Protected		0.97			1.00			1.00	1.00			
Satd. Flow (prot)		1618			1516			4514	1340			
Flt Permitted		0.97			1.00			1.00	1.00			
Satd. Flow (perm)		1618			1516			4514	1340			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	143	134	0	0	75	104	118	2385	136	0	0	0
RTOR Reduction (vph)	0	0	0	0	33	0	0	0	25	0	0	0
Lane Group Flow (vph)	0	277	0	0	146	0	0	2503	111	0	0	0
Confl. Peds. (#/hr)	2		2	2		2	8		7	7		8
Confl. Bikes (#/hr)									2			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Split	NA			NA		Perm	NA	Perm			
Protected Phases	4	4			8			2				
Permitted Phases							2		2			
Actuated Green, G (s)		27.0			19.7			95.3	95.3			
Effective Green, g (s)		27.0			19.7			95.3	95.3			
Actuated g/C Ratio		0.17			0.12			0.60	0.60			
Clearance Time (s)		6.0			6.0			6.0	6.0			
Vehicle Extension (s)		2.5			2.5			3.0	3.0			
Lane Grp Cap (vph)		273			186			2688	798			
v/s Ratio Prot		c0.17			c0.10							
v/s Ratio Perm								0.55	0.08			
v/c Ratio		1.01			0.78			0.93	0.14			
Uniform Delay, d1		66.5			68.1			29.4	14.3			
Progression Factor		1.00			1.00			0.78	0.34			
Incremental Delay, d2		58.3			18.5			0.8	0.0			
Delay (s)		124.8			86.5			23.6	4.9			
Level of Service		F			F			C	A			
Approach Delay (s/veh)		124.8			86.5			22.6			0.0	
Approach LOS		F			F			C			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	35.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	96.4%	ICU Level of Service	F
Analysis Period (min)	15		

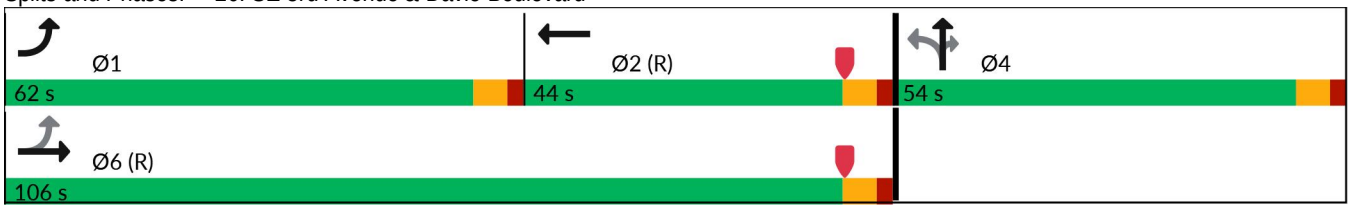
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	810	501	482	1380	296
Future Volume (vph)	810	501	482	1380	296
Turn Type	pm+pt	NA	NA	NA	Perm
Protected Phases	1	6	2	4	
Permitted Phases	6				4
Detector Phase	1	6	2	4	4
Switch Phase					
Minimum Initial (s)	4.0	12.0	12.0	6.0	6.0
Minimum Split (s)	10.0	33.0	33.0	33.0	33.0
Total Split (s)	62.0	106.0	44.0	54.0	54.0
Total Split (%)	38.8%	66.3%	27.5%	33.8%	33.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 26: SE 3rd Avenue & Davie Boulevard



Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	931	576	890	1893	340
v/c Ratio	1.41	0.26	1.12	1.26	0.63
Control Delay (s/veh)	231.5	13.3	122.4	156.2	23.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	231.5	13.3	122.4	156.2	23.8
Queue Length 50th (ft)	~1244	120	~553	~916	156
Queue Length 95th (ft)	m#1375	m137	#653	m276	m61
Internal Link Dist (ft)		909	222	2382	
Turn Bay Length (ft)	140				150
Base Capacity (vph)	659	2190	796	1498	538
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.41	0.26	1.12	1.26	0.63

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	810	501	0	0	482	292	267	1380	296	0	0	0
Future Volume (vph)	810	501	0	0	482	292	267	1380	296	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0			6.0	6.0			
Lane Util. Factor	1.00	0.95			0.95			0.91	1.00			
Frpb, ped/bikes	1.00	1.00			0.99			1.00	0.98			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.94			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.99	1.00			
Satd. Flow (prot)	1752	3505			3287			4994	1537			
Flt Permitted	0.09	1.00			1.00			0.99	1.00			
Satd. Flow (perm)	168	3505			3287			4994	1537			
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	931	576	0	0	554	336	307	1586	340	0	0	0
RTOR Reduction (vph)	0	0	0	0	16	0	0	0	77	0	0	0
Lane Group Flow (vph)	931	576	0	0	874	0	0	1893	263	0	0	0
Confl. Peds. (#/hr)	1		2	2		1	1		4	4		1
Confl. Bikes (#/hr)						2			1			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			
Protected Phases	1	6			2			4				
Permitted Phases	6						4		4			
Actuated Green, G (s)	100.0	100.0			38.0			48.0	48.0			
Effective Green, g (s)	100.0	100.0			38.0			48.0	48.0			
Actuated g/C Ratio	0.63	0.63			0.24			0.30	0.30			
Clearance Time (s)	6.0	6.0			6.0			6.0	6.0			
Vehicle Extension (s)	1.5	3.0			3.0			2.0	2.0			
Lane Grp Cap (vph)	659	2190			780			1498	461			
v/s Ratio Prot	c0.49	0.16			0.27							
v/s Ratio Perm	c0.39							0.38	0.17			
v/c Ratio	1.41	0.26			1.12			1.26	0.57			
Uniform Delay, d1	45.7	13.5			61.0			56.0	47.3			
Progression Factor	1.36	0.98			1.00			0.77	0.72			
Incremental Delay, d2	188.9	0.1			70.7			119.2	0.1			
Delay (s)	251.0	13.2			131.7			162.5	34.0			
Level of Service	F	B			F			F	C			
Approach Delay (s/veh)		160.1			131.7			143.0			0.0	
Approach LOS		F			F			F			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	146.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.39		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	110.4%	ICU Level of Service	H
Analysis Period (min)	15		

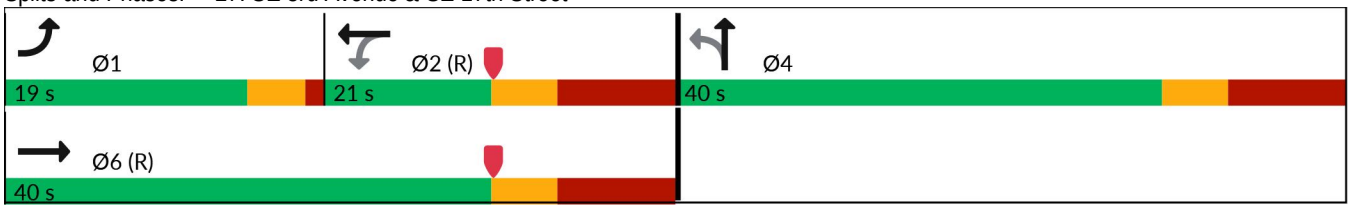
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT
Lane Configurations						
Traffic Volume (vph)	1661	817	32	279	7	559
Future Volume (vph)	1661	817	32	279	7	559
Turn Type	Prot	NA	Perm	NA	Perm	NA
Protected Phases	1	6		2		4
Permitted Phases			2		4	
Detector Phase	1	6	2	2	4	4
Switch Phase						
Minimum Initial (s)	5.0	12.0	12.0	12.0	6.0	6.0
Minimum Split (s)	9.5	36.0	36.0	36.0	43.0	43.0
Total Split (s)	19.0	40.0	21.0	21.0	40.0	40.0
Total Split (%)	23.8%	50.0%	26.3%	26.3%	50.0%	50.0%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	7.0	7.0	7.0	7.0	7.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	11.0	11.0	11.0	11.0	11.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Min	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 27: SE 3rd Avenue & SE 17th Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT
Lane Group Flow (vph)	1846	932	36	626	8	630
v/c Ratio	2.89	0.72	0.39	1.26dr	0.01	0.96
Control Delay (s/veh)	873.8	25.7	45.6	66.9	16.6	54.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	873.8	25.7	45.6	66.9	16.6	54.0
Queue Length 50th (ft)	~837	208	17	104	3	299
Queue Length 95th (ft)	#969	278	47	#182	11	#513
Internal Link Dist (ft)		905		220		753
Turn Bay Length (ft)	125		50		60	
Base Capacity (vph)	638	1289	92	632	633	667
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	2.89	0.72	0.39	0.99	0.01	0.94

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.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1661	817	22	32	279	284	7	559	8	0	0	0
Future Volume (vph)	1661	817	22	32	279	284	7	559	8	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	11.0		11.0	11.0		11.0	11.0				
Lane Util. Factor	0.97	0.95		1.00	0.91		1.00	1.00				
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00				
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00				
Frt	1.00	1.00		1.00	0.92		1.00	1.00				
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00				
Satd. Flow (prot)	3400	3488		1748	4603		1748	1840				
Flt Permitted	0.95	1.00		0.40	1.00		0.95	1.00				
Satd. Flow (perm)	3400	3488		736	4603		1748	1840				
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1846	908	24	36	310	316	8	621	9	0	0	0
RTOR Reduction (vph)	0	3	0	0	57	0	0	1	0	0	0	0
Lane Group Flow (vph)	1846	929	0	36	569	0	8	629	0	0	0	0
Confl. Peds. (#/hr)	7		6	6		7	3		19	19		3
Confl. Bikes (#/hr)			4			2						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA		Perm	NA		Perm	NA				
Protected Phases	1	6			2			4				
Permitted Phases				2			4					
Actuated Green, G (s)	15.0	29.5		10.0	10.0		28.5	28.5				
Effective Green, g (s)	15.0	29.5		10.0	10.0		28.5	28.5				
Actuated g/C Ratio	0.19	0.37		0.13	0.13		0.36	0.36				
Clearance Time (s)	4.5	11.0		11.0	11.0		11.0	11.0				
Vehicle Extension (s)	3.0	2.5		2.5	2.5		2.0	2.0				
Lane Grp Cap (vph)	637	1286		92	575		622	655				
v/s Ratio Prot	c0.54	0.27			c0.12			c0.34				
v/s Ratio Perm				0.05			0.00					
v/c Ratio	2.90	0.72		0.39	1.26dr		0.01	0.96				
Uniform Delay, d1	32.5	21.7		32.2	34.9		16.7	25.2				
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00				
Incremental Delay, d2	858.4	3.5		12.0	35.1		0.0	25.5				
Delay (s)	890.9	25.3		44.2	70.1		16.7	50.8				
Level of Service	F	C		D	E		B	D				
Approach Delay (s/veh)		600.5			68.7			50.3			0.0	
Approach LOS		F			E			D			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	428.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.51		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	26.5
Intersection Capacity Utilization	120.2%	ICU Level of Service	H
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

Network Totals

Number of Intersections	27
Total Delay (hr)	1478
Stops (#)	49965
Average Speed (mph)	7
Total Travel Time (hr)	1962
Distance Traveled (mi)	14536
Fuel Consumed (gal)	1958
Fuel Economy (mpg)	7.4
Unserved Vehicles (#)	3064
Vehicles in dilemma zone (#)	0
Performance Index	1616.5

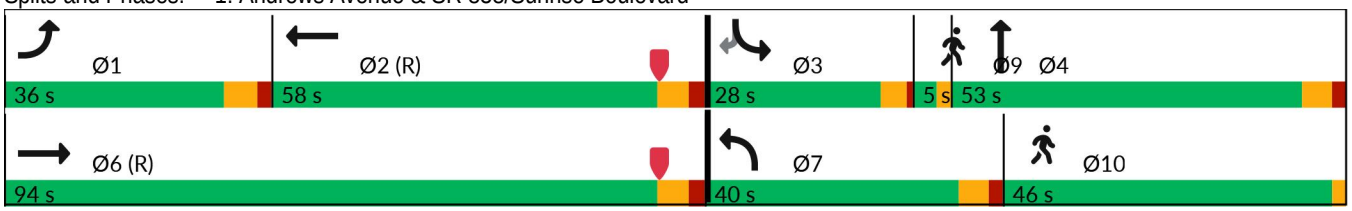
Scenario 2

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBR	Ø9	Ø10
Lane Configurations									
Traffic Volume (vph)	265	2454	1175	464	911	454	169		
Future Volume (vph)	265	2454	1175	464	911	454	169		
Turn Type	Prot	NA	NA	Prot	NA	Prot	Perm		
Protected Phases	1	6	2	7	4	3		9	10
Permitted Phases							3		
Detector Phase	1	6	2	7	4	3	3		
Switch Phase									
Minimum Initial (s)	5.0	12.0	12.0	4.0	6.0	5.0	5.0	1.0	1.0
Minimum Split (s)	11.5	36.5	37.5	10.0	43.0	22.5	22.5	5.0	5.0
Total Split (s)	36.0	94.0	58.0	40.0	53.0	28.0	28.0	5.0	46.0
Total Split (%)	20.0%	52.2%	32.2%	22.2%	29.4%	15.6%	15.6%	3%	26%
Yellow Time (s)	4.5	4.5	4.5	4.0	4.0	3.5	3.5	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	1.0	1.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.5	6.5	6.5	6.0	6.0	4.5	4.5		
Lead/Lag	Lead		Lag	Lead		Lead	Lead	Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes		
Recall Mode	None	C-Min	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 56 (31%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 1: Andrews Avenue & SR 838/Sunrise Boulevard



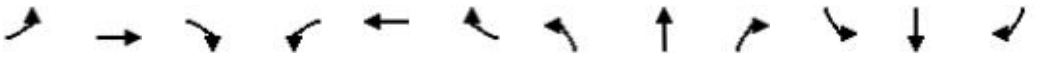
Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBR
Lane Group Flow (vph)	276	2556	1309	483	1023	473	176
v/c Ratio	0.97	1.03	0.90	0.36	1.01	1.06	0.50
Control Delay (s/veh)	119.1	72.4	50.8	42.9	92.8	129.8	13.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	119.1	72.4	50.8	42.9	92.8	129.8	13.8
Queue Length 50th (ft)	328	~1182	213	189	~652	~313	0
Queue Length 95th (ft)	#521	#1253	m391	350	#804	#436	80
Internal Link Dist (ft)		645	1177		1806		
Turn Bay Length (ft)	475					95	
Base Capacity (vph)	290	2471	1457	1350	1012	448	350
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	0.95	1.03	0.90	0.36	1.01	1.06	0.50

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	265	2454	0	0	1175	82	464	911	71	454	0	169
Future Volume (vph)	265	2454	0	0	1175	82	464	911	71	454	0	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5			6.5		6.0	6.0		4.5		4.5
Lane Util. Factor	1.00	0.91			0.91		0.97	0.95		0.97		1.00
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00		0.96
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00		1.00
Frt	1.00	1.00			0.99		1.00	0.99		1.00		0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95		1.00
Satd. Flow (prot)	1770	5085			5031		3433	3496		3433		1515
Flt Permitted	0.95	1.00			1.00		0.95	1.00		0.95		1.00
Satd. Flow (perm)	1770	5085			5031		3433	3496		3433		1515
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	276	2556	0	0	1224	85	483	949	74	473	0	176
RTOR Reduction (vph)	0	0	0	0	4	0	0	3	0	0	0	153
Lane Group Flow (vph)	276	2556	0	0	1305	0	483	1020	0	473	0	23
Confl. Peds. (#/hr)	1		5	5		1	10		4	4		10
Confl. Bikes (#/hr)			4			3			1			1
Turn Type	Prot	NA			NA		Prot	NA		Prot		Perm
Protected Phases	1	6			2		7	4		3		
Permitted Phases												3
Actuated Green, G (s)	29.0	85.9			50.4		70.8	53.6		23.5		23.5
Effective Green, g (s)	29.0	85.9			50.4		70.8	53.6		23.5		23.5
Actuated g/C Ratio	0.16	0.48			0.28		0.39	0.30		0.13		0.13
Clearance Time (s)	6.5	6.5			6.5		6.0	6.0		4.5		4.5
Vehicle Extension (s)	1.5	3.0			3.0		1.5	2.0		3.0		3.0
Lane Grp Cap (vph)	285	2426			1408		1350	1041		448		197
v/s Ratio Prot	0.16	c0.50			0.26		0.14	c0.29		c0.14		
v/s Ratio Perm												0.02
v/c Ratio	0.97	1.05			0.93		0.36	0.98		1.06		0.12
Uniform Delay, d1	75.0	47.1			63.0		38.5	62.7		78.3		69.1
Progression Factor	1.00	1.00			0.71		1.00	1.00		1.00		1.00
Incremental Delay, d2	43.9	34.4			9.4		0.1	23.0		58.0		0.3
Delay (s)	119.0	81.4			54.2		38.6	85.7		136.3		69.4
Level of Service	F	F			D		D	F		F		E
Approach Delay (s/veh)		85.1			54.2			70.6			118.1	
Approach LOS		F			D			E			F	

Intersection Summary

HCM 2000 Control Delay (s/veh)	78.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	25.5
Intersection Capacity Utilization	102.1%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	22	0	0	4	18	3	1334	43	0	0	0
Future Vol, veh/h	0	22	0	0	4	18	3	1334	43	0	0	0
Conflicting Peds, #/hr	2	0	0	0	0	2	3	0	2	2	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	25	-	0	-	-	25	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	24	0	0	4	20	3	1466	47	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	600	1525	-	-	1478	737	3	0	0
Stage 1	3	3	-	-	1475	-	-	-	-
Stage 2	597	1522	-	-	3	-	-	-	-
Critical Hdwy	6.46	-	-	-	3.1	3.7	3.7	-	-
Critical Hdwy Stg 1	-	-	-	-	3.1	-	-	-	-
Critical Hdwy Stg 2	6.76	-	-	-	3.1	-	-	-	-
Follow-up Hdwy	3.83	-	-	-	3	2	2.9	-	-
Pot Cap-1 Maneuver	433	-	0	0	585	1028	1239	-	-
Stage 1	-	-	0	0	586	-	-	-	-
Stage 2	414	-	0	0	1198	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	419	-	-	-	580	1027	1236	-	-
Mov Cap-2 Maneuver	419	-	-	-	580	-	-	-	-
Stage 1	-	-	-	-	582	-	-	-	-
Stage 2	401	-	-	-	1195	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	9.06	0.05
HCM LOS	A	A	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2
Capacity (veh/h)	12	-	-	-	580	1027
HCM Lane V/C Ratio	0.003	-	-	-	0.008	0.019
HCM Control Delay (s/veh)	7.9	0	-	0	11.3	8.6
HCM Lane LOS	A	A	-	A	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0	0.1

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	102	1253	254	0	0
Future Vol, veh/h	0	102	1253	254	0	0
Conflicting Peds, #/hr	2	3	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	109	1333	270	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	-	672	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	3.7	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	2	-	-
Pot Cap-1 Maneuver	0	1081	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	1078	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s/v	8.71	0
HCM LOS	A	

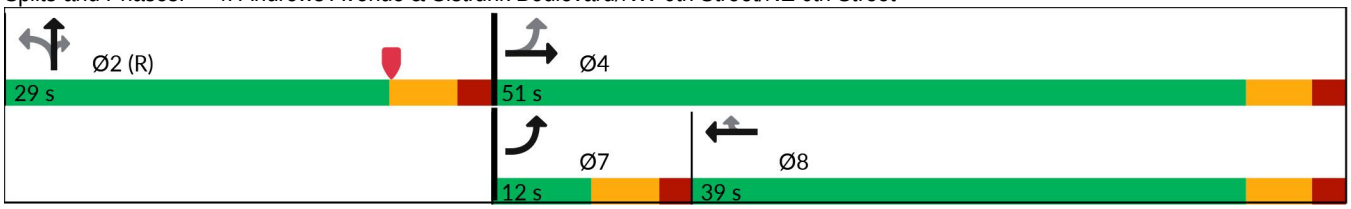
Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	1078
HCM Lane V/C Ratio	-	-	0.101
HCM Control Delay (s/veh)	-	-	8.7
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.3

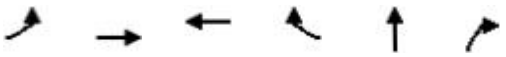
Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	182	953	282	214	1043	103
Future Volume (vph)	182	953	282	214	1043	103
Turn Type	pm+pt	NA	NA	Perm	NA	Perm
Protected Phases	7	4	8		2	
Permitted Phases	4			8		2
Detector Phase	7	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	11.0	28.0	28.0	28.0	29.0	29.0
Total Split (s)	12.0	51.0	39.0	39.0	29.0	29.0
Total Split (%)	15.0%	63.8%	48.8%	48.8%	36.3%	36.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 7 (9%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 4: Andrews Avenue & Sistrunk Boulevard/NW 6th Street/NE 6th Street





Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	190	993	294	223	1259	107
v/c Ratio	0.34	0.97	0.21	0.32	0.86	0.20
Control Delay (s/veh)	10.6	40.2	15.7	8.6	22.1	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.6	40.2	15.7	8.6	22.1	1.3
Queue Length 50th (ft)	43	433	48	30	205	3
Queue Length 95th (ft)	75	#727	74	77	124	0
Internal Link Dist (ft)		281	911		1290	
Turn Bay Length (ft)	155			130		150
Base Capacity (vph)	559	1037	1445	705	1466	531
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.96	0.20	0.32	0.86	0.20

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	182	953	0	0	282	214	166	1043	103	0	0	0
Future Volume (vph)	182	953	0	0	282	214	166	1043	103	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Lane Util. Factor	1.00	1.00			0.95	1.00		0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00	0.97			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (prot)	1748	1845			3505	1536		4996	1516			
Flt Permitted	0.48	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (perm)	888	1845			3505	1536		4996	1516			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	190	993	0	0	294	223	173	1086	107	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	73	0	0	76	0	0	0
Lane Group Flow (vph)	190	993	0	0	294	150	0	1259	31	0	0	0
Confl. Peds. (#/hr)	8		2	2		8	8		7	7		8
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	7	4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)	44.5	44.5			32.4	32.4		23.5	23.5			
Effective Green, g (s)	44.5	44.5			32.4	32.4		23.5	23.5			
Actuated g/C Ratio	0.56	0.56			0.41	0.41		0.29	0.29			
Clearance Time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Vehicle Extension (s)	3.0	2.0			2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)	559	1026			1419	622		1467	445			
v/s Ratio Prot	0.03	c0.54			0.08							
v/s Ratio Perm	0.16					0.10		0.25	0.02			
v/c Ratio	0.34	0.97			0.21	0.24		0.86	0.07			
Uniform Delay, d1	9.1	17.1			15.5	15.7		26.7	20.4			
Progression Factor	1.00	1.00			1.00	1.00		0.59	0.26			
Incremental Delay, d2	0.4	20.4			0.0	0.1		6.0	0.3			
Delay (s)	9.5	37.4			15.5	15.8		21.7	5.6			
Level of Service	A	D			B	B		C	A			
Approach Delay (s/veh)		32.9			15.6			20.4			0.0	
Approach LOS		C			B			C			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	24.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	85.9%	ICU Level of Service	E
Analysis Period (min)	15		

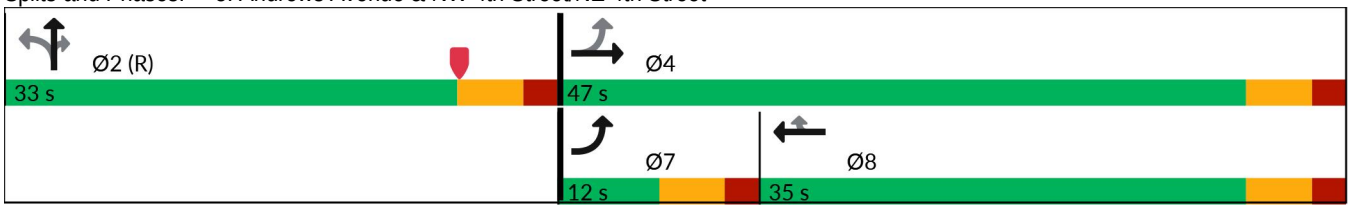
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	108	323	337	103	1006	127
Future Volume (vph)	108	323	337	103	1006	127
Turn Type	pm+pt	NA	NA	Perm	NA	Perm
Protected Phases	7	4	8		2	
Permitted Phases	4			8		2
Detector Phase	7	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	11.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	12.0	47.0	35.0	35.0	33.0	33.0
Total Split (%)	15.0%	58.8%	43.8%	43.8%	41.3%	41.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 58 (73%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 5: Andrews Avenue & NW 4th Street/NE 4th Street



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	113	336	351	107	1136	132
v/c Ratio	0.40	0.49	0.83	0.24	0.57	0.20
Control Delay (s/veh)	16.7	18.6	43.0	4.3	14.0	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.7	18.6	43.0	4.3	14.0	1.8
Queue Length 50th (ft)	33	113	161	0	124	0
Queue Length 95th (ft)	55	157	237	25	136	15
Internal Link Dist (ft)		119	908		605	
Turn Bay Length (ft)	100					150
Base Capacity (vph)	284	850	541	529	1981	675
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.40	0.65	0.20	0.57	0.20

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	108	323	0	0	337	103	84	1006	127	0	0	0
Future Volume (vph)	108	323	0	0	337	103	84	1006	127	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Lane Util. Factor	1.00	1.00			1.00	1.00		0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00	0.97			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		1.00	1.00			
Satd. Flow (prot)	1576	1660			1494	1243		4511	1368			
Flt Permitted	0.28	1.00			1.00	1.00		1.00	1.00			
Satd. Flow (perm)	472	1660			1494	1243		4511	1368			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	112	336	0	0	351	107	88	1048	132	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	77	0	0	76	0	0	0
Lane Group Flow (vph)	113	336	0	0	351	30	0	1136	56	0	0	0
Confl. Peds. (#/hr)	6		5	5		6	5		5	5		5
Confl. Bikes (#/hr)						2						2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)					0	0						
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	7	4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)	34.0	34.0			22.7	22.7		34.0	34.0			
Effective Green, g (s)	34.0	34.0			22.7	22.7		34.0	34.0			
Actuated g/C Ratio	0.43	0.43			0.28	0.28		0.43	0.43			
Clearance Time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Vehicle Extension (s)	3.0	2.0			2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)	273	705			423	352		1917	581			
v/s Ratio Prot	0.03	c0.20			c0.23							
v/s Ratio Perm	0.15					0.02		0.25	0.04			
v/c Ratio	0.41	0.48			0.83	0.09		0.59	0.10			
Uniform Delay, d1	15.6	16.6			26.8	21.0		17.7	13.8			
Progression Factor	1.00	1.00			1.00	1.00		0.69	0.43			
Incremental Delay, d2	1.0	0.2			12.1	0.0		1.3	0.3			
Delay (s)	16.6	16.8			38.9	21.1		13.5	6.3			
Level of Service	B	B			D	C		B	A			
Approach Delay (s/veh)		16.7			34.8			12.8			0.0	
Approach LOS		B			C			B			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	18.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	67.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

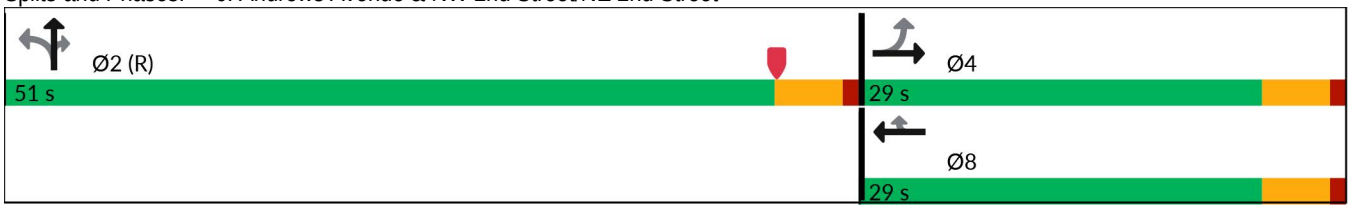
6: Andrews Avenue & NW 2nd Street/NE 2nd Street

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	35	27	68	53	1028	110
Future Volume (vph)	35	27	68	53	1028	110
Turn Type	Perm	NA	NA	Perm	NA	Perm
Protected Phases		4	8		2	
Permitted Phases	4			8		2
Detector Phase	4	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	29.0	29.0	29.0	29.0	51.0	51.0
Total Split (%)	36.3%	36.3%	36.3%	36.3%	63.8%	63.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 13 (16%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 6: Andrews Avenue & NW 2nd Street/NE 2nd Street



Lane Group	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	66	72	56	1117	117
v/c Ratio	0.47	0.41	0.28	0.31	0.11
Control Delay (s/veh)	44.3	39.4	13.1	1.4	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.3	39.4	13.1	1.4	0.4
Queue Length 50th (ft)	32	34	0	11	1
Queue Length 95th (ft)	67	70	31	64	m5
Internal Link Dist (ft)	113	909		606	
Turn Bay Length (ft)					150
Base Capacity (vph)	389	498	453	3657	1107
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.17	0.14	0.12	0.31	0.11

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	27	0	0	68	53	22	1028	110	0	0	0
Future Volume (vph)	35	27	0	0	68	53	22	1028	110	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0	5.0		5.0	5.0			
Lane Util. Factor		1.00			1.00	1.00		0.91	1.00			
Frpb, ped/bikes		1.00			1.00	0.98		1.00	0.95			
Flpb, ped/bikes		1.00			1.00	1.00		1.00	1.00			
Frt		1.00			1.00	0.85		1.00	0.85			
Flt Protected		0.97			1.00	1.00		1.00	1.00			
Satd. Flow (prot)		1607			1660	1381		4525	1342			
Flt Permitted		0.79			1.00	1.00		1.00	1.00			
Satd. Flow (perm)		1299			1660	1381		4525	1342			
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	37	29	0	0	72	56	23	1094	117	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	51	0	0	25	0	0	0
Lane Group Flow (vph)	0	66	0	0	72	5	0	1117	92	0	0	0
Confl. Peds. (#/hr)	7		6	6		7	11		13	13		11
Confl. Bikes (#/hr)									1			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)		7.4			7.4	7.4		62.6	62.6			
Effective Green, g (s)		7.4			7.4	7.4		62.6	62.6			
Actuated g/C Ratio		0.09			0.09	0.09		0.78	0.78			
Clearance Time (s)		5.0			5.0	5.0		5.0	5.0			
Vehicle Extension (s)		2.0			2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)		120			153	127		3540	1050			
v/s Ratio Prot					0.04							
v/s Ratio Perm		c0.05				0.00		0.25	0.07			
v/c Ratio		0.55			0.47	0.04		0.32	0.09			
Uniform Delay, d1		34.7			34.4	33.1		2.5	2.0			
Progression Factor		1.00			1.00	1.00		0.44	0.45			
Incremental Delay, d2		3.1			0.8	0.0		0.2	0.1			
Delay (s)		37.8			35.3	33.1		1.3	1.0			
Level of Service		D			D	C		A	A			
Approach Delay (s/veh)		37.8			34.3			1.3			0.0	
Approach LOS		D			C			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	5.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	49.0%	ICU Level of Service	A
Analysis Period (min)	15		

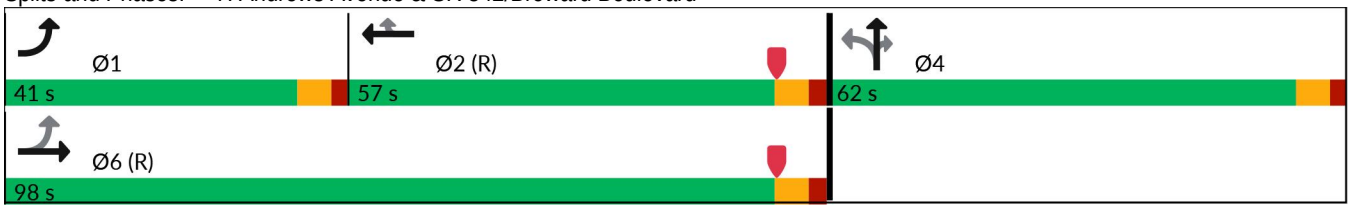
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	332	1998	1154	239	454	833	204
Future Volume (vph)	332	1998	1154	239	454	833	204
Turn Type	pm+pt	NA	NA	Perm	Perm	NA	Perm
Protected Phases	1	6	2			4	
Permitted Phases	6			2	4		4
Detector Phase	1	6	2	2	4	4	4
Switch Phase							
Minimum Initial (s)	4.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	10.0	31.0	29.0	29.0	41.0	41.0	41.0
Total Split (s)	41.0	98.0	57.0	57.0	62.0	62.0	62.0
Total Split (%)	25.6%	61.3%	35.6%	35.6%	38.8%	38.8%	38.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?							
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 155 (97%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 7: Andrews Avenue & SR 842/Broward Boulevard



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	346	2081	1202	249	473	868	213
v/c Ratio	0.92	0.77	0.74	0.46	0.91	0.58	0.43
Control Delay (s/veh)	69.1	27.6	39.3	18.2	55.4	29.2	15.0
Queue Delay	0.0	0.0	0.0	0.0	1.9	0.0	0.0
Total Delay (s/veh)	69.1	27.6	39.3	18.2	57.3	29.2	15.0
Queue Length 50th (ft)	278	607	442	146	494	226	72
Queue Length 95th (ft)	#449	670	503	241	#669	177	64
Internal Link Dist (ft)		264	909			539	
Turn Bay Length (ft)	80			160	150		150
Base Capacity (vph)	409	2686	1625	543	546	1586	519
Starvation Cap Reductn	0	0	0	0	19	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	0.85	0.77	0.74	0.46	0.90	0.55	0.41

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

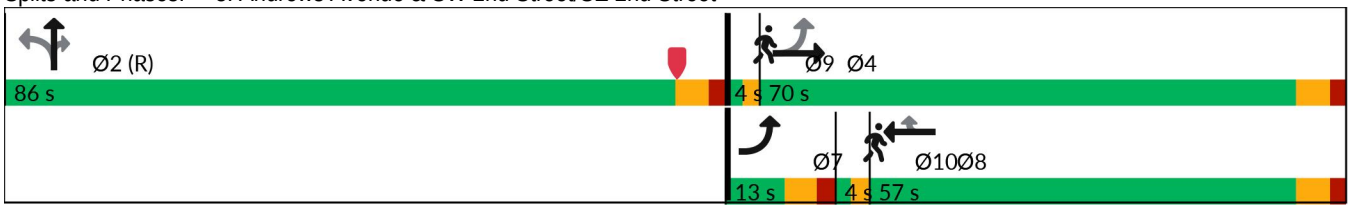
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	332	1998	0	0	1154	239	454	833	204	0	0	0
Future Volume (veh/h)	332	1998	0	0	1154	239	454	833	204	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1670	1670	0	0	1670	1670	1670	1670	1670			
Adj Flow Rate, veh/h	346	2081	0	0	1202	151	473	868	148			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	362	2750	0	0	1921	590	512	1467	445			
Arrive On Green	0.19	0.80	0.00	0.00	0.56	0.56	0.32	0.32	0.32			
Sat Flow, veh/h	1590	4709	0	0	4709	1399	1590	4559	1383			
Grp Volume(v), veh/h	346	2081	0	0	1202	151	473	868	148			
Grp Sat Flow(s),veh/h/ln	1590	1520	0	0	1520	1399	1590	1520	1383			
Q Serve(g_s), s	20.8	36.7	0.0	0.0	28.6	8.9	45.9	25.5	13.0			
Cycle Q Clear(g_c), s	20.8	36.7	0.0	0.0	28.6	8.9	45.9	25.5	13.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	362	2750	0	0	1921	590	512	1467	445			
V/C Ratio(X)	0.96	0.76	0.00	0.00	0.63	0.26	0.92	0.59	0.33			
Avail Cap(c_a), veh/h	480	2750	0	0	1921	590	557	1596	484			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.33	1.33	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.87	0.87	0.79	0.79	0.79			
Uniform Delay (d), s/veh	29.0	9.9	0.0	0.0	26.6	22.3	52.4	45.5	41.2			
Incr Delay (d2), s/veh	23.8	2.0	0.0	0.0	1.4	0.9	16.5	0.2	0.1			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	9.7	9.2	0.0	0.0	9.9	3.0	20.7	9.8	4.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.8	11.9	0.0	0.0	28.0	23.2	68.9	45.7	41.3			
LnGrp LOS	D	B			C	C	E	D	D			
Approach Vol, veh/h		2427			1353			1489				
Approach Delay, s/veh		17.7			27.4			52.6				
Approach LOS		B			C			D				
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	29.1	73.4		57.5		102.5						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	35.0	51.0		56.0		92.0						
Max Q Clear Time (g_c+I1), s	22.8	30.6		47.9		38.7						
Green Ext Time (p_c), s	0.3	9.5		3.5		29.7						
Intersection Summary												
HCM 7th Control Delay, s/veh			30.1									
HCM 7th LOS			C									

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR	Ø9	Ø10
Lane Configurations								
Traffic Volume (vph)	74	221	89	254	1189	312		
Future Volume (vph)	74	221	89	254	1189	312		
Turn Type	pm+pt	NA	NA	Perm	NA	Perm		
Protected Phases	7	4	8		2		9	10
Permitted Phases	4			8		2		
Detector Phase	7	4	8	8	2	2		
Switch Phase								
Minimum Initial (s)	5.0	6.0	6.0	6.0	7.0	7.0	1.0	1.0
Minimum Split (s)	11.0	33.0	33.0	33.0	26.0	26.0	4.0	4.0
Total Split (s)	13.0	70.0	57.0	57.0	86.0	86.0	4.0	4.0
Total Split (%)	8.1%	43.8%	35.6%	35.6%	53.8%	53.8%	3%	3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lead							Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 71 (44%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 8: Andrews Avenue & SW 2nd Street/SE 2nd Street



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	80	240	97	276	1535	339
v/c Ratio	0.30	0.51	0.30	0.88	0.54	0.38
Control Delay (s/veh)	41.9	51.0	54.9	69.4	6.0	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.3	0.8
Total Delay (s/veh)	41.9	51.0	54.9	69.4	6.4	3.0
Queue Length 50th (ft)	62	215	88	201	16	0
Queue Length 95th (ft)	95	270	132	292	304	42
Internal Link Dist (ft)		237	244		322	
Turn Bay Length (ft)	80					150
Base Capacity (vph)	265	670	534	457	2834	888
Starvation Cap Reductn	0	0	0	0	643	288
Spillback Cap Reductn	0	0	0	0	38	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.36	0.18	0.60	0.70	0.57

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	221	0	0	89	254	224	1189	312	0	0	0
Future Volume (vph)	74	221	0	0	89	254	224	1189	312	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Lane Util. Factor	1.00	1.00			1.00	1.00		0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00	0.87		1.00	0.91			
Flpb, ped/bikes	0.96	1.00			1.00	1.00		0.99	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (prot)	1530	1676			1676	1244		4498	1299			
Flt Permitted	0.51	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (perm)	820	1676			1676	1244		4498	1299			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	80	240	0	0	97	276	243	1292	339	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	72	0	0	71	0	0	0
Lane Group Flow (vph)	80	240	0	0	97	204	0	1535	268	0	0	0
Confl. Peds. (#/hr)	66		24	24		66	15		17	17		15
Confl. Bikes (#/hr)			3						3			3
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	7	4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)	48.0	44.8			31.4	31.4		100.0	100.0			
Effective Green, g (s)	48.0	44.8			31.4	31.4		100.0	100.0			
Actuated g/C Ratio	0.30	0.28			0.20	0.20		0.63	0.63			
Clearance Time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Vehicle Extension (s)	3.0	2.0			2.0	2.0		0.2	0.2			
Lane Grp Cap (vph)	277	469			328	244		2811	811			
v/s Ratio Prot	c0.01	c0.14			0.06							
v/s Ratio Perm	0.07					c0.16		0.34	0.21			
v/c Ratio	0.29	0.51			0.30	0.84		0.55	0.33			
Uniform Delay, d1	41.8	48.4			54.9	61.9		17.1	14.2			
Progression Factor	1.00	1.00			1.00	1.00		0.30	0.16			
Incremental Delay, d2	0.6	0.4			0.2	20.6		0.6	0.9			
Delay (s)	42.3	48.8			55.0	82.5		5.7	3.3			
Level of Service	D	D			E	F		A	A			
Approach Delay (s/veh)		47.2			75.4			5.3			0.0	
Approach LOS		D			E			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	20.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	72.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	NBT	NBR
Lane Configurations				
Traffic Volume (vph)	89	0	1510	633
Future Volume (vph)	89	0	1510	633
Turn Type	NA	NA	NA	Perm
Protected Phases	8	4	2	
Permitted Phases				2
Detector Phase	8	4	2	2
Switch Phase				
Minimum Initial (s)	6.0	6.0	7.0	7.0
Minimum Split (s)	39.0	39.0	39.0	39.0
Total Split (s)	39.0	39.0	82.0	82.0
Total Split (%)	24.4%	24.4%	51.3%	51.3%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		
Lead-Lag Optimize?				
Recall Mode	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 42 (26%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 9: Andrews Avenue & Las Olas Boulevard

Lane Group	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	278	21	1606	673
v/c Ratio	0.56	0.07	0.59	0.71
Control Delay (s/veh)	65.2	0.5	17.0	8.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.2	0.5	17.0	8.0
Queue Length 50th (ft)	135	0	478	325
Queue Length 95th (ft)	184	0	m436	m261
Internal Link Dist (ft)	104	384	1642	
Turn Bay Length (ft)				150
Base Capacity (vph)	629	373	2727	946
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	1	72	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.44	0.06	0.60	0.71

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	172	89	0	0	0	20	0	1510	633	0	0	0
Future Volume (vph)	172	89	0	0	0	20	0	1510	633	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0	6.0			
Lane Util. Factor		0.95			1.00			0.91	1.00			
Frpb, ped/bikes		1.00			0.96			1.00	0.96			
Flpb, ped/bikes		1.00			1.00			1.00	1.00			
Frt		1.00			0.87			1.00	0.85			
Flt Protected		0.97			1.00			1.00	1.00			
Satd. Flow (prot)		3054			1382			4532	1348			
Flt Permitted		0.97			1.00			1.00	1.00			
Satd. Flow (perm)		3054			1382			4532	1348			
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	183	95	0	0	0	21	0	1606	673	0	0	0
RTOR Reduction (vph)	0	0	0	0	18	0	0	0	139	0	0	0
Lane Group Flow (vph)	0	278	0	0	3	0	0	1606	534	0	0	0
Confl. Peds. (#/hr)	18		28	28		18	22		22	22		22
Confl. Bikes (#/hr)			2						4			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)						0						
Turn Type	Split	NA			NA			NA	Perm			
Protected Phases	8	8			4			2				
Permitted Phases									2			
Actuated Green, G (s)		25.9			21.0			95.1	95.1			
Effective Green, g (s)		25.9			21.0			95.1	95.1			
Actuated g/C Ratio		0.16			0.13			0.59	0.59			
Clearance Time (s)		6.0			6.0			6.0	6.0			
Vehicle Extension (s)		2.0			2.0			1.0	1.0			
Lane Grp Cap (vph)		494			181			2693	801			
v/s Ratio Prot		c0.09			c0.00			0.35				
v/s Ratio Perm									c0.40			
v/c Ratio		0.56			0.02			0.60	0.67			
Uniform Delay, d1		61.8			60.5			20.4	21.8			
Progression Factor		1.00			1.00			0.68	0.52			
Incremental Delay, d2		0.9			0.0			0.1	0.4			
Delay (s)		62.7			60.5			13.9	11.8			
Level of Service		E			E			B	B			
Approach Delay (s/veh)		62.7			60.5			13.3			0.0	
Approach LOS		E			E			B			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	19.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	76.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	WBT	WBR	NBT
Lane Configurations				
Traffic Volume (vph)	338	53	325	2146
Future Volume (vph)	338	53	325	2146
Turn Type	Prot	NA	Perm	NA
Protected Phases	8	4		2
Permitted Phases			4	
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	6.0	6.0	6.0	12.0
Minimum Split (s)	29.0	27.0	27.0	26.0
Total Split (s)	29.0	37.0	37.0	94.0
Total Split (%)	18.1%	23.1%	23.1%	58.8%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 143 (89%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 10: Andrews Avenue & SW 6th Street/SE 6th Street

Lane Group	EBL	WBT	WBR	NBT
Lane Group Flow (vph)	384	60	369	2630
v/c Ratio	0.90	0.18	1.18	1.07
Control Delay (s/veh)	92.6	55.6	154.2	60.2
Queue Delay	0.0	0.0	0.0	6.0
Total Delay (s/veh)	92.6	55.6	154.2	66.3
Queue Length 50th (ft)	206	53	~415	~1121
Queue Length 95th (ft)	#282	97	#608	#1134
Internal Link Dist (ft)		899		562
Turn Bay Length (ft)				
Base Capacity (vph)	439	329	312	2450
Starvation Cap Reductn	0	0	0	32
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.87	0.18	1.18	1.09

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	338	0	0	0	53	325	168	2146	0	0	0	0
Future Volume (vph)	338	0	0	0	53	325	168	2146	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0				6.0	6.0		6.0				
Lane Util. Factor	0.97				1.00	1.00		0.91				
Frpb, ped/bikes	1.00				1.00	0.94		1.00				
Flpb, ped/bikes	1.00				1.00	1.00		0.99				
Frt	1.00				1.00	0.85		1.00				
Flt Protected	0.95				1.00	1.00		1.00				
Satd. Flow (prot)	3060				1660	1326		4456				
Flt Permitted	0.95				1.00	1.00		1.00				
Satd. Flow (perm)	3060				1660	1326		4456				
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	384	0	0	0	60	369	191	2439	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	49	0	0	0	0	0	0
Lane Group Flow (vph)	384	0	0	0	60	320	0	2630	0	0	0	0
Confl. Peds. (#/hr)	21		40	40		21	18		2	2		18
Confl. Bikes (#/hr)						1						1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	6	0	0	0	0
Parking (#/hr)				0								
Turn Type	Prot				NA	Perm	Perm	NA				
Protected Phases	8				4			2				
Permitted Phases						4	2					
Actuated Green, G (s)	22.2				31.8	31.8		88.0				
Effective Green, g (s)	22.2				31.8	31.8		88.0				
Actuated g/C Ratio	0.14				0.20	0.20		0.55				
Clearance Time (s)	6.0				6.0	6.0		6.0				
Vehicle Extension (s)	2.0				2.0	2.0		3.0				
Lane Grp Cap (vph)	424				329	263		2450				
v/s Ratio Prot	c0.13				0.04							
v/s Ratio Perm						c0.24		0.59				
v/c Ratio	0.91				0.18	1.22		1.07				
Uniform Delay, d1	67.9				53.3	64.1		36.0				
Progression Factor	1.00				1.00	1.00		0.56				
Incremental Delay, d2	22.0				0.1	127.2		38.8				
Delay (s)	89.9				53.4	191.3		58.9				
Level of Service	F				D	F		E				
Approach Delay (s/veh)		89.9			172.0			58.9			0.0	
Approach LOS		F			F			E			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	76.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	99.9%	ICU Level of Service	F
Analysis Period (min)	15		

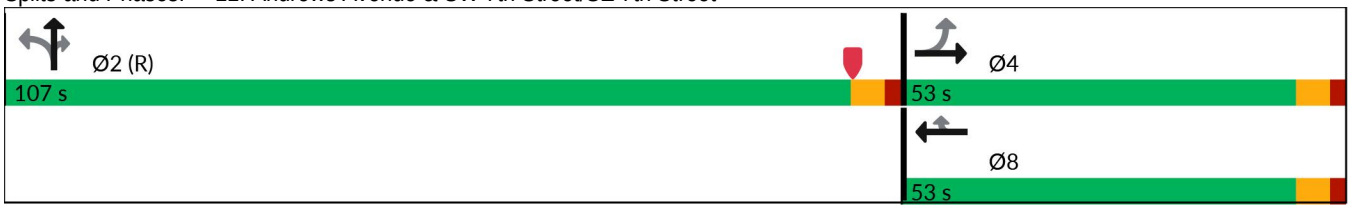
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	136	303	60	99	2266	129
Future Volume (vph)	136	303	60	99	2266	129
Turn Type	Perm	NA	NA	Perm	NA	Perm
Protected Phases		4	8		2	
Permitted Phases	4			8		2
Detector Phase	4	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	12.0	12.0
Minimum Split (s)	27.0	27.0	27.0	27.0	25.0	25.0
Total Split (s)	53.0	53.0	53.0	53.0	107.0	107.0
Total Split (%)	33.1%	33.1%	33.1%	33.1%	66.9%	66.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 148 (93%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 11: Andrews Avenue & SW 7th Street/SE 7th Street



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	143	319	63	104	2503	136
v/c Ratio	0.51	0.90	0.16	0.30	0.81	0.14
Control Delay (s/veh)	58.0	86.2	46.8	40.6	18.3	1.9
Queue Delay	0.0	0.0	0.0	0.0	2.1	0.0
Total Delay (s/veh)	58.0	86.2	46.8	40.6	20.3	1.9
Queue Length 50th (ft)	130	325	52	72	812	7
Queue Length 95th (ft)	192	423	90	122	m500	m12
Internal Link Dist (ft)		244	248		1907	
Turn Bay Length (ft)	95					150
Base Capacity (vph)	347	438	487	421	3104	957
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	1	435	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.73	0.13	0.25	0.94	0.14

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	303	0	0	60	99	112	2266	129	0	0	0
Future Volume (vph)	136	303	0	0	60	99	112	2266	129	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Lane Util. Factor	1.00	1.00			1.00	1.00		0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00	0.97			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		1.00	1.00			
Satd. Flow (prot)	1571	1494			1660	1387		4517	1365			
Flt Permitted	0.72	1.00			1.00	1.00		1.00	1.00			
Satd. Flow (perm)	1184	1494			1660	1387		4517	1365			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	143	319	0	0	63	104	118	2385	136	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	15	0	0	20	0	0	0
Lane Group Flow (vph)	143	319	0	0	63	89	0	2503	116	0	0	0
Confl. Peds. (#/hr)	2		2	2		2	5		3	3		5
Confl. Bikes (#/hr)						1						2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)		0										
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)	38.1	38.1			38.1	38.1		109.9	109.9			
Effective Green, g (s)	38.1	38.1			38.1	38.1		109.9	109.9			
Actuated g/C Ratio	0.24	0.24			0.24	0.24		0.69	0.69			
Clearance Time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Vehicle Extension (s)	2.0	2.0			2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)	281	355			395	330		3102	937			
v/s Ratio Prot		c0.21			0.04							
v/s Ratio Perm	0.12					0.06		0.55	0.09			
v/c Ratio	0.51	0.90			0.16	0.27		0.81	0.12			
Uniform Delay, d1	52.8	59.1			48.3	49.6		17.6	8.6			
Progression Factor	1.00	1.00			1.00	1.00		0.94	0.34			
Incremental Delay, d2	0.5	23.7			0.1	0.2		0.2	0.0			
Delay (s)	53.4	82.8			48.3	49.8		16.8	3.0			
Level of Service	D	F			D	D		B	A			
Approach Delay (s/veh)		73.7			49.2			16.1			0.0	
Approach LOS		E			D			B			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	25.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	82.2%	ICU Level of Service	E
Analysis Period (min)	15		

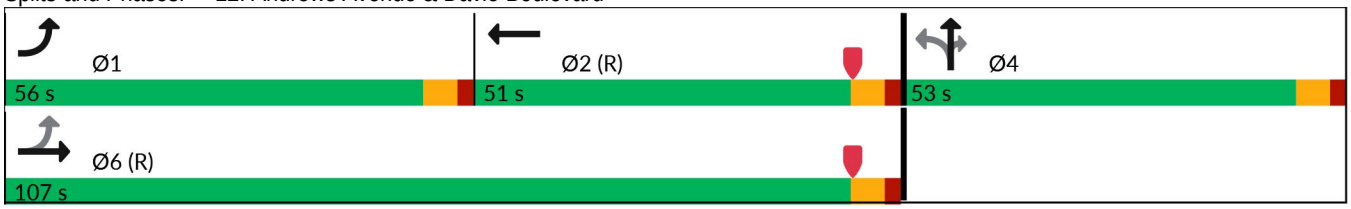
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	810	589	696	1380	296
Future Volume (vph)	810	589	696	1380	296
Turn Type	pm+pt	NA	NA	NA	Perm
Protected Phases	1	6	2	4	
Permitted Phases	6				4
Detector Phase	1	6	2	4	4
Switch Phase					
Minimum Initial (s)	4.0	12.0	12.0	6.0	6.0
Minimum Split (s)	12.0	40.0	40.0	34.0	34.0
Total Split (s)	56.0	107.0	51.0	53.0	53.0
Total Split (%)	35.0%	66.9%	31.9%	33.1%	33.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?					
Recall Mode	None	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 137 (86%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 12: Andrews Avenue & Davie Boulevard



Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	953	693	1163	1938	348
v/c Ratio	1.61	0.31	1.23	1.32	0.66
Control Delay (s/veh)	313.1	14.0	155.6	190.7	37.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	313.1	14.0	155.6	190.7	37.5
Queue Length 50th (ft)	~1381	167	~788	~956	216
Queue Length 95th (ft)	#1517	188	#850	m#956	m219
Internal Link Dist (ft)		223	909	2503	
Turn Bay Length (ft)	140				150
Base Capacity (vph)	593	2212	947	1465	531
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.61	0.31	1.23	1.32	0.66

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.

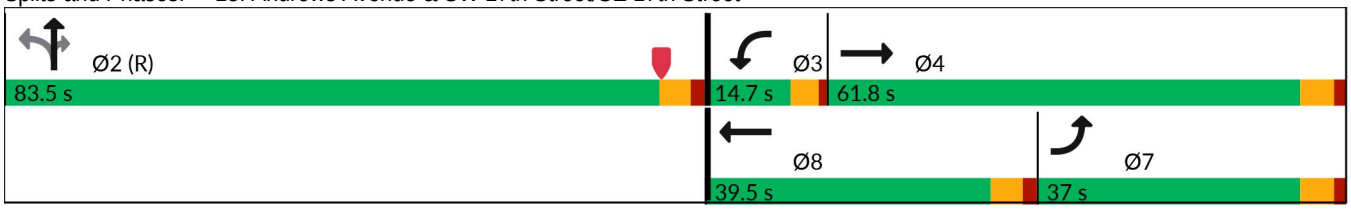
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	810	589	0	0	696	292	267	1380	296	0	0	0
Future Volume (veh/h)	810	589	0	0	696	292	267	1380	296	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	953	693	0	0	819	330	314	1624	220			
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	597	2225	0	0	687	276	246	1279	460			
Arrive On Green	0.42	0.84	0.00	0.00	0.37	0.37	0.29	0.29	0.29			
Sat Flow, veh/h	1767	3618	0	0	2537	982	838	4353	1564			
Grp Volume(v), veh/h	953	693	0	0	590	559	679	1259	220			
Grp Sat Flow(s),veh/h/ln	1767	1763	0	0	1763	1664	1814	1689	1564			
Q Serve(g_s), s	50.0	6.8	0.0	0.0	45.0	45.0	47.0	47.0	18.5			
Cycle Q Clear(g_c), s	50.0	6.8	0.0	0.0	45.0	45.0	47.0	47.0	18.5			
Prop In Lane	1.00		0.00	0.00		0.59	0.46		1.00			
Lane Grp Cap(c), veh/h	597	2225	0	0	496	468	533	992	460			
V/C Ratio(X)	1.60	0.31	0.00	0.00	1.19	1.19	1.28	1.27	0.48			
Avail Cap(c_a), veh/h	597	2225	0	0	496	468	533	992	460			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.33	1.33	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.88	0.88	0.09	0.09	0.09			
Uniform Delay (d), s/veh	40.1	5.3	0.0	0.0	50.1	50.1	56.5	56.5	46.4			
Incr Delay (d2), s/veh	275.9	0.4	0.0	0.0	102.4	104.8	125.3	121.7	0.0			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	66.5	2.3	0.0	0.0	33.1	31.5	40.0	36.8	7.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	316.0	5.6	0.0	0.0	152.4	154.9	181.8	178.2	46.5			
LnGrp LOS	F	A			F	F	F	F	D			
Approach Vol, veh/h		1646			1149			2158				
Approach Delay, s/veh		185.3			153.6			165.9				
Approach LOS		F			F			F				
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	56.0	51.0		53.0		107.0						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	50.0	45.0		47.0		101.0						
Max Q Clear Time (g_c+I1), s	52.0	47.0		49.0		8.8						
Green Ext Time (p_c), s	0.0	0.0		0.0		5.8						
Intersection Summary												
HCM 7th Control Delay, s/veh			169.5									
HCM 7th LOS			F									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	630	52	109	328	67	1590	577
Future Volume (vph)	630	52	109	328	67	1590	577
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm
Protected Phases	7	4	3	8		2	
Permitted Phases					2		2
Detector Phase	7	4	3	8	2	2	2
Switch Phase							
Minimum Initial (s)	5.0	6.0	5.0	6.0	10.0	10.0	10.0
Minimum Split (s)	10.5	39.5	9.5	39.5	39.5	39.5	39.5
Total Split (s)	37.0	61.8	14.7	39.5	83.5	83.5	83.5
Total Split (%)	23.1%	38.6%	9.2%	24.7%	52.2%	52.2%	52.2%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.0	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	4.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 25 (16%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 13: Andrews Avenue & SW 17th Street/SE 17th Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	677	125	117	658	72	1710	620
v/c Ratio	1.00	0.11	0.58	0.96	0.08	1.00	0.75
Control Delay (s/veh)	96.6	16.3	74.6	64.3	22.3	62.5	30.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	96.6	16.3	74.6	64.3	22.3	62.5	30.5
Queue Length 50th (ft)	~376	20	32	357	40	~930	398
Queue Length 95th (ft)	#510	45	69	#484	71	#1113	568
Internal Link Dist (ft)		226		905		784	
Turn Bay Length (ft)	60		70		145		105
Base Capacity (vph)	679	1176	216	693	849	1708	831
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	1.00	0.11	0.54	0.95	0.08	1.00	0.75

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	630	52	64	109	328	284	67	1590	577	0	0	0
Future Volume (vph)	630	52	64	109	328	284	67	1590	577	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5		4.5	5.5		5.5	5.5	5.5			
Lane Util. Factor	0.97	0.95		0.97	0.95		1.00	0.95	1.00			
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00	0.98			
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.99	1.00	1.00			
Frt	1.00	0.92		1.00	0.93		1.00	1.00	0.85			
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00			
Satd. Flow (prot)	3400	3183		3400	3229		1743	3505	1540			
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00			
Satd. Flow (perm)	3400	3183		3400	3229		1743	3505	1540			
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	677	56	69	117	353	305	72	1710	620	0	0	0
RTOR Reduction (vph)	0	44	0	0	7	0	0	0	80	0	0	0
Lane Group Flow (vph)	677	81	0	117	651	0	72	1710	540	0	0	0
Confl. Peds. (#/hr)	5		2	2		5	4		4	4		4
Confl. Bikes (#/hr)			5			2						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA		Prot	NA		Perm	NA	Perm			
Protected Phases	7	4		3	8			2				
Permitted Phases							2		2			
Actuated Green, G (s)	32.0	56.9		9.6	33.5		78.0	78.0	78.0			
Effective Green, g (s)	32.0	56.9		9.6	33.5		78.0	78.0	78.0			
Actuated g/C Ratio	0.20	0.36		0.06	0.21		0.49	0.49	0.49			
Clearance Time (s)	5.5	5.5		4.5	5.5		5.5	5.5	5.5			
Vehicle Extension (s)	3.0	2.0		3.0	2.0		3.0	3.0	3.0			
Lane Grp Cap (vph)	680	1131		204	676		849	1708	750			
v/s Ratio Prot	c0.20	0.03		0.03	c0.20			c0.49				
v/s Ratio Perm							0.04		0.35			
v/c Ratio	1.00	0.07		0.57	0.96		0.08	1.00	0.72			
Uniform Delay, d1	63.9	34.1		73.2	62.6		21.9	41.0	32.4			
Progression Factor	1.00	1.00		0.87	0.61		1.00	1.00	1.00			
Incremental Delay, d2	33.2	0.0		3.8	25.0		0.2	22.1	5.9			
Delay (s)	97.1	34.1		67.3	63.1		22.1	63.1	38.2			
Level of Service	F	C		E	E		C	E	D			
Approach Delay (s/veh)		87.3			63.7			55.4			0.0	
Approach LOS		F			E			E			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	63.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	95.6%	ICU Level of Service	F
Analysis Period (min)	15		

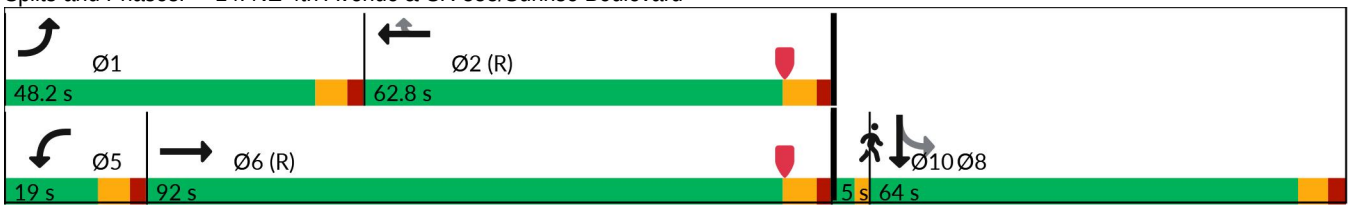
c Critical Lane Group

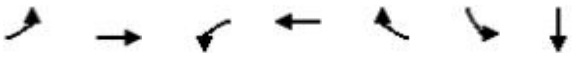
Lane Group	EBL	EBT	WBL	WBT	WBR	SBL	SBT	Ø10
Lane Configurations								
Traffic Volume (vph)	265	1548	134	1045	85	159	1020	
Future Volume (vph)	265	1548	134	1045	85	159	1020	
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	
Protected Phases	1	6	5	2			8	10
Permitted Phases					2	8		
Detector Phase	1	6	5	2	2	8	8	
Switch Phase								
Minimum Initial (s)	5.0	12.0	5.0	12.0	12.0	6.0	6.0	1.0
Minimum Split (s)	11.5	49.5	11.5	47.5	47.5	47.5	47.5	5.0
Total Split (s)	48.2	92.0	19.0	62.8	62.8	64.0	64.0	5.0
Total Split (%)	26.8%	51.1%	10.6%	34.9%	34.9%	35.6%	35.6%	3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.5	2.5	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag			
Lead-Lag Optimize?								
Recall Mode	None	C-Min	None	C-Min	C-Min	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 63 (35%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 14: NE 4th Avenue & SR 838/Sunrise Boulevard





Lane Group	EBL	EBT	WBL	WBT	WBR	SBL	SBT
Lane Group Flow (vph)	279	2634	141	1100	89	167	1271
v/c Ratio	0.88	1.29dr	1.16	0.59	0.14	0.27	1.06
Control Delay (s/veh)	103.5	98.7	206.8	39.7	7.6	43.9	96.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	103.5	98.8	206.8	39.7	7.6	43.9	96.5
Queue Length 50th (ft)	347	~1301	~187	404	29	143	~856
Queue Length 95th (ft)	m325	m#1216	m#334	487	m50	211	#997
Internal Link Dist (ft)		1177		617			421
Turn Bay Length (ft)	260		190		210	330	
Base Capacity (vph)	410	2295	122	1855	635	608	1204
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	39	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	1.17	1.16	0.59	0.14	0.27	1.06

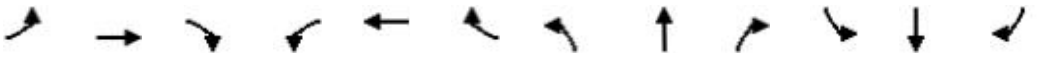
Intersection Summary

~ 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.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	265	1548	955	134	1045	85	0	0	0	159	1020	187
Future Volume (vph)	265	1548	955	134	1045	85	0	0	0	159	1020	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5	6.5				6.5	6.5	
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00				1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.98				1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00				0.99	1.00	
Frt	1.00	0.94		1.00	1.00	0.85				1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00				0.95	1.00	
Satd. Flow (prot)	1770	4760		1770	5085	1545				1753	3446	
Flt Permitted	0.95	1.00		0.95	1.00	1.00				0.95	1.00	
Satd. Flow (perm)	1770	4760		1770	5085	1545				1753	3446	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	279	1629	1005	141	1100	89	0	0	0	167	1074	197
RTOR Reduction (vph)	0	34	0	0	0	57	0	0	0	0	8	0
Lane Group Flow (vph)	279	2600	0	141	1100	32	0	0	0	167	1263	0
Confl. Peds. (#/hr)	6		3	3		6	5		6	6		5
Confl. Bikes (#/hr)			4			2			3			
Turn Type	Prot	NA		Prot	NA	Perm				Perm	NA	
Protected Phases	1	6		5	2						8	
Permitted Phases						2				8		
Actuated Green, G (s)	32.3	85.5		12.5	65.7	65.7				62.5	62.5	
Effective Green, g (s)	32.3	85.5		12.5	65.7	65.7				62.5	62.5	
Actuated g/C Ratio	0.18	0.48		0.07	0.37	0.37				0.35	0.35	
Clearance Time (s)	6.5	6.5		6.5	6.5	6.5				6.5	6.5	
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0				2.0	2.0	
Lane Grp Cap (vph)	317	2261		122	1856	563				608	1196	
v/s Ratio Prot	c0.16	c0.55		0.08	0.22						c0.37	
v/s Ratio Perm						0.02				0.10		
v/c Ratio	0.88	1.29dr		1.16	0.59	0.06				0.27	1.06	
Uniform Delay, d1	72.0	47.3		83.8	46.3	37.1				42.4	58.8	
Progression Factor	1.41	0.72		1.22	0.81	2.38				1.00	1.00	
Incremental Delay, d2	2.8	68.0		126.4	1.3	0.2				0.1	42.2	
Delay (s)	103.9	101.9		229.0	38.7	88.4				42.5	101.0	
Level of Service	F	F		F	D	F				D	F	
Approach Delay (s/veh)		102.1			62.2			0.0			94.2	
Approach LOS		F			E			A			F	

Intersection Summary

HCM 2000 Control Delay (s/veh)	90.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.13		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	109.3%	ICU Level of Service	H
Analysis Period (min)	15		

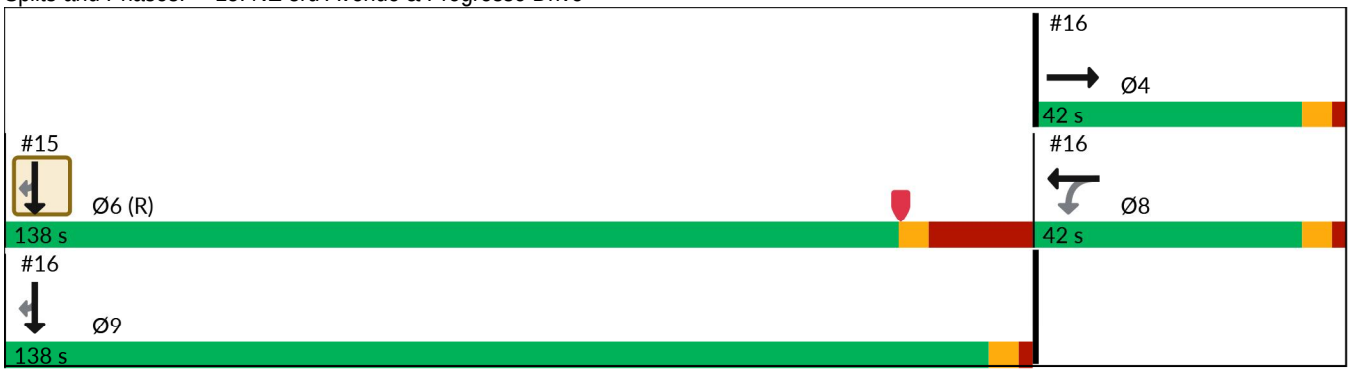
dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

Lane Group	EBR	SBT	SBR	Ø4	Ø8	Ø9
Lane Configurations						
Traffic Volume (vph)	46	2031	10			
Future Volume (vph)	46	2031	10			
Turn Type	Free	NA	Perm			
Protected Phases		6		4	8	9
Permitted Phases	Free		6			
Detector Phase		6	6			
Switch Phase						
Minimum Initial (s)		10.0	10.0	6.0	6.0	10.0
Minimum Split (s)		45.0	45.0	38.0	38.0	33.0
Total Split (s)		138.0	138.0	42.0	42.0	138.0
Total Split (%)		76.7%	76.7%	23%	23%	77%
Yellow Time (s)		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)		14.0	14.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0			
Total Lost Time (s)		18.0	18.0			
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		C-Min	C-Min	None	None	Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 146 (81%), Referenced to phase 6:SBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 15: NE 3rd Avenue & Progresso Drive



Lane Group	EBR	SBT	SBR
Lane Group Flow (vph)	51	2232	11
v/c Ratio	0.03	0.92	0.01
Control Delay (s/veh)	0.0	17.6	5.3
Queue Delay	0.0	9.7	0.0
Total Delay (s/veh)	0.0	27.3	5.3
Queue Length 50th (ft)	0	821	1
Queue Length 95th (ft)	0	m672	m1
Internal Link Dist (ft)		214	
Turn Bay Length (ft)			150
Base Capacity (vph)	1591	2413	1080
Starvation Cap Reductn	0	197	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.03	1.01	0.01

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	46	0	0	2031	10
Future Volume (vph)	0	46	0	0	2031	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			18.0	18.0
Lane Util. Factor		1.00			0.95	1.00
Frpb, ped/bikes		0.99			1.00	1.00
Flpb, ped/bikes		1.00			1.00	1.00
Frt		0.87			1.00	0.85
Flt Protected		1.00			1.00	1.00
Satd. Flow (prot)		1591			3539	1583
Flt Permitted		1.00			1.00	1.00
Satd. Flow (perm)		1591			3539	1583
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	51	0	0	2232	11
RTOR Reduction (vph)	0	0	0	0	0	1
Lane Group Flow (vph)	0	51	0	0	2232	10
Confl. Peds. (#/hr)		1	3			
Confl. Bikes (#/hr)				1		
Turn Type		Free			NA	Perm
Protected Phases					6	
Permitted Phases		Free				6
Actuated Green, G (s)		180.0			122.7	122.7
Effective Green, g (s)		180.0			122.7	122.7
Actuated g/C Ratio		1.00			0.68	0.68
Clearance Time (s)					18.0	18.0
Vehicle Extension (s)					3.0	3.0
Lane Grp Cap (vph)		1591			2412	1079
v/s Ratio Prot					c0.63	
v/s Ratio Perm		c0.03				0.01
v/c Ratio		0.03			0.93	0.01
Uniform Delay, d1		0.0			24.7	9.2
Progression Factor		1.00			0.64	0.69
Incremental Delay, d2		0.0			0.8	0.0
Delay (s)		0.0			16.7	6.4
Level of Service		A			B	A
Approach Delay (s/veh)	0.0			0.0	16.6	
Approach LOS	A			A	B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	16.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	78.1%	ICU Level of Service	D
Analysis Period (min)	15		

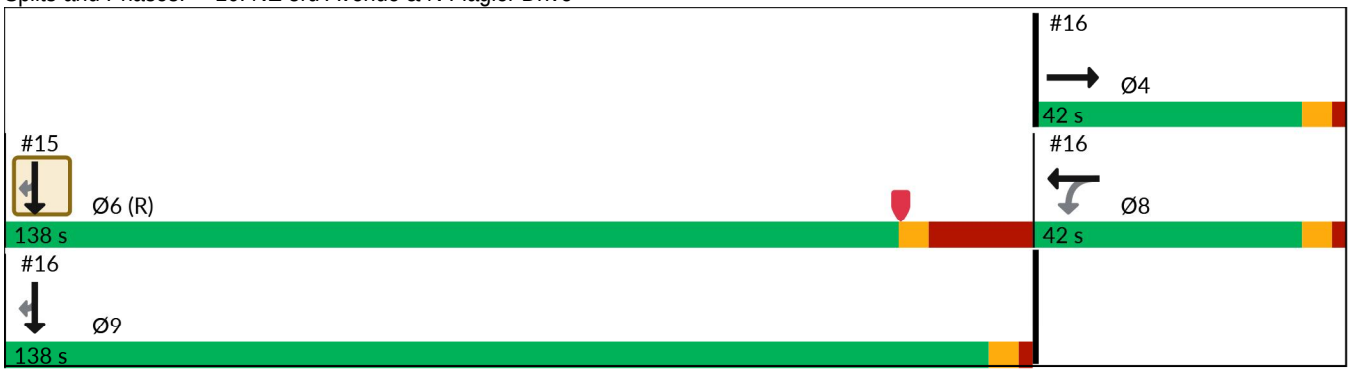
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR	Ø6
Lane Configurations						
Traffic Volume (vph)	163	113	32	2069	27	
Future Volume (vph)	163	113	32	2069	27	
Turn Type	NA	Perm	NA	NA	Perm	
Protected Phases	4		8	9		6
Permitted Phases		8			9	
Detector Phase	4	8	8	9	9	
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	10.0	10.0	10.0
Minimum Split (s)	38.0	38.0	38.0	33.0	33.0	45.0
Total Split (s)	42.0	42.0	42.0	138.0	138.0	138.0
Total Split (%)	23.3%	23.3%	23.3%	76.7%	76.7%	77%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	14.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	Min	Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 146 (81%), Referenced to phase 6:SBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 16: NE 3rd Avenue & N Flagler Drive



Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	219	123	35	2249	29
v/c Ratio	0.65	1.02	0.10	0.85	0.03
Control Delay (s/veh)	75.0	153.8	60.6	2.5	0.0
Queue Delay	0.0	0.0	0.0	0.6	0.0
Total Delay (s/veh)	75.0	153.8	60.6	3.1	0.0
Queue Length 50th (ft)	232	149	34	7	0
Queue Length 95th (ft)	331	m#272	m63	7	m0
Internal Link Dist (ft)	1124		224	145	
Turn Bay Length (ft)		165			25
Base Capacity (vph)	366	131	372	2649	1150
Starvation Cap Reductn	0	0	0	132	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.60	0.94	0.09	0.89	0.03

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	163	39	113	32	0	0	0	0	0	2069	27
Future Volume (vph)	0	163	39	113	32	0	0	0	0	0	2069	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	6.0
Lane Util. Factor		1.00		1.00	1.00						0.95	1.00
Frpb, ped/bikes		1.00		1.00	1.00						1.00	0.97
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.97		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		1808		1763	1863						3539	1531
Flt Permitted		1.00		0.35	1.00						1.00	1.00
Satd. Flow (perm)		1808		657	1863						3539	1531
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	177	42	123	35	0	0	0	0	0	2249	29
RTOR Reduction (vph)	0	5	0	0	0	0	0	0	0	0	0	5
Lane Group Flow (vph)	0	214	0	123	35	0	0	0	0	0	2249	24
Confl. Peds. (#/hr)	2		4	4		2	4		2	2		4
Confl. Bikes (#/hr)						2						
Turn Type		NA		Perm	NA						NA	Perm
Protected Phases		4			8						9	
Permitted Phases				8								9
Actuated Green, G (s)		33.3		33.3	33.3						134.7	134.7
Effective Green, g (s)		33.3		33.3	33.3						134.7	134.7
Actuated g/C Ratio		0.19		0.19	0.19						0.75	0.75
Clearance Time (s)		6.0		6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.5		2.5	2.5						3.0	3.0
Lane Grp Cap (vph)		334		121	344						2648	1145
v/s Ratio Prot		0.12			0.02						c0.64	
v/s Ratio Perm				c0.19								0.02
v/c Ratio		0.64		1.02	0.10						0.85	0.02
Uniform Delay, d1		67.8		73.4	60.9						15.6	5.8
Progression Factor		1.00		1.01	1.01						0.06	0.00
Incremental Delay, d2		3.7		84.1	0.1						1.1	0.0
Delay (s)		71.5		158.3	61.6						2.1	0.0
Level of Service		E		F	E						A	A
Approach Delay (s/veh)		71.5			136.9			0.0			2.0	
Approach LOS		E			F			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	15.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	91.4%	ICU Level of Service	F
Analysis Period (min)	15		

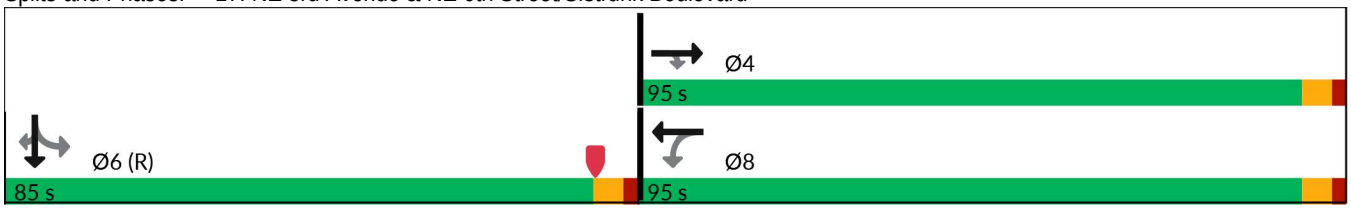
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	342	703	136	278	1808	138
Future Volume (vph)	342	703	136	278	1808	138
Turn Type	NA	Perm	Perm	NA	NA	Perm
Protected Phases	4			8	6	
Permitted Phases		4	8			6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	28.0	28.0
Total Split (s)	95.0	95.0	95.0	95.0	85.0	85.0
Total Split (%)	52.8%	52.8%	52.8%	52.8%	47.2%	47.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 8 (4%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 17: NE 3rd Avenue & NE 6th Street/Sistrunk Boulevard



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	372	764	148	302	2161	150
v/c Ratio	0.41	1.02	0.38	0.33	0.99	0.22
Control Delay (s/veh)	30.5	79.9	31.9	28.8	44.2	9.6
Queue Delay	0.0	4.6	0.0	0.0	0.0	0.0
Total Delay (s/veh)	30.5	84.5	31.9	28.8	44.2	9.6
Queue Length 50th (ft)	275	~937	108	213	886	49
Queue Length 95th (ft)	365	#1199	172	289	#1030	m61
Internal Link Dist (ft)	911			651	1514	
Turn Bay Length (ft)		140	140			150
Base Capacity (vph)	912	752	390	912	2193	681
Starvation Cap Reductn	0	11	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.41	1.03	0.38	0.33	0.99	0.22

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	342	703	136	278	0	0	0	0	180	1808	138
Future Volume (vph)	0	342	703	136	278	0	0	0	0	180	1808	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		1.00	1.00	1.00	1.00						0.91	1.00
Frpb, ped/bikes		1.00	0.96	1.00	1.00						1.00	0.95
Flpb, ped/bikes		1.00	1.00	0.99	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						1.00	1.00
Satd. Flow (prot)		1845	1504	1732	1845						5000	1493
Flt Permitted		1.00	1.00	0.43	1.00						1.00	1.00
Satd. Flow (perm)		1845	1504	789	1845						5000	1493
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	372	764	148	302	0	0	0	0	196	1965	150
RTOR Reduction (vph)	0	0	9	0	0	0	0	0	0	0	0	26
Lane Group Flow (vph)	0	372	755	148	302	0	0	0	0	0	2161	124
Confl. Peds. (#/hr)	3		14	14		3	7		7	7		7
Confl. Bikes (#/hr)			1			1						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4	8						6		6
Actuated Green, G (s)		89.0	89.0	89.0	89.0						79.0	79.0
Effective Green, g (s)		89.0	89.0	89.0	89.0						79.0	79.0
Actuated g/C Ratio		0.49	0.49	0.49	0.49						0.44	0.44
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0	2.0						3.0	3.0
Lane Grp Cap (vph)		912	743	390	912						2194	655
v/s Ratio Prot		0.20			0.16							
v/s Ratio Perm			c0.50	0.19							0.43	0.08
v/c Ratio		0.41	1.02	0.38	0.33						0.98	0.19
Uniform Delay, d1		28.8	45.5	28.3	27.5						49.9	30.9
Progression Factor		1.00	1.00	1.00	1.00						0.67	0.43
Incremental Delay, d2		0.1	37.1	0.2	0.1						10.5	0.3
Delay (s)		28.9	82.6	28.5	27.6						44.0	13.7
Level of Service		C	F	C	C						D	B
Approach Delay (s/veh)		65.0			27.9			0.0			42.0	
Approach LOS		E			C			A			D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	47.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	106.1%	ICU Level of Service	G
Analysis Period (min)	15		

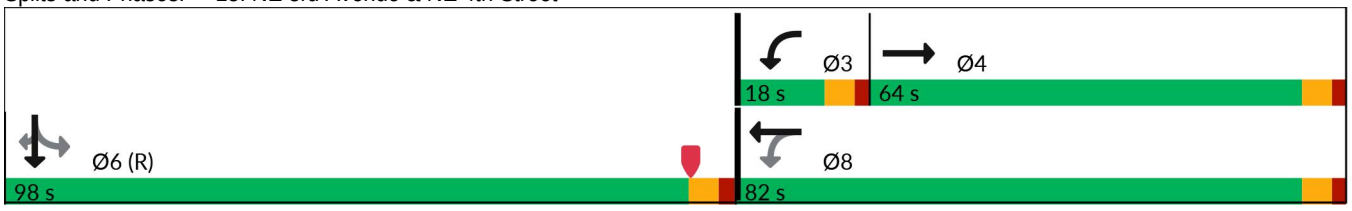
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	215	172	193	2310	170
Future Volume (vph)	215	172	193	2310	170
Turn Type	NA	pm+pt	NA	NA	Perm
Protected Phases	4	3	8	6	
Permitted Phases		8			6
Detector Phase	4	3	8	6	6
Switch Phase					
Minimum Initial (s)	6.0	5.0	6.0	10.0	10.0
Minimum Split (s)	32.0	11.0	32.0	27.0	27.0
Total Split (s)	64.0	18.0	82.0	98.0	98.0
Total Split (%)	35.6%	10.0%	45.6%	54.4%	54.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 38 (21%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 18: NE 3rd Avenue & NE 4th Street



Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	556	183	205	2686	181
v/c Ratio	1.25	1.27	0.33	1.18	0.26
Control Delay (s/veh)	177.3	202.5	36.7	107.0	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	177.3	202.5	36.7	107.0	7.9
Queue Length 50th (ft)	~810	~222	162	~1378	33
Queue Length 95th (ft)	#1057	#400	233	m#1394	m35
Internal Link Dist (ft)	908		191	1288	
Turn Bay Length (ft)		90			150
Base Capacity (vph)	445	144	630	2279	700
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.25	1.27	0.33	1.18	0.26

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	215	307	172	193	0	0	0	0	215	2310	170
Future Volume (vph)	0	215	307	172	193	0	0	0	0	215	2310	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	6.0
Lane Util. Factor		1.00		1.00	1.00						0.91	1.00
Frpb, ped/bikes		0.99		1.00	1.00						1.00	0.93
Flpb, ped/bikes		1.00		1.00	1.00						0.99	1.00
Frt		0.92		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		1361		1577	1494						4459	1318
Flt Permitted		1.00		0.07	1.00						1.00	1.00
Satd. Flow (perm)		1361		112	1494						4459	1318
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	229	327	183	205	0	0	0	0	229	2457	181
RTOR Reduction (vph)	0	7	0	0	0	0	0	0	0	0	0	27
Lane Group Flow (vph)	0	549	0	183	205	0	0	0	0	0	2686	154
Confl. Peds. (#/hr)	12		3	3		12	11		33	33		11
Confl. Bikes (#/hr)						2						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)		0	0		0	0						
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		4		3	8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)		58.0		76.0	76.0						92.0	92.0
Effective Green, g (s)		58.0		76.0	76.0						92.0	92.0
Actuated g/C Ratio		0.32		0.42	0.42						0.51	0.51
Clearance Time (s)		6.0		6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0		3.0	2.0						3.0	3.0
Lane Grp Cap (vph)		438		144	630						2279	673
v/s Ratio Prot		0.40		c0.08	0.14							
v/s Ratio Perm				c0.45							0.60	0.12
v/c Ratio		1.25		1.27	0.33						1.18	0.23
Uniform Delay, d1		61.0		52.2	34.8						44.0	24.4
Progression Factor		1.00		1.00	1.00						0.55	0.45
Incremental Delay, d2		131.9		165.2	0.1						81.9	0.2
Delay (s)		192.9		217.4	34.9						106.1	11.2
Level of Service		F		F	C						F	B
Approach Delay (s/veh)		192.9			121.0			0.0			100.1	
Approach LOS		F			F			A			F	

Intersection Summary

HCM 2000 Control Delay (s/veh)	115.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.24		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	115.9%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	38	59	34	2661	29
Future Volume (vph)	38	59	34	2661	29
Turn Type	NA	Perm	NA	NA	Perm
Protected Phases	4		8	6	
Permitted Phases		8			6
Detector Phase	4	8	8	6	6
Switch Phase					
Minimum Initial (s)	6.0	6.0	6.0	7.0	7.0
Minimum Split (s)	31.0	31.0	31.0	28.0	28.0
Total Split (s)	31.0	31.0	31.0	149.0	149.0
Total Split (%)	17.2%	17.2%	17.2%	82.8%	82.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 64 (36%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 19: NE 3rd Avenue & NE 3rd Street

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	80	62	36	2894	31
v/c Ratio	0.62	0.76	0.30	0.75	0.03
Control Delay (s/veh)	90.4	128.0	81.9	3.4	0.1
Queue Delay	0.0	0.0	0.0	13.8	0.0
Total Delay (s/veh)	90.4	128.0	81.9	17.2	0.1
Queue Length 50th (ft)	84	73	41	58	0
Queue Length 95th (ft)	142	128	80	m68	m0
Internal Link Dist (ft)	415		157	262	
Turn Bay Length (ft)		160			150
Base Capacity (vph)	218	141	207	3836	1112
Starvation Cap Reductn	0	0	0	993	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.37	0.44	0.17	1.02	0.03

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	38	38	59	34	0	0	0	0	88	2661	29
Future Volume (vph)	0	38	38	59	34	0	0	0	0	88	2661	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	6.0
Lane Util. Factor		1.00		1.00	1.00						0.91	1.00
Frpb, ped/bikes		0.98		1.00	1.00						1.00	0.92
Flpb, ped/bikes		1.00		0.98	1.00						1.00	1.00
Frt		0.93		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		1524		1551	1494						4502	1302
Flt Permitted		1.00		0.62	1.00						1.00	1.00
Satd. Flow (perm)		1524		1017	1494						4502	1302
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	40	40	62	36	0	0	0	0	93	2801	31
RTOR Reduction (vph)	0	7	0	0	0	0	0	0	0	0	0	3
Lane Group Flow (vph)	0	73	0	62	36	0	0	0	0	0	2894	28
Confl. Peds. (#/hr)	6		9	9		6	14		38	38		14
Confl. Bikes (#/hr)									1			3
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)					0	0						
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)		14.6		14.6	14.6						153.4	153.4
Effective Green, g (s)		14.6		14.6	14.6						153.4	153.4
Actuated g/C Ratio		0.08		0.08	0.08						0.85	0.85
Clearance Time (s)		6.0		6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0		2.0	2.0						1.0	1.0
Lane Grp Cap (vph)		123		82	121						3836	1109
v/s Ratio Prot		0.05			0.02							
v/s Ratio Perm				c0.06							0.64	0.02
v/c Ratio		0.59		0.76	0.30						0.75	0.03
Uniform Delay, d1		79.8		81.0	77.9						5.5	2.0
Progression Factor		1.00		1.00	1.00						0.52	0.04
Incremental Delay, d2		5.0		29.1	0.5						0.1	0.0
Delay (s)		84.8		110.0	78.4						3.0	0.1
Level of Service		F		F	E						A	A
Approach Delay (s/veh)		84.8			98.4			0.0			3.0	
Approach LOS		F			F			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	8.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	83.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	4	47	46	2397	103
Future Volume (vph)	4	47	46	2397	103
Turn Type	NA	Perm	NA	NA	Perm
Protected Phases	4		8	6	
Permitted Phases		8			6
Detector Phase	4	8	8	6	6
Switch Phase					
Minimum Initial (s)	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	33.0	33.0	33.0	25.0	25.0
Total Split (s)	33.0	33.0	33.0	147.0	147.0
Total Split (%)	18.3%	18.3%	18.3%	81.7%	81.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 72 (40%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 20: NE 3rd Avenue & NE 2nd Street

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	105	51	49	2857	111
v/c Ratio	0.76	0.66	0.32	0.77	0.10
Control Delay (s/veh)	101.8	114.1	80.2	2.7	0.2
Queue Delay	0.0	0.0	0.0	0.1	0.0
Total Delay (s/veh)	101.8	114.1	80.2	2.8	0.2
Queue Length 50th (ft)	111	59	55	125	0
Queue Length 95th (ft)	177	110	99	124	m0
Internal Link Dist (ft)	909		241	266	
Turn Bay Length (ft)		105			150
Base Capacity (vph)	220	127	249	3721	1069
Starvation Cap Reductn	0	0	0	112	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.48	0.40	0.20	0.79	0.10

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	4	94	47	46	0	0	0	0	260	2397	103
Future Volume (vph)	0	4	94	47	46	0	0	0	0	260	2397	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	6.0
Lane Util. Factor		1.00		1.00	1.00						0.91	1.00
Frpb, ped/bikes		0.97		1.00	1.00						1.00	0.89
Flpb, ped/bikes		1.00		0.99	1.00						0.98	1.00
Frt		0.87		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		1408		1562	1660						4420	1257
Flt Permitted		1.00		0.52	1.00						1.00	1.00
Satd. Flow (perm)		1408		850	1660						4420	1257
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	4	101	51	49	0	0	0	0	280	2577	111
RTOR Reduction (vph)	0	10	0	0	0	0	0	0	0	0	0	11
Lane Group Flow (vph)	0	95	0	51	49	0	0	0	0	0	2857	100
Confl. Peds. (#/hr)	7		6	6		7	19		43	43		19
Confl. Bikes (#/hr)			1						1			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)		16.5		16.5	16.5						151.5	151.5
Effective Green, g (s)		16.5		16.5	16.5						151.5	151.5
Actuated g/C Ratio		0.09		0.09	0.09						0.84	0.84
Clearance Time (s)		6.0		6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0		2.0	2.0						3.0	3.0
Lane Grp Cap (vph)		129		77	152						3720	1057
v/s Ratio Prot		c0.07			0.03							
v/s Ratio Perm				0.06							0.65	0.08
v/c Ratio		0.74		0.66	0.32						0.77	0.09
Uniform Delay, d1		79.6		79.1	76.5						6.4	2.5
Progression Factor		1.00		1.00	1.00						0.23	0.02
Incremental Delay, d2		17.0		15.3	0.5						1.1	0.1
Delay (s)		96.7		94.4	77.0						2.5	0.2
Level of Service		F		F	E						A	A
Approach Delay (s/veh)		96.7			85.8			0.0			2.4	
Approach LOS		F			F			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	8.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	81.8%	ICU Level of Service	D
Analysis Period (min)	15		

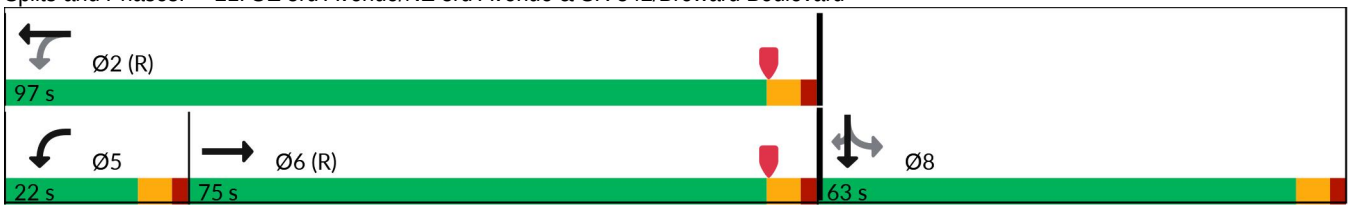
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	1192	289	1094	1644	312
Future Volume (vph)	1192	289	1094	1644	312
Turn Type	NA	pm+pt	NA	NA	Perm
Protected Phases	6	5	2	8	
Permitted Phases		2			8
Detector Phase	6	5	2	8	8
Switch Phase					
Minimum Initial (s)	7.0	4.0	7.0	6.0	6.0
Minimum Split (s)	40.0	10.0	40.0	39.0	39.0
Total Split (s)	75.0	22.0	97.0	63.0	63.0
Total Split (%)	46.9%	13.8%	60.6%	39.4%	39.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	C-Max	None	C-Max	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 154 (96%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 21: SE 3rd Avenue/NE 3rd Avenue & SR 842/Broward Boulevard



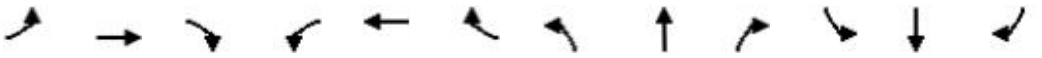
Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	2369	298	1128	2102	322
v/c Ratio	1.86dr	1.51	0.44	1.33	0.63
Control Delay (s/veh)	175.1	286.3	20.5	193.1	39.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	175.1	286.3	20.5	193.1	39.2
Queue Length 50th (ft)	~1176	~387	240	~1041	222
Queue Length 95th (ft)	#1241	#589	276	#1130	337
Internal Link Dist (ft)	909		213	269	
Turn Bay Length (ft)		175			150
Base Capacity (vph)	1788	198	2577	1581	514
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.32	1.51	0.44	1.33	0.63

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1192	1106	289	1094	0	0	0	0	395	1644	312
Future Volume (veh/h)	0	1192	1106	289	1094	0	0	0	0	395	1644	312
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1670	1670	1670	1670	0				1670	1670	1670
Adj Flow Rate, veh/h	0	1229	1129	298	1128	0				407	1695	251
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	1311	604	204	2593	0				320	1342	482
Arrive On Green	0.00	0.57	0.57	0.13	0.76	0.00				0.36	0.36	0.36
Sat Flow, veh/h	0	3190	1401	1590	4709	0				897	3767	1353
Grp Volume(v), veh/h	0	1229	1129	298	1128	0				737	1365	251
Grp Sat Flow(s),veh/h/ln	0	1520	1401	1590	1520	0				1625	1520	1353
Q Serve(g_s), s	0.0	59.7	69.0	16.0	14.4	0.0				57.0	57.0	23.5
Cycle Q Clear(g_c), s	0.0	59.7	69.0	16.0	14.4	0.0				57.0	57.0	23.5
Prop In Lane	0.00		1.00	1.00		0.00				0.55		1.00
Lane Grp Cap(c), veh/h	0	1311	604	204	2593	0				579	1083	482
V/C Ratio(X)	0.00	0.94	1.87	1.46	0.44	0.00				1.27	1.26	0.52
Avail Cap(c_a), veh/h	0	1311	604	204	2593	0				579	1083	482
HCM Platoon Ratio	1.00	1.33	1.33	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.59	0.59	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	32.1	34.1	51.5	10.2	0.0				51.5	51.5	40.7
Incr Delay (d2), s/veh	0.0	9.2	394.4	232.2	0.5	0.0				136.1	124.8	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
%ile BackOfQ(50%),veh/ln	0.0	21.7	87.6	17.0	4.1	0.0				45.0	40.4	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	41.3	428.5	283.7	10.7	0.0				187.6	176.3	41.2
LnGrp LOS		D	F	F	B					F	F	D
Approach Vol, veh/h		2358			1426						2353	
Approach Delay, s/veh		226.7			67.7						165.4	
Approach LOS		F			E						F	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		97.0			22.0	75.0		63.0				
Change Period (Y+Rc), s		6.0			6.0	6.0		6.0				
Max Green Setting (Gmax), s		91.0			16.0	69.0		57.0				
Max Q Clear Time (g_c+I1), s		16.4			18.0	71.0		59.0				
Green Ext Time (p_c), s		1.9			0.0	0.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			166.3									
HCM 7th LOS			F									

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	133	137	59	207	2095	316
Future Volume (vph)	133	137	59	207	2095	316
Turn Type	NA	Perm	Split	NA	NA	Perm
Protected Phases	4		8	8	6	
Permitted Phases		4				6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	15.0	15.0
Minimum Split (s)	32.0	32.0	34.0	34.0	31.0	31.0
Total Split (s)	32.0	32.0	34.0	34.0	74.0	74.0
Total Split (%)	22.9%	22.9%	24.3%	24.3%	52.9%	52.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 128 (91%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 22: SE 3rd Avenue & SE 2nd Street

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	139	143	55	222	2634	329
v/c Ratio	0.52	0.43	0.22	0.85	1.09	0.43
Control Delay (s/veh)	59.6	11.6	51.1	84.4	81.2	15.2
Queue Delay	0.0	0.0	0.0	0.0	2.9	0.0
Total Delay (s/veh)	59.6	11.7	51.1	84.4	84.1	15.2
Queue Length 50th (ft)	114	0	46	207	~1035	114
Queue Length 95th (ft)	183	61	87	300	#1163	207
Internal Link Dist (ft)	582			245	543	
Turn Bay Length (ft)						150
Base Capacity (vph)	308	358	299	315	2408	766
Starvation Cap Reductn	0	0	0	0	235	0
Spillback Cap Reductn	0	4	0	0	156	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.40	0.18	0.70	1.21	0.43

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	133	137	59	207	0	0	0	0	434	2095	316
Future Volume (vph)	0	133	137	59	207	0	0	0	0	434	2095	316
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		1.00	1.00	0.95	0.95						0.91	1.00
Frpb, ped/bikes		1.00	0.92	1.00	1.00						1.00	0.93
Flpb, ped/bikes		1.00	1.00	1.00	1.00						0.99	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.99	1.00
Satd. Flow (prot)		1660	1305	1498	1575						4431	1310
Flt Permitted		1.00	1.00	0.95	1.00						0.99	1.00
Satd. Flow (perm)		1660	1305	1498	1575						4431	1310
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	139	143	61	216	0	0	0	0	452	2182	329
RTOR Reduction (vph)	0	0	120	0	0	0	0	0	0	0	0	54
Lane Group Flow (vph)	0	139	23	55	222	0	0	0	0	0	2634	275
Confl. Peds. (#/hr)	10		40	40		10	36		29	29		36
Confl. Bikes (#/hr)									3			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA	Perm	Split	NA					Perm	NA	Perm
Protected Phases		4		8	8						6	
Permitted Phases			4							6		6
Actuated Green, G (s)		22.7	22.7	23.2	23.2						76.1	76.1
Effective Green, g (s)		22.7	22.7	23.2	23.2						76.1	76.1
Actuated g/C Ratio		0.16	0.16	0.17	0.17						0.54	0.54
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0	2.0						3.0	3.0
Lane Grp Cap (vph)		269	211	248	261						2408	712
v/s Ratio Prot		c0.08		0.04	c0.14							
v/s Ratio Perm			0.02								0.59	0.21
v/c Ratio		0.52	0.11	0.22	0.85						1.09	0.39
Uniform Delay, d1		53.6	50.0	50.6	56.7						32.0	18.5
Progression Factor		1.00	1.00	1.00	1.00						1.00	1.00
Incremental Delay, d2		0.7	0.1	0.2	21.7						49.6	1.6
Delay (s)		54.3	50.1	50.7	78.4						81.6	20.0
Level of Service		D	D	D	E						F	C
Approach Delay (s/veh)		52.2			72.9			0.0			74.8	
Approach LOS		D			E			A			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	72.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	104.4%	ICU Level of Service	G
Analysis Period (min)	15		

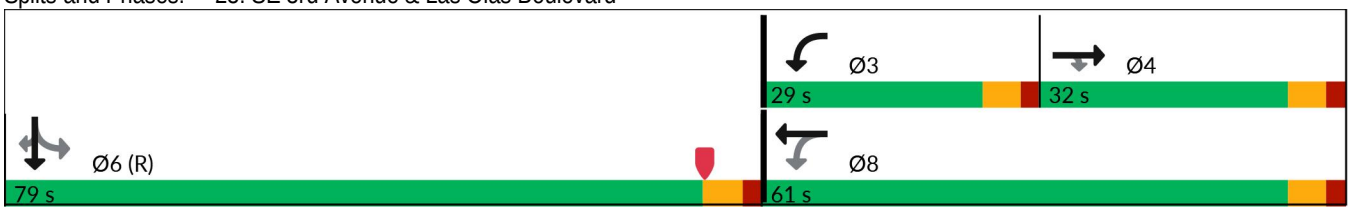
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	404	189	363	159	1805	60
Future Volume (vph)	404	189	363	159	1805	60
Turn Type	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		3	8	6	
Permitted Phases		4	8			6
Detector Phase	4	4	3	8	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	4.0	6.0	10.0	10.0
Minimum Split (s)	32.0	32.0	11.0	32.0	33.0	33.0
Total Split (s)	32.0	32.0	29.0	61.0	79.0	79.0
Total Split (%)	22.9%	22.9%	20.7%	43.6%	56.4%	56.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 139 (99%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 23: SE 3rd Avenue & Las Olas Boulevard



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	439	205	395	173	2424	65
v/c Ratio	0.75	0.76	1.15	0.15	1.05	0.09
Control Delay (s/veh)	63.0	54.2	130.2	27.8	34.5	0.1
Queue Delay	0.0	0.0	0.0	0.0	22.8	0.0
Total Delay (s/veh)	63.0	54.2	130.2	27.8	57.3	0.1
Queue Length 50th (ft)	201	120	~342	53	~857	0
Queue Length 95th (ft)	264	#243	#553	80	m72	m0
Internal Link Dist (ft)	450			474	436	
Turn Bay Length (ft)		110				150
Base Capacity (vph)	585	269	342	1177	2319	703
Starvation Cap Reductn	0	0	0	0	149	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.76	1.15	0.15	1.12	0.09

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	404	189	363	159	0	0	0	0	425	1805	60
Future Volume (vph)	0	404	189	363	159	0	0	0	0	425	1805	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		0.95	1.00	1.00	0.95						0.91	1.00
Frpb, ped/bikes		1.00	0.81	1.00	1.00						1.00	0.91
Flpb, ped/bikes		1.00	1.00	0.99	1.00						0.99	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.99	1.00
Satd. Flow (prot)		3154	1143	1557	2997						4447	1285
Flt Permitted		1.00	1.00	0.24	1.00						0.99	1.00
Satd. Flow (perm)		3154	1143	387	2997						4447	1285
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	439	205	395	173	0	0	0	0	462	1962	65
RTOR Reduction (vph)	0	0	57	0	0	0	0	0	0	0	0	31
Lane Group Flow (vph)	0	439	148	395	173	0	0	0	0	0	2424	34
Confl. Peds. (#/hr)	81		108	108		81	50		32	32		50
Confl. Bikes (#/hr)			8			1			2			3
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)					0	0						
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	Perm
Protected Phases		4		3	8						6	
Permitted Phases			4	8						6		6
Actuated Green, G (s)		26.0	26.0	55.0	55.0						73.0	73.0
Effective Green, g (s)		26.0	26.0	55.0	55.0						73.0	73.0
Actuated g/C Ratio		0.19	0.19	0.39	0.39						0.52	0.52
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.5	2.5	1.5	2.5						3.0	3.0
Lane Grp Cap (vph)		585	212	344	1177						2318	670
v/s Ratio Prot		0.14		c0.19	0.06							
v/s Ratio Perm			0.13	c0.26							0.55	0.03
v/c Ratio		0.75	0.70	1.15	0.15						1.05	0.05
Uniform Delay, d1		53.9	53.3	35.7	27.4						33.5	16.5
Progression Factor		1.00	1.00	1.00	1.00						0.23	0.00
Incremental Delay, d2		5.1	8.9	95.1	0.0						24.4	0.0
Delay (s)		59.1	62.2	130.8	27.4						32.0	0.1
Level of Service		E	E	F	C						C	A
Approach Delay (s/veh)		60.1			99.3			0.0			31.1	
Approach LOS		E			F			A			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	46.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	109.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBL	WBT	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	89	242	1639	288
Future Volume (vph)	89	242	1639	288
Turn Type	Perm	NA	NA	Perm
Protected Phases		8	6	
Permitted Phases	8			6
Detector Phase	8	8	6	6
Switch Phase				
Minimum Initial (s)	6.0	6.0	10.0	10.0
Minimum Split (s)	36.0	36.0	37.0	37.0
Total Split (s)	38.0	38.0	102.0	102.0
Total Split (%)	27.1%	27.1%	72.9%	72.9%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 59 (42%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 24: SE 3rd Avenue & SE 6th Street

Lane Group	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	96	260	2217	310
v/c Ratio	0.33	0.44	0.68	0.30
Control Delay (s/veh)	51.0	51.8	4.9	0.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.0	51.8	5.0	0.5
Queue Length 50th (ft)	74	107	147	3
Queue Length 95th (ft)	129	152	m134	m1
Internal Link Dist (ft)		462	1522	
Turn Bay Length (ft)	160			150
Base Capacity (vph)	350	720	3244	1044
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	34	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.27	0.36	0.69	0.30

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	89	242	0	0	0	0	423	1639	288
Future Volume (vph)	0	0	0	89	242	0	0	0	0	423	1639	288
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				6.0	6.0						6.0	6.0
Lane Util. Factor				1.00	0.95						0.91	1.00
Frpb, ped/bikes				1.00	1.00						1.00	0.98
Flpb, ped/bikes				0.97	1.00						0.99	1.00
Frt				1.00	1.00						1.00	0.85
Flt Protected				0.95	1.00						0.99	1.00
Satd. Flow (prot)				1533	3154						4464	1380
Flt Permitted				0.95	1.00						0.99	1.00
Satd. Flow (perm)				1533	3154						4464	1380
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	0	96	260	0	0	0	0	455	1762	310
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	41
Lane Group Flow (vph)	0	0	0	96	260	0	0	0	0	0	2217	269
Confl. Peds. (#/hr)	42		20	20		42	7		18	18		7
Confl. Bikes (#/hr)			1						2			3
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type				Perm	NA					Perm	NA	Perm
Protected Phases					8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)				26.3	26.3						101.7	101.7
Effective Green, g (s)				26.3	26.3						101.7	101.7
Actuated g/C Ratio				0.19	0.19						0.73	0.73
Clearance Time (s)				6.0	6.0						6.0	6.0
Vehicle Extension (s)				2.0	2.0						3.0	3.0
Lane Grp Cap (vph)				287	592						3242	1002
v/s Ratio Prot					c0.08							
v/s Ratio Perm				0.06							0.50	0.19
v/c Ratio				0.33	0.44						0.68	0.27
Uniform Delay, d1				49.3	50.3						10.4	6.5
Progression Factor				1.00	1.00						0.42	0.12
Incremental Delay, d2				0.3	0.2						0.1	0.1
Delay (s)				49.5	50.5						4.5	0.8
Level of Service				D	D						A	A
Approach Delay (s/veh)		0.0			50.2			0.0			4.1	
Approach LOS		A			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	9.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	77.6%	ICU Level of Service	D
Analysis Period (min)	15		

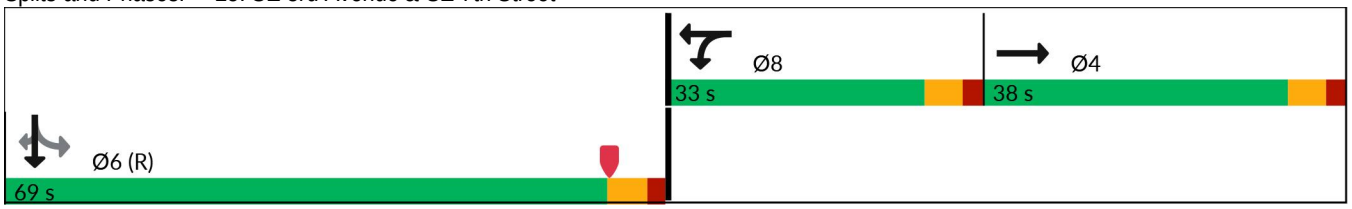
c Critical Lane Group

Lane Group	EBT	WBT	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	144	142	1500	59
Future Volume (vph)	144	142	1500	59
Turn Type	NA	NA	NA	Perm
Protected Phases	4	8	6	
Permitted Phases				6
Detector Phase	4	8	6	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	10.0	10.0
Minimum Split (s)	33.0	33.0	25.0	25.0
Total Split (s)	38.0	33.0	69.0	69.0
Total Split (%)	27.1%	23.6%	49.3%	49.3%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 50 (36%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 25: SE 3rd Avenue & SE 7th Street

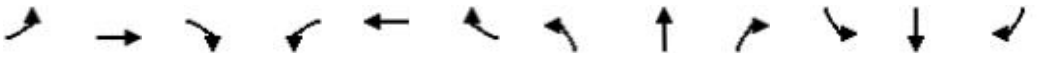


Lane Group	EBT	WBT	SBT	SBR
Lane Group Flow (vph)	280	178	1697	62
v/c Ratio	0.88	0.76	0.70	0.08
Control Delay (s/veh)	75.2	77.8	13.4	0.4
Queue Delay	0.0	0.0	0.2	0.0
Total Delay (s/veh)	75.2	77.8	13.6	0.4
Queue Length 50th (ft)	225	158	142	0
Queue Length 95th (ft)	#330	229	422	m3
Internal Link Dist (ft)	568	243	566	
Turn Bay Length (ft)				150
Base Capacity (vph)	375	317	2421	752
Starvation Cap Reductn	0	0	158	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.75	0.56	0.75	0.08

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	144	122	28	142	0	0	0	0	112	1500	59
Future Volume (vph)	0	144	122	28	142	0	0	0	0	112	1500	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0						6.0	6.0
Lane Util. Factor		1.00			1.00						0.91	1.00
Frpb, ped/bikes		0.99			1.00						1.00	0.95
Flpb, ped/bikes		1.00			1.00						1.00	1.00
Frt		0.94			1.00						1.00	0.85
Flt Protected		1.00			0.99						1.00	1.00
Satd. Flow (prot)		1547			1647						4509	1341
Flt Permitted		1.00			0.99						1.00	1.00
Satd. Flow (perm)		1547			1647						4509	1341
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	152	128	29	149	0	0	0	0	118	1579	62
RTOR Reduction (vph)	0	23	0	0	0	0	0	0	0	0	0	29
Lane Group Flow (vph)	0	257	0	0	178	0	0	0	0	0	1697	33
Confl. Peds. (#/hr)	2		2	2		2	8		7	7		8
Confl. Bikes (#/hr)									2			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA		Split	NA					Perm	NA	Perm
Protected Phases		4		8	8						6	
Permitted Phases										6		6
Actuated Green, G (s)		27.0			19.9						75.1	75.1
Effective Green, g (s)		27.0			19.9						75.1	75.1
Actuated g/C Ratio		0.19			0.14						0.54	0.54
Clearance Time (s)		6.0			6.0						6.0	6.0
Vehicle Extension (s)		2.5			2.5						3.0	3.0
Lane Grp Cap (vph)		298			234						2418	719
v/s Ratio Prot		c0.17			c0.11							
v/s Ratio Perm											0.38	0.02
v/c Ratio		0.86			0.76						0.70	0.05
Uniform Delay, d1		54.7			57.8						24.1	15.4
Progression Factor		1.00			1.00						0.46	0.07
Incremental Delay, d2		21.7			13.0						1.3	0.1
Delay (s)		76.4			70.8						12.5	1.2
Level of Service		E			E						B	A
Approach Delay (s/veh)		76.4			70.8			0.0			12.1	
Approach LOS		E			E			A			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	24.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	79.9%	ICU Level of Service	D
Analysis Period (min)	15		

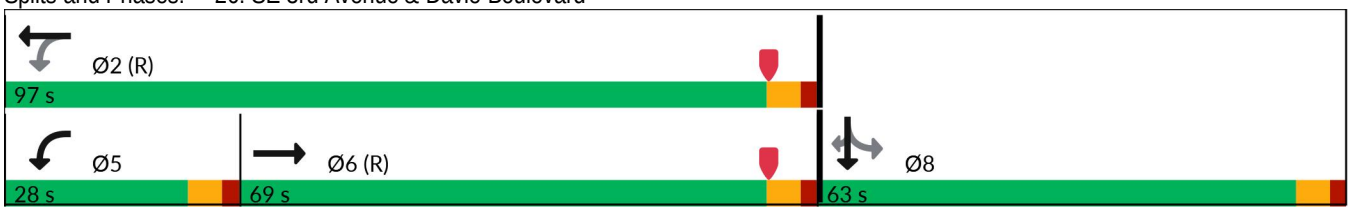
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	517	154	620	855	376
Future Volume (vph)	517	154	620	855	376
Turn Type	NA	pm+pt	NA	NA	Perm
Protected Phases	6	5	2	8	
Permitted Phases		2			8
Detector Phase	6	5	2	8	8
Switch Phase					
Minimum Initial (s)	12.0	4.0	12.0	6.0	6.0
Minimum Split (s)	33.0	10.0	33.0	33.0	33.0
Total Split (s)	69.0	28.0	97.0	63.0	63.0
Total Split (%)	43.1%	17.5%	60.6%	39.4%	39.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	C-Min	None	C-Min	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 153 (96%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 26: SE 3rd Avenue & Davie Boulevard



Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	986	177	713	1306	432
v/c Ratio	0.60	0.60	0.34	0.79	0.66
Control Delay (s/veh)	27.3	24.6	17.8	52.1	27.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.3	24.6	17.8	52.1	27.0
Queue Length 50th (ft)	401	82	195	451	201
Queue Length 95th (ft)	392	129	248	460	289
Internal Link Dist (ft)	909		222	1897	
Turn Bay Length (ft)		185			150
Base Capacity (vph)	1637	386	2091	1787	691
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.60	0.46	0.34	0.73	0.63

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	517	341	154	620	0	0	0	0	281	855	376
Future Volume (vph)	0	517	341	154	620	0	0	0	0	281	855	376
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	6.0
Lane Util. Factor		0.95		1.00	0.95						0.91	1.00
Frpb, ped/bikes		0.99		1.00	1.00						1.00	0.99
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.94		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						0.99	1.00
Satd. Flow (prot)		3276		1752	3505						4966	1545
Flt Permitted		1.00		0.17	1.00						0.99	1.00
Satd. Flow (perm)		3276		319	3505						4966	1545
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	0	594	392	177	713	0	0	0	0	323	983	432
RTOR Reduction (vph)	0	60	0	0	0	0	0	0	0	0	0	141
Lane Group Flow (vph)	0	926	0	177	713	0	0	0	0	0	1306	291
Confl. Peds. (#/hr)	1		2	2		1	1		4	4		1
Confl. Bikes (#/hr)						2			1			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		6		5	2						8	
Permitted Phases				2						8		8
Actuated Green, G (s)		77.1		94.9	94.9						53.1	53.1
Effective Green, g (s)		77.1		94.9	94.9						53.1	53.1
Actuated g/C Ratio		0.48		0.59	0.59						0.33	0.33
Clearance Time (s)		6.0		6.0	6.0						6.0	6.0
Vehicle Extension (s)		3.0		1.5	3.0						2.0	2.0
Lane Grp Cap (vph)		1578		294	2078						1648	512
v/s Ratio Prot		0.28		c0.04	0.20							
v/s Ratio Perm				c0.31							0.26	0.19
v/c Ratio		0.59		0.60	0.34						0.79	0.57
Uniform Delay, d1		29.9		20.0	16.6						48.5	44.0
Progression Factor		0.92		1.00	1.00						1.00	1.00
Incremental Delay, d2		1.5		2.4	0.5						2.5	0.9
Delay (s)		29.2		22.4	17.1						51.0	44.9
Level of Service		C		C	B						D	D
Approach Delay (s/veh)		29.2			18.1			0.0			49.5	
Approach LOS		C			B			A			D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	36.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	73.2%	ICU Level of Service	D
Analysis Period (min)	15		

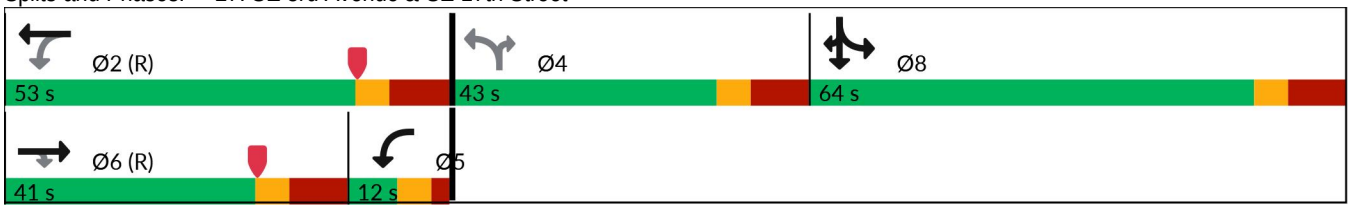
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	517	22	32	563	7	8	300	497	172
Future Volume (vph)	517	22	32	563	7	8	300	497	172
Turn Type	NA	Perm	pm+pt	NA	Perm	Perm	Split	NA	Prot
Protected Phases	6		5	2			8	8	8
Permitted Phases		6	2		4	4			
Detector Phase	6	6	5	2	4	4	8	8	8
Switch Phase									
Minimum Initial (s)	12.0	12.0	5.0	12.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	36.0	36.0	12.0	36.0	43.0	43.0	43.0	43.0	43.0
Total Split (s)	41.0	41.0	12.0	53.0	43.0	43.0	64.0	64.0	64.0
Total Split (%)	25.6%	25.6%	7.5%	33.1%	26.9%	26.9%	40.0%	40.0%	40.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	7.0	7.0	2.0	7.0	7.0	7.0	7.0	7.0	7.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	11.0	11.0	6.0	11.0	11.0	11.0	11.0	11.0	11.0
Lead/Lag	Lead	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes						
Recall Mode	C-Min	C-Min	None	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 35 (22%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 27: SE 3rd Avenue & SE 17th Street



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	574	24	36	626	8	9	333	552	191
v/c Ratio	0.51	0.04	0.12	0.33	0.16	0.02	0.60	0.94	0.19
Control Delay (s/veh)	34.0	0.1	41.6	40.2	60.7	0.1	46.1	69.7	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.0	0.1	41.6	40.2	60.7	0.1	46.1	69.7	10.2
Queue Length 50th (ft)	315	0	28	205	7	0	306	580	36
Queue Length 95th (ft)	#399	m0	58	247	25	0	442	#772	m60
Internal Link Dist (ft)	905			223				2382	
Turn Bay Length (ft)			50		60		150		150
Base Capacity (vph)	1139	623	308	1936	76	465	583	614	1056
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.04	0.12	0.32	0.11	0.02	0.57	0.90	0.18

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	517	22	32	563	0	7	0	8	300	497	172
Future Volume (vph)	0	517	22	32	563	0	7	0	8	300	497	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		11.0	11.0	6.0	11.0		11.0		11.0	11.0	11.0	11.0
Lane Util. Factor		0.95	1.00	1.00	0.91		1.00		1.00	1.00	1.00	0.88
Frpb, ped/bikes		1.00	0.96	1.00	1.00		1.00		0.96	1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00		1.00		0.85	1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00		0.95		1.00	0.95	1.00	1.00
Satd. Flow (prot)		3505	1499	1749	5036		1750		1505	1752	1845	2760
Flt Permitted		1.00	1.00	0.34	1.00		0.21		1.00	0.95	1.00	1.00
Satd. Flow (perm)		3505	1499	634	5036		384		1505	1752	1845	2760
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	574	24	36	626	0	8	0	9	333	552	191
RTOR Reduction (vph)	0	0	17	0	0	0	0	0	8	0	0	130
Lane Group Flow (vph)	0	574	7	36	626	0	8	0	1	333	552	61
Confl. Peds. (#/hr)	7		6	6		7	3		19	19		3
Confl. Bikes (#/hr)			4			2						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA	Perm	pm+pt	NA		Perm		Perm	Split	NA	Prot
Protected Phases		6		5	2					8	8	8
Permitted Phases			6	2			4		4			
Actuated Green, G (s)		46.2	46.2	61.4	56.8		19.2		19.2	51.0	51.0	51.0
Effective Green, g (s)		46.2	46.2	61.4	56.8		19.2		19.2	51.0	51.0	51.0
Actuated g/C Ratio		0.29	0.29	0.38	0.36		0.12		0.12	0.32	0.32	0.32
Clearance Time (s)		11.0	11.0	6.0	11.0		11.0		11.0	11.0	11.0	11.0
Vehicle Extension (s)		2.5	2.5	3.0	2.5		2.0		2.0	2.0	2.0	2.0
Lane Grp Cap (vph)		1012	432	275	1787		46		180	558	588	879
v/s Ratio Prot		c0.16		c0.00	0.12					0.19	c0.30	0.02
v/s Ratio Perm			0.00	0.05			c0.02		0.00			
v/c Ratio		0.57	0.02	0.13	0.35		0.17		0.01	0.60	0.94	0.07
Uniform Delay, d1		48.4	40.7	40.0	38.0		63.3		62.0	45.8	53.0	38.0
Progression Factor		0.65	1.00	1.00	1.00		1.00		1.00	0.93	0.94	2.88
Incremental Delay, d2		1.6	0.0	0.2	0.5		0.7		0.0	0.8	18.2	0.0
Delay (s)		32.9	40.7	40.2	38.6		63.9		62.0	43.5	68.0	109.4
Level of Service		C	D	D	D		E		E	D	E	F
Approach Delay (s/veh)		33.2			38.6			62.9			67.8	
Approach LOS		C			D			E			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	50.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	39.0
Intersection Capacity Utilization	80.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Network Totals

Number of Intersections	32
Total Delay (hr)	1561
Stops (#)	60327
Average Speed (mph)	8
Total Travel Time (hr)	2114
Distance Traveled (mi)	16594
Fuel Consumed (gal)	2160
Fuel Economy (mpg)	7.7
Unserved Vehicles (#)	4703
Vehicles in dilemma zone (#)	0
Performance Index	1728.1

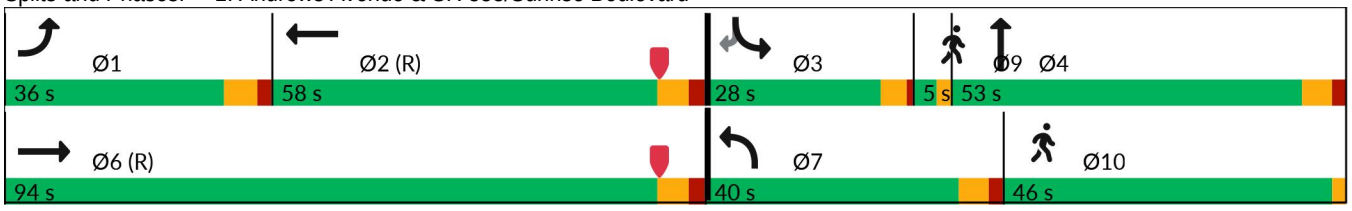
Scenario 3

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBR	Ø9	Ø10
Lane Configurations									
Traffic Volume (vph)	265	2454	1347	292	684	574	169		
Future Volume (vph)	265	2454	1347	292	684	574	169		
Turn Type	Prot	NA	NA	Prot	NA	Prot	Perm		
Protected Phases	1	6	2	7	4	3		9	10
Permitted Phases							3		
Detector Phase	1	6	2	7	4	3	3		
Switch Phase									
Minimum Initial (s)	5.0	12.0	12.0	4.0	6.0	5.0	5.0	1.0	1.0
Minimum Split (s)	11.5	36.5	37.5	10.0	43.0	22.5	22.5	5.0	5.0
Total Split (s)	36.0	94.0	58.0	40.0	53.0	28.0	28.0	5.0	46.0
Total Split (%)	20.0%	52.2%	32.2%	22.2%	29.4%	15.6%	15.6%	3%	26%
Yellow Time (s)	4.5	4.5	4.5	4.0	4.0	3.5	3.5	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	1.0	1.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.5	6.5	6.5	6.0	6.0	4.5	4.5		
Lead/Lag	Lead		Lag	Lead		Lead	Lead	Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes		
Recall Mode	None	C-Min	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 56 (31%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 1: Andrews Avenue & SR 838/Sunrise Boulevard



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBR
Lane Group Flow (vph)	276	2556	1488	304	861	598	176
v/c Ratio	0.95	1.01	0.99	0.24	0.90	1.33	0.54
Control Delay (s/veh)	114.0	63.8	54.3	43.8	74.6	220.4	22.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	114.0	63.8	54.3	43.8	74.6	220.4	22.9
Queue Length 50th (ft)	328	~1182	~318	112	504	~471	33
Queue Length 95th (ft)	#521	#1253	m381	233	593	#600	120
Internal Link Dist (ft)		645	1177		1806		
Turn Bay Length (ft)	475					95	
Base Capacity (vph)	296	2536	1506	1306	971	448	323
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	0.93	1.01	0.99	0.23	0.89	1.33	0.54

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	265	2454	0	0	1347	82	292	684	142	574	0	169
Future Volume (vph)	265	2454	0	0	1347	82	292	684	142	574	0	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5			6.5		6.0	6.0		4.5		4.5
Lane Util. Factor	1.00	0.91			0.91		0.97	0.95		0.97		1.00
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00		0.96
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00		1.00
Frt	1.00	1.00			0.99		1.00	0.97		1.00		0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95		1.00
Satd. Flow (prot)	1770	5085			5037		3433	3437		3433		1515
Flt Permitted	0.95	1.00			1.00		0.95	1.00		0.95		1.00
Satd. Flow (perm)	1770	5085			5037		3433	3437		3433		1515
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	276	2556	0	0	1403	85	304	712	148	598	0	176
RTOR Reduction (vph)	0	0	0	0	4	0	0	9	0	0	0	126
Lane Group Flow (vph)	276	2556	0	0	1484	0	304	852	0	598	0	50
Confl. Peds. (#/hr)	1		5	5		1	10		4	4		10
Confl. Bikes (#/hr)			4			3			1			1
Turn Type	Prot	NA			NA		Prot	NA		Prot		Perm
Protected Phases	1	6			2		7	4		3		
Permitted Phases												3
Actuated Green, G (s)	29.6	88.2			52.1		66.7	51.3		23.5		23.5
Effective Green, g (s)	29.6	88.2			52.1		66.7	51.3		23.5		23.5
Actuated g/C Ratio	0.16	0.49			0.29		0.37	0.28		0.13		0.13
Clearance Time (s)	6.5	6.5			6.5		6.0	6.0		4.5		4.5
Vehicle Extension (s)	1.5	3.0			3.0		1.5	2.0		3.0		3.0
Lane Grp Cap (vph)	291	2491			1457		1272	979		448		197
v/s Ratio Prot	0.16	c0.50			0.29		0.09	c0.25		c0.17		
v/s Ratio Perm												0.03
v/c Ratio	0.95	1.03			1.02		0.24	0.87		1.33		0.25
Uniform Delay, d1	74.4	45.9			64.0		39.1	61.2		78.3		70.4
Progression Factor	1.00	1.00			0.80		1.00	1.00		1.00		1.00
Incremental Delay, d2	38.3	25.1			12.5		0.0	8.1		165.3		0.7
Delay (s)	112.7	71.0			63.4		39.2	69.3		243.5		71.0
Level of Service	F	E			E		D	E		F		E
Approach Delay (s/veh)		75.0			63.4			61.4			204.3	
Approach LOS		E			E			E			F	

Intersection Summary

HCM 2000 Control Delay (s/veh)	85.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	25.5
Intersection Capacity Utilization	102.5%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	22	0	0	4	18	3	1334	43	0	0	0
Future Vol, veh/h	0	22	0	0	4	18	3	1334	43	0	0	0
Conflicting Peds, #/hr	2	0	0	0	0	2	3	0	2	2	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	25	-	0	-	-	25	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	24	0	0	4	20	3	1466	47	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	600	1525	-	-	1478	737	3	0	0
Stage 1	3	3	-	-	1475	-	-	-	-
Stage 2	597	1522	-	-	3	-	-	-	-
Critical Hdwy	6.46	-	-	-	3.1	3.7	3.7	-	-
Critical Hdwy Stg 1	-	-	-	-	3.1	-	-	-	-
Critical Hdwy Stg 2	6.76	-	-	-	3.1	-	-	-	-
Follow-up Hdwy	3.83	-	-	-	3	2	2.9	-	-
Pot Cap-1 Maneuver	433	-	0	0	585	1028	1239	-	-
Stage 1	-	-	0	0	586	-	-	-	-
Stage 2	414	-	0	0	1198	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	419	-	-	-	580	1027	1236	-	-
Mov Cap-2 Maneuver	419	-	-	-	580	-	-	-	-
Stage 1	-	-	-	-	582	-	-	-	-
Stage 2	401	-	-	-	1195	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	9.06	0.05
HCM LOS	A	A	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2
Capacity (veh/h)	12	-	-	-	580	1027
HCM Lane V/C Ratio	0.003	-	-	-	0.008	0.019
HCM Control Delay (s/veh)	7.9	0	-	0	11.3	8.6
HCM Lane LOS	A	A	-	A	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0	0.1

Intersection						
Int Delay, s/veh	0.4					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	73	1253	254	0	0
Future Vol, veh/h	0	73	1253	254	0	0
Conflicting Peds, #/hr	2	3	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	78	1333	270	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	-	672	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	3.7	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	2	-	-
Pot Cap-1 Maneuver	0	1081	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	1078	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s/v	8.6	0
HCM LOS	A	

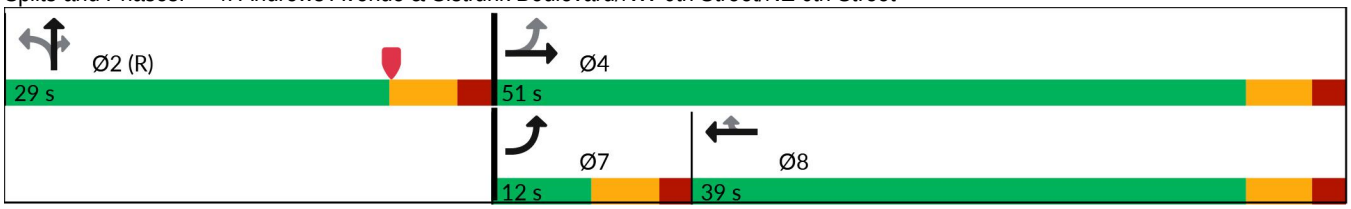
Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	1078
HCM Lane V/C Ratio	-	-	0.072
HCM Control Delay (s/veh)	-	-	8.6
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.2

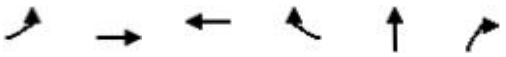
Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	182	953	282	214	1043	103
Future Volume (vph)	182	953	282	214	1043	103
Turn Type	pm+pt	NA	NA	Perm	NA	Perm
Protected Phases	7	4	8		2	
Permitted Phases	4			8		2
Detector Phase	7	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	11.0	28.0	28.0	28.0	29.0	29.0
Total Split (s)	12.0	51.0	39.0	39.0	29.0	29.0
Total Split (%)	15.0%	63.8%	48.8%	48.8%	36.3%	36.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 7 (9%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 4: Andrews Avenue & Sistrunk Boulevard/NW 6th Street/NE 6th Street

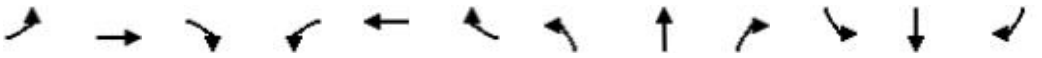




Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	190	993	294	223	1259	107
v/c Ratio	0.34	0.97	0.21	0.32	0.86	0.20
Control Delay (s/veh)	10.6	40.2	15.7	8.6	22.1	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.6	40.2	15.7	8.6	22.1	1.3
Queue Length 50th (ft)	43	433	48	30	205	3
Queue Length 95th (ft)	75	#727	74	77	124	0
Internal Link Dist (ft)		281	911		1290	
Turn Bay Length (ft)	155			130		150
Base Capacity (vph)	559	1037	1445	705	1466	531
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.96	0.20	0.32	0.86	0.20

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	182	953	0	0	282	214	166	1043	103	0	0	0
Future Volume (vph)	182	953	0	0	282	214	166	1043	103	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Lane Util. Factor	1.00	1.00			0.95	1.00		0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00	0.97			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (prot)	1748	1845			3505	1536		4996	1516			
Flt Permitted	0.48	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (perm)	888	1845			3505	1536		4996	1516			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	190	993	0	0	294	223	173	1086	107	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	73	0	0	76	0	0	0
Lane Group Flow (vph)	190	993	0	0	294	150	0	1259	31	0	0	0
Confl. Peds. (#/hr)	8		2	2		8	8		7	7		8
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	7	4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)	44.5	44.5			32.4	32.4		23.5	23.5			
Effective Green, g (s)	44.5	44.5			32.4	32.4		23.5	23.5			
Actuated g/C Ratio	0.56	0.56			0.41	0.41		0.29	0.29			
Clearance Time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Vehicle Extension (s)	3.0	2.0			2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)	559	1026			1419	622		1467	445			
v/s Ratio Prot	0.03	c0.54			0.08							
v/s Ratio Perm	0.16					0.10		0.25	0.02			
v/c Ratio	0.34	0.97			0.21	0.24		0.86	0.07			
Uniform Delay, d1	9.1	17.1			15.5	15.7		26.7	20.4			
Progression Factor	1.00	1.00			1.00	1.00		0.59	0.26			
Incremental Delay, d2	0.4	20.4			0.0	0.1		6.0	0.3			
Delay (s)	9.5	37.4			15.5	15.8		21.7	5.6			
Level of Service	A	D			B	B		C	A			
Approach Delay (s/veh)		32.9			15.6			20.4			0.0	
Approach LOS		C			B			C			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	24.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	85.9%	ICU Level of Service	E
Analysis Period (min)	15		

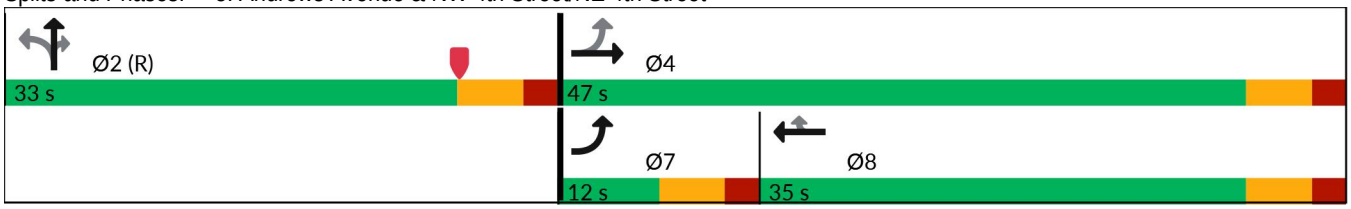
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	108	323	337	103	1006	127
Future Volume (vph)	108	323	337	103	1006	127
Turn Type	pm+pt	NA	NA	Perm	NA	Perm
Protected Phases	7	4	8		2	
Permitted Phases	4			8		2
Detector Phase	7	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	11.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	12.0	47.0	35.0	35.0	33.0	33.0
Total Split (%)	15.0%	58.8%	43.8%	43.8%	41.3%	41.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 58 (73%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 5: Andrews Avenue & NW 4th Street/NE 4th Street



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	113	336	351	107	1136	132
v/c Ratio	0.40	0.49	0.83	0.24	0.57	0.20
Control Delay (s/veh)	16.7	18.6	43.0	4.3	14.0	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.7	18.6	43.0	4.3	14.0	1.8
Queue Length 50th (ft)	33	113	161	0	124	0
Queue Length 95th (ft)	55	157	237	25	136	15
Internal Link Dist (ft)		119	908		605	
Turn Bay Length (ft)	100					150
Base Capacity (vph)	284	850	541	529	1981	675
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.40	0.65	0.20	0.57	0.20

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	108	323	0	0	337	103	84	1006	127	0	0	0
Future Volume (vph)	108	323	0	0	337	103	84	1006	127	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Lane Util. Factor	1.00	1.00			1.00	1.00		0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00	0.97			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		1.00	1.00			
Satd. Flow (prot)	1576	1660			1494	1243		4511	1368			
Flt Permitted	0.28	1.00			1.00	1.00		1.00	1.00			
Satd. Flow (perm)	472	1660			1494	1243		4511	1368			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	112	336	0	0	351	107	88	1048	132	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	77	0	0	76	0	0	0
Lane Group Flow (vph)	113	336	0	0	351	30	0	1136	56	0	0	0
Confl. Peds. (#/hr)	6		5	5		6	5		5	5		5
Confl. Bikes (#/hr)						2						2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)					0	0						
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	7	4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)	34.0	34.0			22.7	22.7		34.0	34.0			
Effective Green, g (s)	34.0	34.0			22.7	22.7		34.0	34.0			
Actuated g/C Ratio	0.43	0.43			0.28	0.28		0.43	0.43			
Clearance Time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Vehicle Extension (s)	3.0	2.0			2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)	273	705			423	352		1917	581			
v/s Ratio Prot	0.03	c0.20			c0.23							
v/s Ratio Perm	0.15					0.02		0.25	0.04			
v/c Ratio	0.41	0.48			0.83	0.09		0.59	0.10			
Uniform Delay, d1	15.6	16.6			26.8	21.0		17.7	13.8			
Progression Factor	1.00	1.00			1.00	1.00		0.69	0.43			
Incremental Delay, d2	1.0	0.2			12.1	0.0		1.3	0.3			
Delay (s)	16.6	16.8			38.9	21.1		13.5	6.3			
Level of Service	B	B			D	C		B	A			
Approach Delay (s/veh)		16.7			34.8			12.8			0.0	
Approach LOS		B			C			B			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	18.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	67.1%	ICU Level of Service	C
Analysis Period (min)	15		

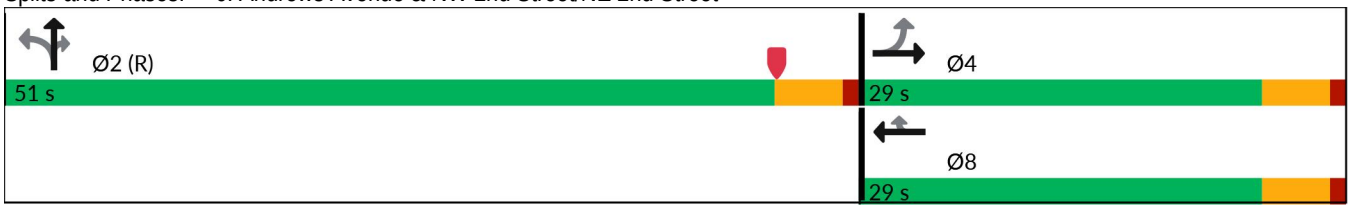
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	35	27	68	53	1028	110
Future Volume (vph)	35	27	68	53	1028	110
Turn Type	Perm	NA	NA	Perm	NA	Perm
Protected Phases		4	8		2	
Permitted Phases	4			8		2
Detector Phase	4	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	29.0	29.0	29.0	29.0	51.0	51.0
Total Split (%)	36.3%	36.3%	36.3%	36.3%	63.8%	63.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 13 (16%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 6: Andrews Avenue & NW 2nd Street/NE 2nd Street



Lane Group	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	66	72	56	1117	117
v/c Ratio	0.47	0.41	0.28	0.31	0.11
Control Delay (s/veh)	44.3	39.4	13.1	1.4	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.3	39.4	13.1	1.4	0.4
Queue Length 50th (ft)	32	34	0	11	1
Queue Length 95th (ft)	67	70	31	64	m5
Internal Link Dist (ft)	113	909		606	
Turn Bay Length (ft)					150
Base Capacity (vph)	389	498	453	3657	1107
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.17	0.14	0.12	0.31	0.11

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	27	0	0	68	53	22	1028	110	0	0	0
Future Volume (vph)	35	27	0	0	68	53	22	1028	110	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0	5.0		5.0	5.0			
Lane Util. Factor		1.00			1.00	1.00		0.91	1.00			
Frpb, ped/bikes		1.00			1.00	0.98		1.00	0.95			
Flpb, ped/bikes		1.00			1.00	1.00		1.00	1.00			
Frt		1.00			1.00	0.85		1.00	0.85			
Flt Protected		0.97			1.00	1.00		1.00	1.00			
Satd. Flow (prot)		1607			1660	1381		4525	1342			
Flt Permitted		0.79			1.00	1.00		1.00	1.00			
Satd. Flow (perm)		1299			1660	1381		4525	1342			
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	37	29	0	0	72	56	23	1094	117	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	51	0	0	25	0	0	0
Lane Group Flow (vph)	0	66	0	0	72	5	0	1117	92	0	0	0
Confl. Peds. (#/hr)	7		6	6		7	11		13	13		11
Confl. Bikes (#/hr)									1			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)		7.4			7.4	7.4		62.6	62.6			
Effective Green, g (s)		7.4			7.4	7.4		62.6	62.6			
Actuated g/C Ratio		0.09			0.09	0.09		0.78	0.78			
Clearance Time (s)		5.0			5.0	5.0		5.0	5.0			
Vehicle Extension (s)		2.0			2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)		120			153	127		3540	1050			
v/s Ratio Prot					0.04							
v/s Ratio Perm		c0.05				0.00		0.25	0.07			
v/c Ratio		0.55			0.47	0.04		0.32	0.09			
Uniform Delay, d1		34.7			34.4	33.1		2.5	2.0			
Progression Factor		1.00			1.00	1.00		0.44	0.45			
Incremental Delay, d2		3.1			0.8	0.0		0.2	0.1			
Delay (s)		37.8			35.3	33.1		1.3	1.0			
Level of Service		D			D	C		A	A			
Approach Delay (s/veh)		37.8			34.3			1.3			0.0	
Approach LOS		D			C			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	5.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	49.0%	ICU Level of Service	A
Analysis Period (min)	15		

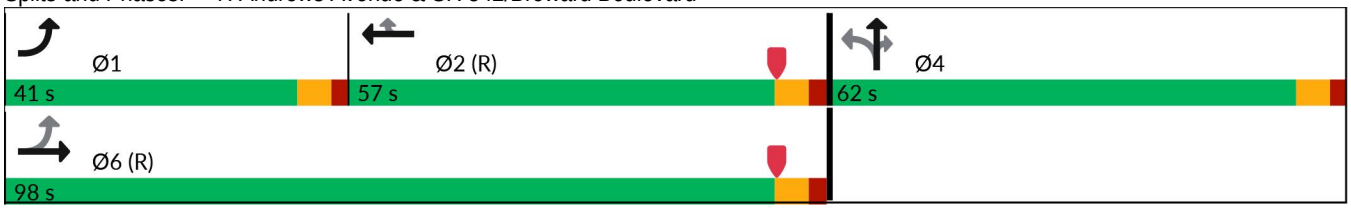
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	332	1998	1154	239	454	833	204
Future Volume (vph)	332	1998	1154	239	454	833	204
Turn Type	pm+pt	NA	NA	Perm	Perm	NA	Perm
Protected Phases	1	6	2			4	
Permitted Phases	6			2	4		4
Detector Phase	1	6	2	2	4	4	4
Switch Phase							
Minimum Initial (s)	4.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	10.0	31.0	29.0	29.0	41.0	41.0	41.0
Total Split (s)	41.0	98.0	57.0	57.0	62.0	62.0	62.0
Total Split (%)	25.6%	61.3%	35.6%	35.6%	38.8%	38.8%	38.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?							
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 155 (97%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

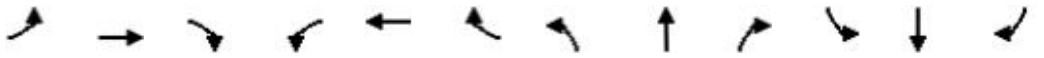
Splits and Phases: 7: Andrews Avenue & SR 842/Broward Boulevard



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	346	2081	1202	249	473	868	213
v/c Ratio	0.92	0.77	0.74	0.46	0.91	0.58	0.43
Control Delay (s/veh)	69.1	27.6	39.3	18.2	55.4	29.2	15.0
Queue Delay	0.0	0.0	0.0	0.0	1.9	0.0	0.0
Total Delay (s/veh)	69.1	27.6	39.3	18.2	57.3	29.2	15.0
Queue Length 50th (ft)	278	607	442	146	494	226	72
Queue Length 95th (ft)	#449	670	503	241	#669	177	64
Internal Link Dist (ft)		264	909			539	
Turn Bay Length (ft)	80			160	150		150
Base Capacity (vph)	409	2686	1625	543	546	1586	519
Starvation Cap Reductn	0	0	0	0	19	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	0.85	0.77	0.74	0.46	0.90	0.55	0.41

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



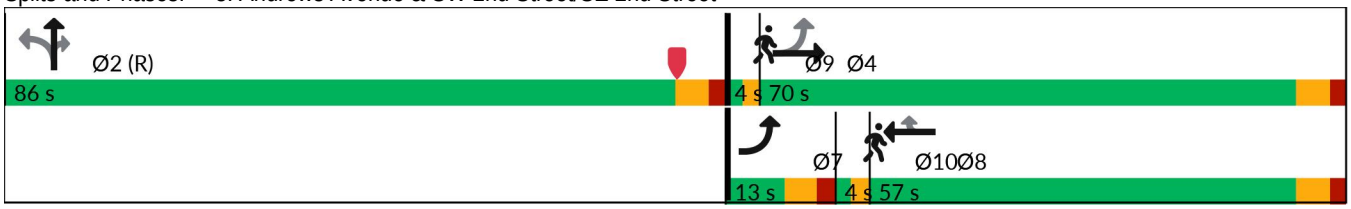
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	332	1998	0	0	1154	239	454	833	204	0	0	0
Future Volume (veh/h)	332	1998	0	0	1154	239	454	833	204	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1670	1670	0	0	1670	1670	1670	1670	1670			
Adj Flow Rate, veh/h	346	2081	0	0	1202	151	473	868	148			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	362	2750	0	0	1921	590	512	1467	445			
Arrive On Green	0.19	0.80	0.00	0.00	0.56	0.56	0.32	0.32	0.32			
Sat Flow, veh/h	1590	4709	0	0	4709	1399	1590	4559	1383			
Grp Volume(v), veh/h	346	2081	0	0	1202	151	473	868	148			
Grp Sat Flow(s),veh/h/ln	1590	1520	0	0	1520	1399	1590	1520	1383			
Q Serve(g_s), s	20.8	36.7	0.0	0.0	28.6	8.9	45.9	25.5	13.0			
Cycle Q Clear(g_c), s	20.8	36.7	0.0	0.0	28.6	8.9	45.9	25.5	13.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	362	2750	0	0	1921	590	512	1467	445			
V/C Ratio(X)	0.96	0.76	0.00	0.00	0.63	0.26	0.92	0.59	0.33			
Avail Cap(c_a), veh/h	480	2750	0	0	1921	590	557	1596	484			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.33	1.33	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.87	0.87	0.79	0.79	0.79			
Uniform Delay (d), s/veh	29.0	9.9	0.0	0.0	26.6	22.3	52.4	45.5	41.2			
Incr Delay (d2), s/veh	23.8	2.0	0.0	0.0	1.4	0.9	16.5	0.2	0.1			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	9.7	9.2	0.0	0.0	9.9	3.0	20.7	9.8	4.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.8	11.9	0.0	0.0	28.0	23.2	68.9	45.7	41.3			
LnGrp LOS	D	B			C	C	E	D	D			
Approach Vol, veh/h		2427			1353			1489				
Approach Delay, s/veh		17.7			27.4			52.6				
Approach LOS		B			C			D				
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	29.1	73.4		57.5		102.5						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	35.0	51.0		56.0		92.0						
Max Q Clear Time (g_c+I1), s	22.8	30.6		47.9		38.7						
Green Ext Time (p_c), s	0.3	9.5		3.5		29.7						
Intersection Summary												
HCM 7th Control Delay, s/veh			30.1									
HCM 7th LOS			C									

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR	Ø9	Ø10
Lane Configurations								
Traffic Volume (vph)	74	221	89	254	1189	312		
Future Volume (vph)	74	221	89	254	1189	312		
Turn Type	pm+pt	NA	NA	Perm	NA	Perm		
Protected Phases	7	4	8		2		9	10
Permitted Phases	4			8		2		
Detector Phase	7	4	8	8	2	2		
Switch Phase								
Minimum Initial (s)	5.0	6.0	6.0	6.0	7.0	7.0	1.0	1.0
Minimum Split (s)	11.0	33.0	33.0	33.0	26.0	26.0	4.0	4.0
Total Split (s)	13.0	70.0	57.0	57.0	86.0	86.0	4.0	4.0
Total Split (%)	8.1%	43.8%	35.6%	35.6%	53.8%	53.8%	3%	3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lead							Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 71 (44%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 8: Andrews Avenue & SW 2nd Street/SE 2nd Street



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	80	240	97	276	1535	339
v/c Ratio	0.30	0.51	0.30	0.88	0.54	0.38
Control Delay (s/veh)	41.9	51.0	54.9	69.4	6.0	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.3	0.8
Total Delay (s/veh)	41.9	51.0	54.9	69.4	6.4	3.0
Queue Length 50th (ft)	62	215	88	201	16	0
Queue Length 95th (ft)	95	270	132	292	304	42
Internal Link Dist (ft)		237	244		322	
Turn Bay Length (ft)	80					150
Base Capacity (vph)	265	670	534	457	2834	888
Starvation Cap Reductn	0	0	0	0	643	288
Spillback Cap Reductn	0	0	0	0	38	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.36	0.18	0.60	0.70	0.57

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	221	0	0	89	254	224	1189	312	0	0	0
Future Volume (vph)	74	221	0	0	89	254	224	1189	312	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Lane Util. Factor	1.00	1.00			1.00	1.00		0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00	0.87		1.00	0.91			
Flpb, ped/bikes	0.96	1.00			1.00	1.00		0.99	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (prot)	1530	1676			1676	1244		4498	1299			
Flt Permitted	0.51	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (perm)	820	1676			1676	1244		4498	1299			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	80	240	0	0	97	276	243	1292	339	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	72	0	0	71	0	0	0
Lane Group Flow (vph)	80	240	0	0	97	204	0	1535	268	0	0	0
Confl. Peds. (#/hr)	66		24	24		66	15		17	17		15
Confl. Bikes (#/hr)			3						3			3
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	7	4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)	48.0	44.8			31.4	31.4		100.0	100.0			
Effective Green, g (s)	48.0	44.8			31.4	31.4		100.0	100.0			
Actuated g/C Ratio	0.30	0.28			0.20	0.20		0.63	0.63			
Clearance Time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Vehicle Extension (s)	3.0	2.0			2.0	2.0		0.2	0.2			
Lane Grp Cap (vph)	277	469			328	244		2811	811			
v/s Ratio Prot	c0.01	c0.14			0.06							
v/s Ratio Perm	0.07					c0.16		0.34	0.21			
v/c Ratio	0.29	0.51			0.30	0.84		0.55	0.33			
Uniform Delay, d1	41.8	48.4			54.9	61.9		17.1	14.2			
Progression Factor	1.00	1.00			1.00	1.00		0.30	0.16			
Incremental Delay, d2	0.6	0.4			0.2	20.6		0.6	0.9			
Delay (s)	42.3	48.8			55.0	82.5		5.7	3.3			
Level of Service	D	D			E	F		A	A			
Approach Delay (s/veh)		47.2			75.4			5.3			0.0	
Approach LOS		D			E			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	20.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	72.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	NBT	NBR
Lane Configurations				
Traffic Volume (vph)	89	0	1510	633
Future Volume (vph)	89	0	1510	633
Turn Type	NA	NA	NA	Perm
Protected Phases	8	4	2	
Permitted Phases				2
Detector Phase	8	4	2	2
Switch Phase				
Minimum Initial (s)	6.0	6.0	7.0	7.0
Minimum Split (s)	39.0	39.0	39.0	39.0
Total Split (s)	39.0	39.0	82.0	82.0
Total Split (%)	24.4%	24.4%	51.3%	51.3%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		
Lead-Lag Optimize?				
Recall Mode	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 42 (26%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 9: Andrews Avenue & Las Olas Boulevard

Lane Group	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	278	21	1606	673
v/c Ratio	0.56	0.07	0.59	0.71
Control Delay (s/veh)	65.2	0.5	17.0	8.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.2	0.5	17.0	8.0
Queue Length 50th (ft)	135	0	478	325
Queue Length 95th (ft)	184	0	m436	m261
Internal Link Dist (ft)	104	384	1642	
Turn Bay Length (ft)				150
Base Capacity (vph)	629	373	2727	946
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	1	72	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.44	0.06	0.60	0.71

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	172	89	0	0	0	20	0	1510	633	0	0	0
Future Volume (vph)	172	89	0	0	0	20	0	1510	633	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0	6.0			
Lane Util. Factor		0.95			1.00			0.91	1.00			
Frpb, ped/bikes		1.00			0.96			1.00	0.96			
Flpb, ped/bikes		1.00			1.00			1.00	1.00			
Frt		1.00			0.87			1.00	0.85			
Flt Protected		0.97			1.00			1.00	1.00			
Satd. Flow (prot)		3054			1382			4532	1348			
Flt Permitted		0.97			1.00			1.00	1.00			
Satd. Flow (perm)		3054			1382			4532	1348			
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	183	95	0	0	0	21	0	1606	673	0	0	0
RTOR Reduction (vph)	0	0	0	0	18	0	0	0	139	0	0	0
Lane Group Flow (vph)	0	278	0	0	3	0	0	1606	534	0	0	0
Confl. Peds. (#/hr)	18		28	28		18	22		22	22		22
Confl. Bikes (#/hr)			2						4			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)						0						
Turn Type	Split	NA			NA			NA	Perm			
Protected Phases	8	8			4			2				
Permitted Phases									2			
Actuated Green, G (s)		25.9			21.0			95.1	95.1			
Effective Green, g (s)		25.9			21.0			95.1	95.1			
Actuated g/C Ratio		0.16			0.13			0.59	0.59			
Clearance Time (s)		6.0			6.0			6.0	6.0			
Vehicle Extension (s)		2.0			2.0			1.0	1.0			
Lane Grp Cap (vph)		494			181			2693	801			
v/s Ratio Prot		c0.09			c0.00			0.35				
v/s Ratio Perm									c0.40			
v/c Ratio		0.56			0.02			0.60	0.67			
Uniform Delay, d1		61.8			60.5			20.4	21.8			
Progression Factor		1.00			1.00			0.68	0.52			
Incremental Delay, d2		0.9			0.0			0.1	0.4			
Delay (s)		62.7			60.5			13.9	11.8			
Level of Service		E			E			B	B			
Approach Delay (s/veh)		62.7			60.5			13.3			0.0	
Approach LOS		E			E			B			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	19.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	76.5%	ICU Level of Service	D
Analysis Period (min)	15		

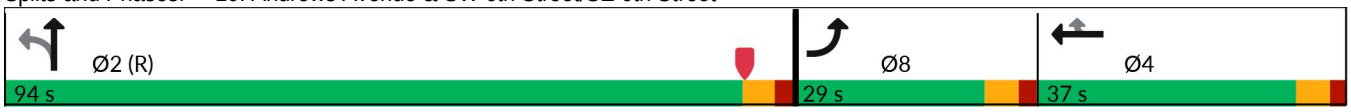
c Critical Lane Group

Lane Group	EBL	WBT	WBR	NBT
Lane Configurations				
Traffic Volume (vph)	338	53	325	2146
Future Volume (vph)	338	53	325	2146
Turn Type	Prot	NA	Perm	NA
Protected Phases	8	4		2
Permitted Phases			4	
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	6.0	6.0	6.0	12.0
Minimum Split (s)	29.0	27.0	27.0	26.0
Total Split (s)	29.0	37.0	37.0	94.0
Total Split (%)	18.1%	23.1%	23.1%	58.8%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 143 (89%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 10: Andrews Avenue & SW 6th Street/SE 6th Street



Lane Group	EBL	WBT	WBR	NBT
Lane Group Flow (vph)	384	60	369	2630
v/c Ratio	0.90	0.18	1.18	1.07
Control Delay (s/veh)	92.6	55.6	154.2	60.2
Queue Delay	0.0	0.0	0.0	6.0
Total Delay (s/veh)	92.6	55.6	154.2	66.3
Queue Length 50th (ft)	206	53	~415	~1121
Queue Length 95th (ft)	#282	97	#608	#1134
Internal Link Dist (ft)		899		562
Turn Bay Length (ft)				
Base Capacity (vph)	439	329	312	2450
Starvation Cap Reductn	0	0	0	32
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.87	0.18	1.18	1.09

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	338	0	0	0	53	325	168	2146	0	0	0	0
Future Volume (vph)	338	0	0	0	53	325	168	2146	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0				6.0	6.0		6.0				
Lane Util. Factor	0.97				1.00	1.00		0.91				
Frpb, ped/bikes	1.00				1.00	0.94		1.00				
Flpb, ped/bikes	1.00				1.00	1.00		0.99				
Frt	1.00				1.00	0.85		1.00				
Flt Protected	0.95				1.00	1.00		1.00				
Satd. Flow (prot)	3060				1660	1326		4456				
Flt Permitted	0.95				1.00	1.00		1.00				
Satd. Flow (perm)	3060				1660	1326		4456				
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	384	0	0	0	60	369	191	2439	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	49	0	0	0	0	0	0
Lane Group Flow (vph)	384	0	0	0	60	320	0	2630	0	0	0	0
Confl. Peds. (#/hr)	21		40	40		21	18		2	2		18
Confl. Bikes (#/hr)						1						1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	6	0	0	0	0
Parking (#/hr)				0								
Turn Type	Prot				NA	Perm	Perm	NA				
Protected Phases	8				4			2				
Permitted Phases						4	2					
Actuated Green, G (s)	22.2				31.8	31.8		88.0				
Effective Green, g (s)	22.2				31.8	31.8		88.0				
Actuated g/C Ratio	0.14				0.20	0.20		0.55				
Clearance Time (s)	6.0				6.0	6.0		6.0				
Vehicle Extension (s)	2.0				2.0	2.0		3.0				
Lane Grp Cap (vph)	424				329	263		2450				
v/s Ratio Prot	c0.13				0.04							
v/s Ratio Perm						c0.24		0.59				
v/c Ratio	0.91				0.18	1.22		1.07				
Uniform Delay, d1	67.9				53.3	64.1		36.0				
Progression Factor	1.00				1.00	1.00		0.56				
Incremental Delay, d2	22.0				0.1	127.2		38.8				
Delay (s)	89.9				53.4	191.3		58.9				
Level of Service	F				D	F		E				
Approach Delay (s/veh)		89.9			172.0			58.9			0.0	
Approach LOS		F			F			E			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	76.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	99.9%	ICU Level of Service	F
Analysis Period (min)	15		

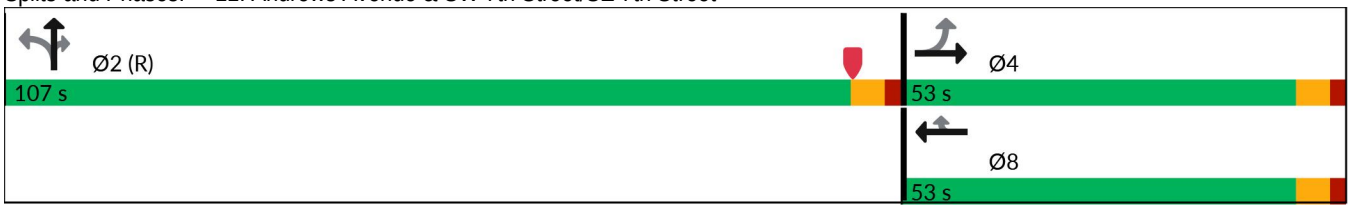
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	136	303	60	99	2266	129
Future Volume (vph)	136	303	60	99	2266	129
Turn Type	Perm	NA	NA	Perm	NA	Perm
Protected Phases		4	8		2	
Permitted Phases	4			8		2
Detector Phase	4	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	12.0	12.0
Minimum Split (s)	27.0	27.0	27.0	27.0	25.0	25.0
Total Split (s)	53.0	53.0	53.0	53.0	107.0	107.0
Total Split (%)	33.1%	33.1%	33.1%	33.1%	66.9%	66.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 148 (93%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 11: Andrews Avenue & SW 7th Street/SE 7th Street



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	143	319	63	104	2503	136
v/c Ratio	0.51	0.90	0.16	0.30	0.81	0.14
Control Delay (s/veh)	58.0	86.2	46.8	40.6	18.3	1.9
Queue Delay	0.0	0.0	0.0	0.0	2.1	0.0
Total Delay (s/veh)	58.0	86.2	46.8	40.6	20.3	1.9
Queue Length 50th (ft)	130	325	52	72	812	7
Queue Length 95th (ft)	192	423	90	122	m500	m12
Internal Link Dist (ft)		244	248		1907	
Turn Bay Length (ft)	95					150
Base Capacity (vph)	347	438	487	421	3104	957
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	1	435	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.73	0.13	0.25	0.94	0.14

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	303	0	0	60	99	112	2266	129	0	0	0
Future Volume (vph)	136	303	0	0	60	99	112	2266	129	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Lane Util. Factor	1.00	1.00			1.00	1.00		0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00	0.97			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		1.00	1.00			
Satd. Flow (prot)	1571	1494			1660	1387		4517	1365			
Flt Permitted	0.72	1.00			1.00	1.00		1.00	1.00			
Satd. Flow (perm)	1184	1494			1660	1387		4517	1365			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	143	319	0	0	63	104	118	2385	136	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	15	0	0	20	0	0	0
Lane Group Flow (vph)	143	319	0	0	63	89	0	2503	116	0	0	0
Confl. Peds. (#/hr)	2		2	2		2	5		3	3		5
Confl. Bikes (#/hr)						1						2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)		0										
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)	38.1	38.1			38.1	38.1		109.9	109.9			
Effective Green, g (s)	38.1	38.1			38.1	38.1		109.9	109.9			
Actuated g/C Ratio	0.24	0.24			0.24	0.24		0.69	0.69			
Clearance Time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Vehicle Extension (s)	2.0	2.0			2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)	281	355			395	330		3102	937			
v/s Ratio Prot		c0.21			0.04							
v/s Ratio Perm	0.12					0.06		0.55	0.09			
v/c Ratio	0.51	0.90			0.16	0.27		0.81	0.12			
Uniform Delay, d1	52.8	59.1			48.3	49.6		17.6	8.6			
Progression Factor	1.00	1.00			1.00	1.00		0.94	0.34			
Incremental Delay, d2	0.5	23.7			0.1	0.2		0.2	0.0			
Delay (s)	53.4	82.8			48.3	49.8		16.8	3.0			
Level of Service	D	F			D	D		B	A			
Approach Delay (s/veh)		73.7			49.2			16.1			0.0	
Approach LOS		E			D			B			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	25.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	82.2%	ICU Level of Service	E
Analysis Period (min)	15		

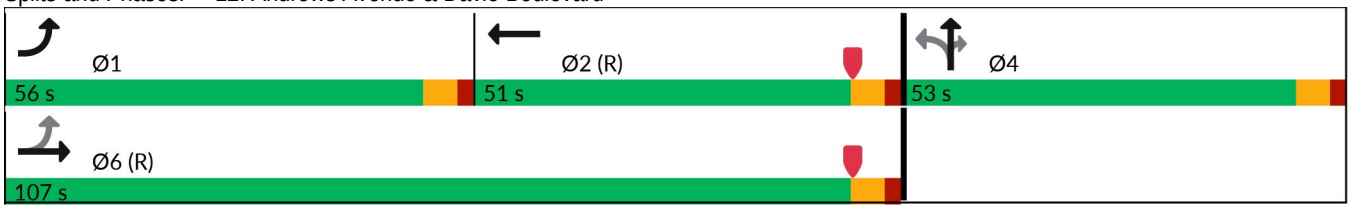
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	810	589	696	1380	296
Future Volume (vph)	810	589	696	1380	296
Turn Type	pm+pt	NA	NA	NA	Perm
Protected Phases	1	6	2	4	
Permitted Phases	6				4
Detector Phase	1	6	2	4	4
Switch Phase					
Minimum Initial (s)	4.0	12.0	12.0	6.0	6.0
Minimum Split (s)	12.0	40.0	40.0	34.0	34.0
Total Split (s)	56.0	107.0	51.0	53.0	53.0
Total Split (%)	35.0%	66.9%	31.9%	33.1%	33.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?					
Recall Mode	None	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 137 (86%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 12: Andrews Avenue & Davie Boulevard



Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	953	693	1163	1938	348
v/c Ratio	1.61	0.31	1.23	1.32	0.66
Control Delay (s/veh)	313.1	14.0	155.6	190.7	37.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	313.1	14.0	155.6	190.7	37.5
Queue Length 50th (ft)	~1381	167	~788	~956	216
Queue Length 95th (ft)	#1517	188	#850	m#956	m219
Internal Link Dist (ft)		223	909	2503	
Turn Bay Length (ft)	140				150
Base Capacity (vph)	593	2212	947	1465	531
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.61	0.31	1.23	1.32	0.66

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.

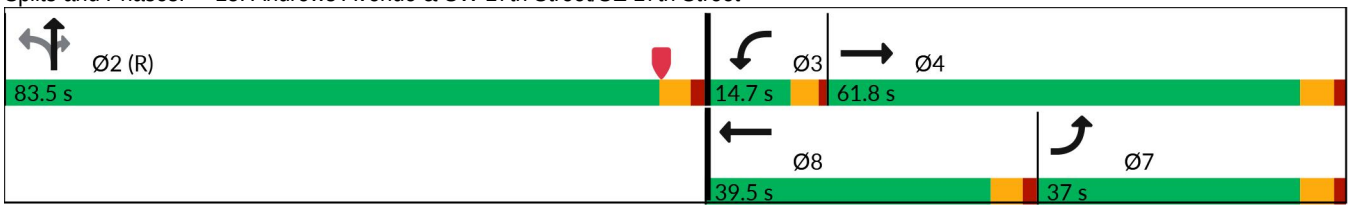
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	810	589	0	0	696	292	267	1380	296	0	0	0
Future Volume (veh/h)	810	589	0	0	696	292	267	1380	296	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	953	693	0	0	819	330	314	1624	220			
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	597	2225	0	0	687	276	246	1279	460			
Arrive On Green	0.42	0.84	0.00	0.00	0.37	0.37	0.29	0.29	0.29			
Sat Flow, veh/h	1767	3618	0	0	2537	982	838	4353	1564			
Grp Volume(v), veh/h	953	693	0	0	590	559	679	1259	220			
Grp Sat Flow(s),veh/h/ln	1767	1763	0	0	1763	1664	1814	1689	1564			
Q Serve(g_s), s	50.0	6.8	0.0	0.0	45.0	45.0	47.0	47.0	18.5			
Cycle Q Clear(g_c), s	50.0	6.8	0.0	0.0	45.0	45.0	47.0	47.0	18.5			
Prop In Lane	1.00		0.00	0.00		0.59	0.46		1.00			
Lane Grp Cap(c), veh/h	597	2225	0	0	496	468	533	992	460			
V/C Ratio(X)	1.60	0.31	0.00	0.00	1.19	1.19	1.28	1.27	0.48			
Avail Cap(c_a), veh/h	597	2225	0	0	496	468	533	992	460			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.33	1.33	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.88	0.88	0.09	0.09	0.09			
Uniform Delay (d), s/veh	40.1	5.3	0.0	0.0	50.1	50.1	56.5	56.5	46.4			
Incr Delay (d2), s/veh	275.9	0.4	0.0	0.0	102.4	104.8	125.3	121.7	0.0			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	66.5	2.3	0.0	0.0	33.1	31.5	40.0	36.8	7.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	316.0	5.6	0.0	0.0	152.4	154.9	181.8	178.2	46.5			
LnGrp LOS	F	A			F	F	F	F	D			
Approach Vol, veh/h		1646			1149			2158				
Approach Delay, s/veh		185.3			153.6			165.9				
Approach LOS		F			F			F				
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	56.0	51.0		53.0		107.0						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	50.0	45.0		47.0		101.0						
Max Q Clear Time (g_c+I1), s	52.0	47.0		49.0		8.8						
Green Ext Time (p_c), s	0.0	0.0		0.0		5.8						
Intersection Summary												
HCM 7th Control Delay, s/veh			169.5									
HCM 7th LOS			F									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	630	52	109	328	67	1590	577
Future Volume (vph)	630	52	109	328	67	1590	577
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm
Protected Phases	7	4	3	8		2	
Permitted Phases					2		2
Detector Phase	7	4	3	8	2	2	2
Switch Phase							
Minimum Initial (s)	5.0	6.0	5.0	6.0	10.0	10.0	10.0
Minimum Split (s)	10.5	39.5	9.5	39.5	39.5	39.5	39.5
Total Split (s)	37.0	61.8	14.7	39.5	83.5	83.5	83.5
Total Split (%)	23.1%	38.6%	9.2%	24.7%	52.2%	52.2%	52.2%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.0	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	4.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 25 (16%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 13: Andrews Avenue & SW 17th Street/SE 17th Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	677	125	117	658	72	1710	620
v/c Ratio	1.00	0.11	0.58	0.96	0.08	1.00	0.75
Control Delay (s/veh)	96.6	16.3	74.6	64.3	22.3	62.5	30.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	96.6	16.3	74.6	64.3	22.3	62.5	30.5
Queue Length 50th (ft)	~376	20	32	357	40	~930	398
Queue Length 95th (ft)	#510	45	69	#484	71	#1113	568
Internal Link Dist (ft)		226		905		784	
Turn Bay Length (ft)	60		70		145		105
Base Capacity (vph)	679	1176	216	693	849	1708	831
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	1.00	0.11	0.54	0.95	0.08	1.00	0.75

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	630	52	64	109	328	284	67	1590	577	0	0	0
Future Volume (vph)	630	52	64	109	328	284	67	1590	577	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5		4.5	5.5		5.5	5.5	5.5			
Lane Util. Factor	0.97	0.95		0.97	0.95		1.00	0.95	1.00			
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00	0.98			
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.99	1.00	1.00			
Frt	1.00	0.92		1.00	0.93		1.00	1.00	0.85			
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00			
Satd. Flow (prot)	3400	3183		3400	3229		1743	3505	1540			
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00			
Satd. Flow (perm)	3400	3183		3400	3229		1743	3505	1540			
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	677	56	69	117	353	305	72	1710	620	0	0	0
RTOR Reduction (vph)	0	44	0	0	7	0	0	0	80	0	0	0
Lane Group Flow (vph)	677	81	0	117	651	0	72	1710	540	0	0	0
Confl. Peds. (#/hr)	5		2	2		5	4		4	4		4
Confl. Bikes (#/hr)			5			2						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA		Prot	NA		Perm	NA	Perm			
Protected Phases	7	4		3	8			2				
Permitted Phases							2		2			
Actuated Green, G (s)	32.0	56.9		9.6	33.5		78.0	78.0	78.0			
Effective Green, g (s)	32.0	56.9		9.6	33.5		78.0	78.0	78.0			
Actuated g/C Ratio	0.20	0.36		0.06	0.21		0.49	0.49	0.49			
Clearance Time (s)	5.5	5.5		4.5	5.5		5.5	5.5	5.5			
Vehicle Extension (s)	3.0	2.0		3.0	2.0		3.0	3.0	3.0			
Lane Grp Cap (vph)	680	1131		204	676		849	1708	750			
v/s Ratio Prot	c0.20	0.03		0.03	c0.20			c0.49				
v/s Ratio Perm							0.04		0.35			
v/c Ratio	1.00	0.07		0.57	0.96		0.08	1.00	0.72			
Uniform Delay, d1	63.9	34.1		73.2	62.6		21.9	41.0	32.4			
Progression Factor	1.00	1.00		0.87	0.61		1.00	1.00	1.00			
Incremental Delay, d2	33.2	0.0		3.8	25.0		0.2	22.1	5.9			
Delay (s)	97.1	34.1		67.3	63.1		22.1	63.1	38.2			
Level of Service	F	C		E	E		C	E	D			
Approach Delay (s/veh)		87.3			63.7			55.4			0.0	
Approach LOS		F			E			E			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	63.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	95.6%	ICU Level of Service	F
Analysis Period (min)	15		

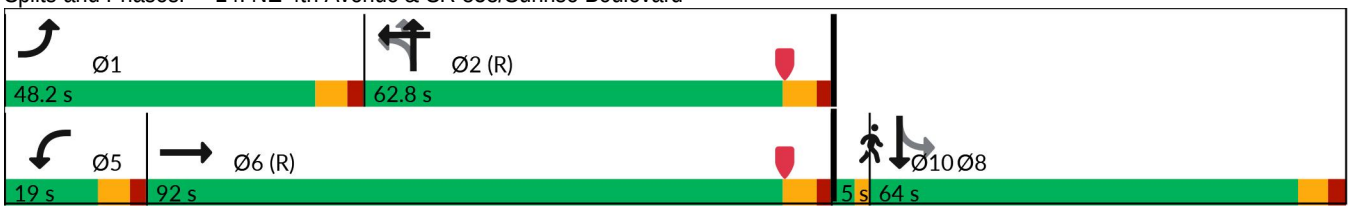
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	Ø10
Lane Configurations										
Traffic Volume (vph)	265	2425	41	986	85	230	369	511	548	
Future Volume (vph)	265	2425	41	986	85	230	369	511	548	
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA	
Protected Phases	1	6!	5!	2!			2!		8	10
Permitted Phases					2	2!		8		
Detector Phase	1	6	5	2	2	2	2	8	8	
Switch Phase										
Minimum Initial (s)	5.0	12.0	5.0	12.0	12.0	12.0	12.0	6.0	6.0	1.0
Minimum Split (s)	11.5	49.5	11.5	47.5	47.5	47.5	47.5	47.5	47.5	5.0
Total Split (s)	48.2	92.0	19.0	62.8	62.8	62.8	62.8	64.0	64.0	5.0
Total Split (%)	26.8%	51.1%	10.6%	34.9%	34.9%	34.9%	34.9%	35.6%	35.6%	3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.0	4.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.5	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lag			
Lead-Lag Optimize?										
Recall Mode	None	C-Min	None	C-Min	C-Min	C-Min	C-Min	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 63 (35%), Referenced to phase 2:NBWB and 6:EBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated
! Phase conflict between lane groups.

Splits and Phases: 14: NE 4th Avenue & SR 838/Sunrise Boulevard



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	279	2837	43	1038	89	242	417	538	774
v/c Ratio	0.88	1.11	0.52	0.56	0.14	5.90	0.33	1.65	0.65
Control Delay (s/veh)	100.8	81.6	97.9	48.1	7.9	Error	42.8	341.9	50.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	100.8	81.6	97.9	48.1	7.9	Error	42.8	341.9	50.6
Queue Length 50th (ft)	348	~1406	51	371	7	~498	185	~916	393
Queue Length 95th (ft)	m320	m#1327	m93	m449	m34	#705	254	#1161	468
Internal Link Dist (ft)		1177		617			489		421
Turn Bay Length (ft)	260		190		210	140		330	
Base Capacity (vph)	410	2559	122	1855	635	41	1278	326	1194
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	1.11	0.35	0.56	0.14	5.90	0.33	1.65	0.65

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	265	2425	270	41	986	85	230	369	28	511	548	187
Future Volume (vph)	265	2425	270	41	986	85	230	369	28	511	548	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5	6.5	6.5	6.5		6.5	6.5	
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		0.99	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.99		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	4999		1770	5085	1545	1770	3496		1759	3387	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.06	1.00		0.51	1.00	
Satd. Flow (perm)	1770	4999		1770	5085	1545	113	3496		940	3387	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	279	2553	284	43	1038	89	242	388	29	538	577	197
RTOR Reduction (vph)	0	7	0	0	0	57	0	3	0	0	18	0
Lane Group Flow (vph)	279	2830	0	43	1038	32	242	414	0	538	756	0
Confl. Peds. (#/hr)	6		3	3		6	5		6	6		5
Confl. Bikes (#/hr)			4			2			3			
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	1	6!		5!	2!			2!			8	
Permitted Phases						2	2!			8		
Actuated Green, G (s)	32.3	90.6		7.4	65.7	65.7	65.7	65.7		62.5	62.5	
Effective Green, g (s)	32.3	90.6		7.4	65.7	65.7	65.7	65.7		62.5	62.5	
Actuated g/C Ratio	0.18	0.50		0.04	0.37	0.37	0.37	0.37		0.35	0.35	
Clearance Time (s)	6.5	6.5		6.5	6.5	6.5	6.5	6.5		6.5	6.5	
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	3.0	3.0		2.0	2.0	
Lane Grp Cap (vph)	317	2516		72	1856	563	41	1276		326	1176	
v/s Ratio Prot	c0.16	c0.57		0.02	0.20			0.12			0.22	
v/s Ratio Perm						0.02	c2.13			c0.57		
v/c Ratio	0.88	1.12		0.60	0.56	0.06	5.90	0.32		1.65	0.64	
Uniform Delay, d1	72.0	44.7		84.8	45.6	37.1	57.2	41.2		58.8	49.4	
Progression Factor	1.37	0.75		0.92	1.00	2.46	1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.8	56.7		8.3	1.2	0.2	2257.7	0.7		306.0	0.9	
Delay (s)	101.2	90.4		86.5	46.9	91.3	2314.9	41.8		364.8	50.3	
Level of Service	F	F		F	D	F	F	D		F	D	
Approach Delay (s/veh)		91.3			51.8			876.6			179.2	
Approach LOS		F			D			F			F	

Intersection Summary

HCM 2000 Control Delay (s/veh)	185.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	3.30		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	131.2%	ICU Level of Service	H
Analysis Period (min)	15		

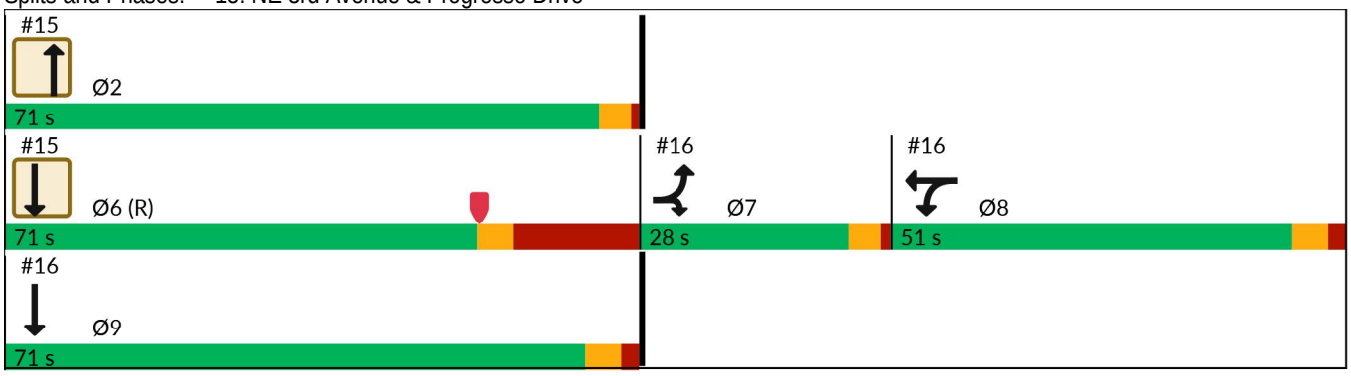
! Phase conflict between lane groups.
c Critical Lane Group

Lane Group	EBR	NBT	SBT	Ø7	Ø8	Ø9
Lane Configurations						
Traffic Volume (vph)	46	54	925			
Future Volume (vph)	46	54	925			
Turn Type	Free	NA	NA			
Protected Phases		2	6	7	8	9
Permitted Phases	Free					
Detector Phase		2	6			
Switch Phase						
Minimum Initial (s)		5.0	10.0	5.0	6.0	10.0
Minimum Split (s)		22.5	45.0	9.5	38.0	33.0
Total Split (s)		71.0	71.0	28.0	51.0	71.0
Total Split (%)		47.3%	47.3%	19%	34%	47%
Yellow Time (s)		3.5	4.0	3.5	4.0	4.0
All-Red Time (s)		1.0	14.0	1.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0			
Total Lost Time (s)		4.5	18.0			
Lead/Lag				Lead	Lag	
Lead-Lag Optimize?				Yes	Yes	
Recall Mode		None	C-Min	None	None	Min

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 63 (42%), Referenced to phase 6:SBT, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 15: NE 3rd Avenue & Progresso Drive



Lane Group	EBR	NBT	SBT
Lane Group Flow (vph)	51	59	1027
v/c Ratio	0.03	0.03	0.75
Control Delay (s/veh)	0.0	59.5	44.8
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	0.0	59.5	44.8
Queue Length 50th (ft)	0	32	486
Queue Length 95th (ft)	0	m42	572
Internal Link Dist (ft)		145	214
Turn Bay Length (ft)			
Base Capacity (vph)	1591	1703	1383
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.03	0.03	0.74

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	46	0	54	925	10
Future Volume (vph)	0	46	0	54	925	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.5	18.0	
Lane Util. Factor		1.00		0.95	0.95	
Frpb, ped/bikes		0.99		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	
Frt		0.87		1.00	1.00	
Flt Protected		1.00		1.00	1.00	
Satd. Flow (prot)		1591		3539	3534	
Flt Permitted		1.00		1.00	1.00	
Satd. Flow (perm)		1591		3539	3534	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	51	0	59	1016	11
RTOR Reduction (vph)	0	0	0	0	1	0
Lane Group Flow (vph)	0	51	0	59	1026	0
Confl. Peds. (#/hr)		1	3			
Confl. Bikes (#/hr)				1		
Turn Type		Free		NA	NA	
Protected Phases				2	6	
Permitted Phases		Free				
Actuated Green, G (s)		150.0		72.0	58.5	
Effective Green, g (s)		150.0		72.0	58.5	
Actuated g/C Ratio		1.00		0.48	0.39	
Clearance Time (s)				4.5	18.0	
Vehicle Extension (s)				3.0	3.0	
Lane Grp Cap (vph)		1591		1698	1378	
v/s Ratio Prot				0.02	c0.29	
v/s Ratio Perm		c0.03				
v/c Ratio		0.03		0.03	0.74	
Uniform Delay, d1		0.0		20.6	39.3	
Progression Factor		1.00		2.59	1.00	
Incremental Delay, d2		0.0		0.0	3.7	
Delay (s)		0.0		53.4	43.0	
Level of Service		A		D	D	
Approach Delay (s/veh)	0.0			53.4	43.0	
Approach LOS	A			D	D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	41.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	28.5
Intersection Capacity Utilization	47.9%	ICU Level of Service	A
Analysis Period (min)	15		

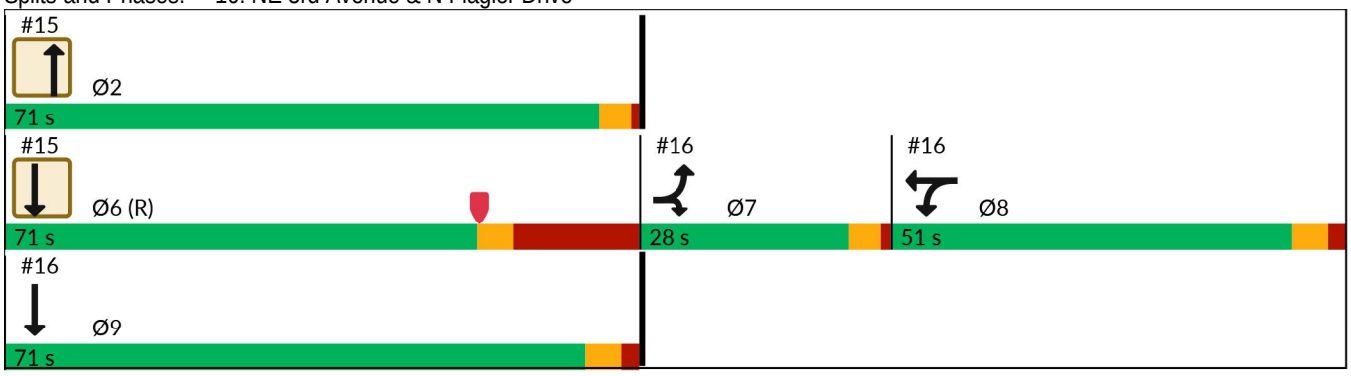
c Critical Lane Group

Lane Group	EBL	EBR	WBL	WBT	SBT	Ø2	Ø6
Lane Configurations							
Traffic Volume (vph)	189	14	1175	81	929		
Future Volume (vph)	189	14	1175	81	929		
Turn Type	Prot	Prot	Split	NA	NA		
Protected Phases	7	7	8	8	9	2	6
Permitted Phases							
Detector Phase	7	7	8	8	9		
Switch Phase							
Minimum Initial (s)	5.0	5.0	6.0	6.0	10.0	5.0	10.0
Minimum Split (s)	9.5	9.5	38.0	38.0	33.0	22.5	45.0
Total Split (s)	28.0	28.0	51.0	51.0	71.0	71.0	71.0
Total Split (%)	18.7%	18.7%	34.0%	34.0%	47.3%	47%	47%
Yellow Time (s)	3.5	3.5	4.0	4.0	4.0	3.5	4.0
All-Red Time (s)	1.0	1.0	2.0	2.0	2.0	1.0	14.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.5	4.5	6.0	6.0	6.0		
Lead/Lag	Lead	Lead	Lag	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	None	None	None	Min	None	C-Min

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 63 (42%), Referenced to phase 6:SBT, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 16: NE 3rd Avenue & N Flagler Drive



Lane Group	EBL	EBR	WBL	WBT	SBT
Lane Group Flow (vph)	205	15	932	465	1039
v/c Ratio	0.83	0.04	0.70	0.89	0.63
Control Delay (s/veh)	88.5	0.2	18.9	59.0	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.3
Total Delay (s/veh)	88.5	0.2	18.9	59.0	2.6
Queue Length 50th (ft)	195	0	154	371	14
Queue Length 95th (ft)	#303	0	239	#580	16
Internal Link Dist (ft)				224	145
Turn Bay Length (ft)	50				
Base Capacity (vph)	277	377	1391	559	1661
Starvation Cap Reductn	0	0	0	0	168
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.74	0.04	0.67	0.83	0.70

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	189	0	14	1175	81	29	0	0	0	0	929	27
Future Volume (vph)	189	0	14	1175	81	29	0	0	0	0	929	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.5	6.0	6.0						6.0	
Lane Util. Factor	1.00		1.00	0.91	0.91						0.95	
Frpb, ped/bikes	1.00		1.00	1.00	1.00						1.00	
Flpb, ped/bikes	1.00		1.00	1.00	1.00						1.00	
Frt	1.00		0.85	1.00	0.99						1.00	
Flt Protected	0.95		1.00	0.95	0.96						1.00	
Satd. Flow (prot)	1770		1583	3221	1616						3521	
Flt Permitted	0.95		1.00	0.95	0.96						1.00	
Satd. Flow (perm)	1770		1583	3221	1616						3521	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	205	0	15	1277	88	32	0	0	0	0	1010	29
RTOR Reduction (vph)	0	0	13	431	73	0	0	0	0	0	1	0
Lane Group Flow (vph)	205	0	2	501	392	0	0	0	0	0	1038	0
Confl. Peds. (#/hr)	2		4	4		2	4		2	2		4
Confl. Bikes (#/hr)						2						
Turn Type	Prot		Prot	Split	NA						NA	
Protected Phases	7		7	8	8						9	
Permitted Phases												
Actuated Green, G (s)	21.0		21.0	42.0	42.0						70.5	
Effective Green, g (s)	21.0		21.0	42.0	42.0						70.5	
Actuated g/C Ratio	0.14		0.14	0.28	0.28						0.47	
Clearance Time (s)	4.5		4.5	6.0	6.0						6.0	
Vehicle Extension (s)	3.0		3.0	2.5	2.5						3.0	
Lane Grp Cap (vph)	247		221	901	452						1654	
v/s Ratio Prot	c0.12		0.00	0.16	c0.24						c0.29	
v/s Ratio Perm												
v/c Ratio	0.83		0.01	0.56	0.87						0.63	
Uniform Delay, d1	62.8		55.5	46.0	51.3						29.9	
Progression Factor	1.00		1.00	1.00	1.00						0.03	
Incremental Delay, d2	20.1		0.0	0.6	15.7						0.5	
Delay (s)	82.8		55.6	46.6	67.0						1.5	
Level of Service	F		E	D	E						A	
Approach Delay (s/veh)		81.0			53.4			0.0			1.5	
Approach LOS		F			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	35.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	28.5
Intersection Capacity Utilization	68.4%	ICU Level of Service	C
Analysis Period (min)	15		

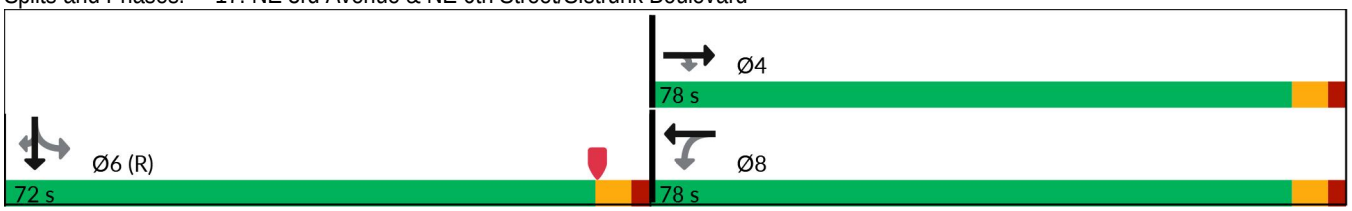
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	342	703	136	278	1808	138
Future Volume (vph)	342	703	136	278	1808	138
Turn Type	NA	Perm	Perm	NA	NA	Perm
Protected Phases	4			8	6	
Permitted Phases		4	8			6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	28.0	28.0
Total Split (s)	78.0	78.0	78.0	78.0	72.0	72.0
Total Split (%)	52.0%	52.0%	52.0%	52.0%	48.0%	48.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 94 (63%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 17: NE 3rd Avenue & NE 6th Street/Sistrunk Boulevard



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	372	764	148	302	2161	150
v/c Ratio	0.42	1.04	0.39	0.34	0.98	0.22
Control Delay (s/veh)	27.3	80.4	28.8	25.6	43.6	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.3	80.4	28.8	25.6	43.6	9.2
Queue Length 50th (ft)	233	~791	91	181	601	35
Queue Length 95th (ft)	319	#1046	153	254	#869	m77
Internal Link Dist (ft)	911			651	1514	
Turn Bay Length (ft)		140	140			150
Base Capacity (vph)	885	736	379	885	2200	691
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	1.04	0.39	0.34	0.98	0.22

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	342	703	136	278	0	0	0	0	180	1808	138
Future Volume (vph)	0	342	703	136	278	0	0	0	0	180	1808	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		1.00	1.00	1.00	1.00						0.91	1.00
Frpb, ped/bikes		1.00	0.96	1.00	1.00						1.00	0.96
Flpb, ped/bikes		1.00	1.00	0.99	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						1.00	1.00
Satd. Flow (prot)		1845	1511	1734	1845						5002	1500
Flt Permitted		1.00	1.00	0.43	1.00						1.00	1.00
Satd. Flow (perm)		1845	1511	790	1845						5002	1500
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	372	764	148	302	0	0	0	0	196	1965	150
RTOR Reduction (vph)	0	0	11	0	0	0	0	0	0	0	0	32
Lane Group Flow (vph)	0	372	753	148	302	0	0	0	0	0	2161	118
Confl. Peds. (#/hr)	3		14	14		3	7		7	7		7
Confl. Bikes (#/hr)			1			1						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4	8						6		6
Actuated Green, G (s)		72.0	72.0	72.0	72.0						66.0	66.0
Effective Green, g (s)		72.0	72.0	72.0	72.0						66.0	66.0
Actuated g/C Ratio		0.48	0.48	0.48	0.48						0.44	0.44
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0	2.0						3.0	3.0
Lane Grp Cap (vph)		885	725	379	885						2200	660
v/s Ratio Prot		0.20			0.16							
v/s Ratio Perm			c0.50	0.19							0.43	0.08
v/c Ratio		0.42	1.04	0.39	0.34						0.98	0.18
Uniform Delay, d1		25.4	39.0	25.0	24.3						41.4	25.5
Progression Factor		1.00	1.00	1.00	1.00						0.73	0.55
Incremental Delay, d2		0.1	43.7	0.2	0.1						12.8	0.4
Delay (s)		25.5	82.7	25.2	24.3						43.2	14.4
Level of Service		C	F	C	C						D	B
Approach Delay (s/veh)		64.0			24.6			0.0			41.4	
Approach LOS		E			C			A			D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	46.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	106.1%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	215	172	193	2310	170
Future Volume (vph)	215	172	193	2310	170
Turn Type	NA	pm+pt	NA	NA	Perm
Protected Phases	4	3	8	6	
Permitted Phases		8			6
Detector Phase	4	3	8	6	6
Switch Phase					
Minimum Initial (s)	6.0	5.0	6.0	10.0	10.0
Minimum Split (s)	32.0	11.0	32.0	27.0	27.0
Total Split (s)	54.0	15.0	69.0	81.0	81.0
Total Split (%)	36.0%	10.0%	46.0%	54.0%	54.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 125 (83%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 18: NE 3rd Avenue & NE 4th Street

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	556	183	205	2686	181
v/c Ratio	1.26	1.33	0.33	1.20	0.26
Control Delay (s/veh)	175.8	218.2	31.1	115.5	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	175.8	218.2	31.1	115.5	6.2
Queue Length 50th (ft)	~678	~185	134	~1167	25
Queue Length 95th (ft)	#914	#350	201	m#1166	m26
Internal Link Dist (ft)	908		191	1288	
Turn Bay Length (ft)		90			150
Base Capacity (vph)	441	138	627	2234	697
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.26	1.33	0.33	1.20	0.26

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	215	307	172	193	0	0	0	0	215	2310	170
Future Volume (vph)	0	215	307	172	193	0	0	0	0	215	2310	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	6.0
Lane Util. Factor		1.00		1.00	1.00						0.91	1.00
Frpb, ped/bikes		0.99		1.00	1.00						1.00	0.94
Flpb, ped/bikes		1.00		1.00	1.00						0.99	1.00
Frt		0.92		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		1362		1577	1494						4468	1329
Flt Permitted		1.00		0.07	1.00						1.00	1.00
Satd. Flow (perm)		1362		123	1494						4468	1329
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	229	327	183	205	0	0	0	0	229	2457	181
RTOR Reduction (vph)	0	5	0	0	0	0	0	0	0	0	0	33
Lane Group Flow (vph)	0	551	0	183	205	0	0	0	0	0	2686	149
Confl. Peds. (#/hr)	12		3	3		12	11		33	33		11
Confl. Bikes (#/hr)						2						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)		0	0		0	0						
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		4		3	8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)		48.0		63.0	63.0						75.0	75.0
Effective Green, g (s)		48.0		63.0	63.0						75.0	75.0
Actuated g/C Ratio		0.32		0.42	0.42						0.50	0.50
Clearance Time (s)		6.0		6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0		3.0	2.0						3.0	3.0
Lane Grp Cap (vph)		435		138	627						2234	664
v/s Ratio Prot		0.40		c0.08	0.14							
v/s Ratio Perm				c0.47							0.60	0.11
v/c Ratio		1.27		1.33	0.33						1.20	0.22
Uniform Delay, d1		51.0		39.8	29.2						37.5	21.1
Progression Factor		1.00		1.00	1.00						0.57	0.43
Incremental Delay, d2		136.8		188.1	0.1						92.4	0.2
Delay (s)		187.8		227.9	29.4						113.6	9.4
Level of Service		F		F	C						F	A
Approach Delay (s/veh)		187.8			123.0			0.0			107.0	
Approach LOS		F			F			A			F	

Intersection Summary

HCM 2000 Control Delay (s/veh)	120.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.28		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	115.9%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	38	59	34	2661	29
Future Volume (vph)	38	59	34	2661	29
Turn Type	NA	Perm	NA	NA	Perm
Protected Phases	4		8	6	
Permitted Phases		8			6
Detector Phase	4	8	8	6	6
Switch Phase					
Minimum Initial (s)	6.0	6.0	6.0	7.0	7.0
Minimum Split (s)	31.0	31.0	31.0	28.0	28.0
Total Split (s)	31.0	31.0	31.0	119.0	119.0
Total Split (%)	20.7%	20.7%	20.7%	79.3%	79.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 148 (99%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 19: NE 3rd Avenue & NE 3rd Street

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	80	62	36	2894	31
v/c Ratio	0.61	0.67	0.29	0.77	0.03
Control Delay (s/veh)	79.1	98.2	68.4	3.9	0.1
Queue Delay	0.0	0.0	0.0	9.4	0.0
Total Delay (s/veh)	79.1	98.2	68.4	13.2	0.1
Queue Length 50th (ft)	71	60	34	56	0
Queue Length 95th (ft)	125	109	70	m60	m0
Internal Link Dist (ft)	415		157	262	
Turn Bay Length (ft)		160			150
Base Capacity (vph)	259	186	249	3769	1104
Starvation Cap Reductn	0	0	0	883	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.31	0.33	0.14	1.00	0.03

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	38	38	59	34	0	0	0	0	88	2661	29
Future Volume (vph)	0	38	38	59	34	0	0	0	0	88	2661	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	6.0
Lane Util. Factor		1.00		1.00	1.00						0.91	1.00
Frpb, ped/bikes		0.99		1.00	1.00						1.00	0.93
Flpb, ped/bikes		1.00		0.99	1.00						1.00	1.00
Frt		0.93		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		1527		1555	1494						4506	1315
Flt Permitted		1.00		0.68	1.00						1.00	1.00
Satd. Flow (perm)		1527		1117	1494						4506	1315
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	40	40	62	36	0	0	0	0	93	2801	31
RTOR Reduction (vph)	0	6	0	0	0	0	0	0	0	0	0	4
Lane Group Flow (vph)	0	75	0	62	36	0	0	0	0	0	2894	27
Confl. Peds. (#/hr)	6		9	9		6	14		38	38		14
Confl. Bikes (#/hr)									1			3
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)					0	0						
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)		12.5		12.5	12.5						125.5	125.5
Effective Green, g (s)		12.5		12.5	12.5						125.5	125.5
Actuated g/C Ratio		0.08		0.08	0.08						0.84	0.84
Clearance Time (s)		6.0		6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0		2.0	2.0						1.0	1.0
Lane Grp Cap (vph)		127		93	124						3770	1100
v/s Ratio Prot		0.05			0.02							
v/s Ratio Perm				c0.06							0.64	0.02
v/c Ratio		0.59		0.67	0.29						0.77	0.02
Uniform Delay, d1		66.3		66.7	64.6						5.6	2.0
Progression Factor		1.00		1.00	1.00						0.58	0.05
Incremental Delay, d2		4.4		13.1	0.5						0.1	0.0
Delay (s)		70.7		79.8	65.1						3.4	0.1
Level of Service		E		E	E						A	A
Approach Delay (s/veh)		70.7			74.4			0.0			3.4	
Approach LOS		E			E			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	7.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	83.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	4	47	46	2397	103
Future Volume (vph)	4	47	46	2397	103
Turn Type	NA	Perm	NA	NA	Perm
Protected Phases	4		8	6	
Permitted Phases		8			6
Detector Phase	4	8	8	6	6
Switch Phase					
Minimum Initial (s)	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	33.0	33.0	33.0	25.0	25.0
Total Split (s)	33.0	33.0	33.0	117.0	117.0
Total Split (%)	22.0%	22.0%	22.0%	78.0%	78.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 6 (4%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 20: NE 3rd Avenue & NE 2nd Street

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	105	51	49	2857	111
v/c Ratio	0.72	0.55	0.30	0.78	0.10
Control Delay (s/veh)	86.2	84.2	65.7	2.4	0.2
Queue Delay	0.0	0.0	0.0	0.1	0.0
Total Delay (s/veh)	86.2	84.2	65.7	2.5	0.2
Queue Length 50th (ft)	94	48	45	40	0
Queue Length 95th (ft)	155	93	86	109	m0
Internal Link Dist (ft)	909		241	266	
Turn Bay Length (ft)		105			150
Base Capacity (vph)	260	171	298	3644	1062
Starvation Cap Reductn	0	0	0	112	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.40	0.30	0.16	0.81	0.10

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	4	94	47	46	0	0	0	0	260	2397	103
Future Volume (vph)	0	4	94	47	46	0	0	0	0	260	2397	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	6.0
Lane Util. Factor		1.00		1.00	1.00						0.91	1.00
Frpb, ped/bikes		0.98		1.00	1.00						1.00	0.91
Flpb, ped/bikes		1.00		0.99	1.00						0.98	1.00
Frt		0.87		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		1411		1564	1660						4435	1278
Flt Permitted		1.00		0.58	1.00						1.00	1.00
Satd. Flow (perm)		1411		951	1660						4435	1278
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	4	101	51	49	0	0	0	0	280	2577	111
RTOR Reduction (vph)	0	7	0	0	0	0	0	0	0	0	0	12
Lane Group Flow (vph)	0	98	0	51	49	0	0	0	0	0	2857	99
Confl. Peds. (#/hr)	7		6	6		7	19		43	43		19
Confl. Bikes (#/hr)			1						1			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)		14.7		14.7	14.7						123.3	123.3
Effective Green, g (s)		14.7		14.7	14.7						123.3	123.3
Actuated g/C Ratio		0.10		0.10	0.10						0.82	0.82
Clearance Time (s)		6.0		6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0		2.0	2.0						3.0	3.0
Lane Grp Cap (vph)		138		93	162						3645	1050
v/s Ratio Prot		c0.07			0.03							
v/s Ratio Perm				0.05							0.64	0.08
v/c Ratio		0.71		0.55	0.30						0.78	0.09
Uniform Delay, d1		65.6		64.5	62.9						6.7	2.6
Progression Factor		1.00		1.00	1.00						0.16	0.02
Incremental Delay, d2		12.7		3.5	0.4						1.2	0.1
Delay (s)		78.3		68.0	63.3						2.3	0.2
Level of Service		E		E	E						A	A
Approach Delay (s/veh)		78.3			65.7			0.0			2.2	
Approach LOS		E			E			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	6.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	81.8%	ICU Level of Service	D
Analysis Period (min)	15		

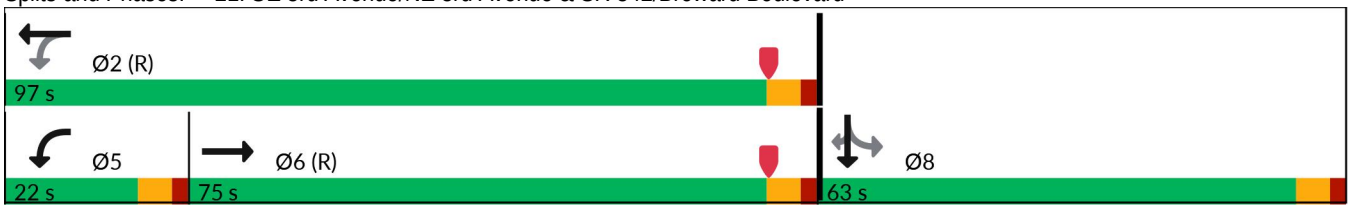
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	1192	289	1094	1644	312
Future Volume (vph)	1192	289	1094	1644	312
Turn Type	NA	pm+pt	NA	NA	Perm
Protected Phases	6	5	2	8	
Permitted Phases		2			8
Detector Phase	6	5	2	8	8
Switch Phase					
Minimum Initial (s)	7.0	4.0	7.0	6.0	6.0
Minimum Split (s)	40.0	10.0	40.0	39.0	39.0
Total Split (s)	75.0	22.0	97.0	63.0	63.0
Total Split (%)	46.9%	13.8%	60.6%	39.4%	39.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	C-Max	None	C-Max	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 154 (96%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 21: SE 3rd Avenue/NE 3rd Avenue & SR 842/Broward Boulevard



Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	2369	298	1128	2102	322
v/c Ratio	1.86dr	1.51	0.44	1.33	0.63
Control Delay (s/veh)	175.1	286.3	20.5	193.1	39.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	175.1	286.3	20.5	193.1	39.2
Queue Length 50th (ft)	~1176	~387	240	~1041	222
Queue Length 95th (ft)	#1241	#589	276	#1130	337
Internal Link Dist (ft)	909		213	269	
Turn Bay Length (ft)		175			150
Base Capacity (vph)	1788	198	2577	1581	514
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.32	1.51	0.44	1.33	0.63

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1192	1106	289	1094	0	0	0	0	395	1644	312
Future Volume (veh/h)	0	1192	1106	289	1094	0	0	0	0	395	1644	312
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1670	1670	1670	1670	0				1670	1670	1670
Adj Flow Rate, veh/h	0	1229	1129	298	1128	0				407	1695	251
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	1311	604	204	2593	0				320	1342	482
Arrive On Green	0.00	0.57	0.57	0.13	0.76	0.00				0.36	0.36	0.36
Sat Flow, veh/h	0	3190	1401	1590	4709	0				897	3767	1353
Grp Volume(v), veh/h	0	1229	1129	298	1128	0				737	1365	251
Grp Sat Flow(s),veh/h/ln	0	1520	1401	1590	1520	0				1625	1520	1353
Q Serve(g_s), s	0.0	59.7	69.0	16.0	14.4	0.0				57.0	57.0	23.5
Cycle Q Clear(g_c), s	0.0	59.7	69.0	16.0	14.4	0.0				57.0	57.0	23.5
Prop In Lane	0.00		1.00	1.00		0.00				0.55		1.00
Lane Grp Cap(c), veh/h	0	1311	604	204	2593	0				579	1083	482
V/C Ratio(X)	0.00	0.94	1.87	1.46	0.44	0.00				1.27	1.26	0.52
Avail Cap(c_a), veh/h	0	1311	604	204	2593	0				579	1083	482
HCM Platoon Ratio	1.00	1.33	1.33	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.59	0.59	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	32.1	34.1	51.5	10.2	0.0				51.5	51.5	40.7
Incr Delay (d2), s/veh	0.0	9.2	394.4	232.2	0.5	0.0				136.1	124.8	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
%ile BackOfQ(50%),veh/ln	0.0	21.7	87.6	17.0	4.1	0.0				45.0	40.4	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	41.3	428.5	283.7	10.7	0.0				187.6	176.3	41.2
LnGrp LOS		D	F	F	B					F	F	D
Approach Vol, veh/h		2358			1426						2353	
Approach Delay, s/veh		226.7			67.7						165.4	
Approach LOS		F			E						F	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		97.0			22.0	75.0		63.0				
Change Period (Y+Rc), s		6.0			6.0	6.0		6.0				
Max Green Setting (Gmax), s		91.0			16.0	69.0		57.0				
Max Q Clear Time (g_c+I1), s		16.4			18.0	71.0		59.0				
Green Ext Time (p_c), s		1.9			0.0	0.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			166.3									
HCM 7th LOS			F									

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	133	137	59	207	2095	316
Future Volume (vph)	133	137	59	207	2095	316
Turn Type	NA	Perm	Split	NA	NA	Perm
Protected Phases	4		8	8	6	
Permitted Phases		4				6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	15.0	15.0
Minimum Split (s)	32.0	32.0	34.0	34.0	31.0	31.0
Total Split (s)	32.0	32.0	34.0	34.0	74.0	74.0
Total Split (%)	22.9%	22.9%	24.3%	24.3%	52.9%	52.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 128 (91%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 22: SE 3rd Avenue & SE 2nd Street

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	139	143	55	222	2634	329
v/c Ratio	0.52	0.43	0.22	0.85	1.09	0.43
Control Delay (s/veh)	59.6	11.6	51.1	84.4	81.2	15.2
Queue Delay	0.0	0.0	0.0	0.0	2.9	0.0
Total Delay (s/veh)	59.6	11.7	51.1	84.4	84.1	15.2
Queue Length 50th (ft)	114	0	46	207	~1035	114
Queue Length 95th (ft)	183	61	87	300	#1163	207
Internal Link Dist (ft)	582			245	543	
Turn Bay Length (ft)						150
Base Capacity (vph)	308	358	299	315	2408	766
Starvation Cap Reductn	0	0	0	0	235	0
Spillback Cap Reductn	0	4	0	0	156	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.40	0.18	0.70	1.21	0.43

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	133	137	59	207	0	0	0	0	434	2095	316
Future Volume (vph)	0	133	137	59	207	0	0	0	0	434	2095	316
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		1.00	1.00	0.95	0.95						0.91	1.00
Frpb, ped/bikes		1.00	0.92	1.00	1.00						1.00	0.93
Flpb, ped/bikes		1.00	1.00	1.00	1.00						0.99	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.99	1.00
Satd. Flow (prot)		1660	1305	1498	1575						4431	1310
Flt Permitted		1.00	1.00	0.95	1.00						0.99	1.00
Satd. Flow (perm)		1660	1305	1498	1575						4431	1310
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	139	143	61	216	0	0	0	0	452	2182	329
RTOR Reduction (vph)	0	0	120	0	0	0	0	0	0	0	0	54
Lane Group Flow (vph)	0	139	23	55	222	0	0	0	0	0	2634	275
Confl. Peds. (#/hr)	10		40	40		10	36		29	29		36
Confl. Bikes (#/hr)									3			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA	Perm	Split	NA					Perm	NA	Perm
Protected Phases		4		8	8						6	
Permitted Phases			4							6		6
Actuated Green, G (s)		22.7	22.7	23.2	23.2						76.1	76.1
Effective Green, g (s)		22.7	22.7	23.2	23.2						76.1	76.1
Actuated g/C Ratio		0.16	0.16	0.17	0.17						0.54	0.54
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0	2.0						3.0	3.0
Lane Grp Cap (vph)		269	211	248	261						2408	712
v/s Ratio Prot		c0.08		0.04	c0.14							
v/s Ratio Perm			0.02								0.59	0.21
v/c Ratio		0.52	0.11	0.22	0.85						1.09	0.39
Uniform Delay, d1		53.6	50.0	50.6	56.7						32.0	18.5
Progression Factor		1.00	1.00	1.00	1.00						1.00	1.00
Incremental Delay, d2		0.7	0.1	0.2	21.7						49.6	1.6
Delay (s)		54.3	50.1	50.7	78.4						81.6	20.0
Level of Service		D	D	D	E						F	C
Approach Delay (s/veh)		52.2			72.9			0.0			74.8	
Approach LOS		D			E			A			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	72.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	104.4%	ICU Level of Service	G
Analysis Period (min)	15		

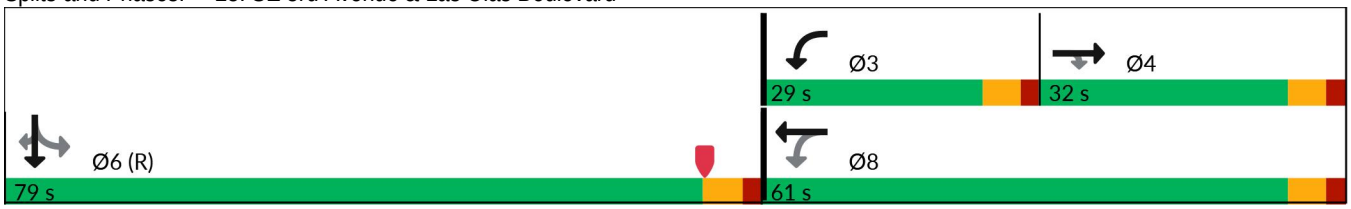
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	404	189	363	159	1805	60
Future Volume (vph)	404	189	363	159	1805	60
Turn Type	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		3	8	6	
Permitted Phases		4	8			6
Detector Phase	4	4	3	8	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	4.0	6.0	10.0	10.0
Minimum Split (s)	32.0	32.0	11.0	32.0	33.0	33.0
Total Split (s)	32.0	32.0	29.0	61.0	79.0	79.0
Total Split (%)	22.9%	22.9%	20.7%	43.6%	56.4%	56.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 139 (99%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 23: SE 3rd Avenue & Las Olas Boulevard



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	439	205	395	173	2424	65
v/c Ratio	0.75	0.76	1.15	0.15	1.05	0.09
Control Delay (s/veh)	63.0	54.2	130.2	27.8	34.5	0.1
Queue Delay	0.0	0.0	0.0	0.0	22.8	0.0
Total Delay (s/veh)	63.0	54.2	130.2	27.8	57.3	0.1
Queue Length 50th (ft)	201	120	~342	53	~857	0
Queue Length 95th (ft)	264	#243	#553	80	m72	m0
Internal Link Dist (ft)	450			474	436	
Turn Bay Length (ft)		110				150
Base Capacity (vph)	585	269	342	1177	2319	703
Starvation Cap Reductn	0	0	0	0	149	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.76	1.15	0.15	1.12	0.09

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	404	189	363	159	0	0	0	0	425	1805	60
Future Volume (vph)	0	404	189	363	159	0	0	0	0	425	1805	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		0.95	1.00	1.00	0.95						0.91	1.00
Frpb, ped/bikes		1.00	0.81	1.00	1.00						1.00	0.91
Flpb, ped/bikes		1.00	1.00	0.99	1.00						0.99	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.99	1.00
Satd. Flow (prot)		3154	1143	1557	2997						4447	1285
Flt Permitted		1.00	1.00	0.24	1.00						0.99	1.00
Satd. Flow (perm)		3154	1143	387	2997						4447	1285
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	439	205	395	173	0	0	0	0	462	1962	65
RTOR Reduction (vph)	0	0	57	0	0	0	0	0	0	0	0	31
Lane Group Flow (vph)	0	439	148	395	173	0	0	0	0	0	2424	34
Confl. Peds. (#/hr)	81		108	108		81	50		32	32		50
Confl. Bikes (#/hr)			8			1			2			3
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)					0	0						
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	Perm
Protected Phases		4		3	8						6	
Permitted Phases			4	8						6		6
Actuated Green, G (s)		26.0	26.0	55.0	55.0						73.0	73.0
Effective Green, g (s)		26.0	26.0	55.0	55.0						73.0	73.0
Actuated g/C Ratio		0.19	0.19	0.39	0.39						0.52	0.52
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.5	2.5	1.5	2.5						3.0	3.0
Lane Grp Cap (vph)		585	212	344	1177						2318	670
v/s Ratio Prot		0.14		c0.19	0.06							
v/s Ratio Perm			0.13	c0.26							0.55	0.03
v/c Ratio		0.75	0.70	1.15	0.15						1.05	0.05
Uniform Delay, d1		53.9	53.3	35.7	27.4						33.5	16.5
Progression Factor		1.00	1.00	1.00	1.00						0.23	0.00
Incremental Delay, d2		5.1	8.9	95.1	0.0						24.4	0.0
Delay (s)		59.1	62.2	130.8	27.4						32.0	0.1
Level of Service		E	E	F	C						C	A
Approach Delay (s/veh)		60.1			99.3			0.0			31.1	
Approach LOS		E			F			A			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	46.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	109.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBL	WBT	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	89	242	1639	288
Future Volume (vph)	89	242	1639	288
Turn Type	Perm	NA	NA	Perm
Protected Phases		8	6	
Permitted Phases	8			6
Detector Phase	8	8	6	6
Switch Phase				
Minimum Initial (s)	6.0	6.0	10.0	10.0
Minimum Split (s)	36.0	36.0	37.0	37.0
Total Split (s)	38.0	38.0	102.0	102.0
Total Split (%)	27.1%	27.1%	72.9%	72.9%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 59 (42%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 24: SE 3rd Avenue & SE 6th Street

Lane Group	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	96	260	2217	310
v/c Ratio	0.33	0.44	0.68	0.30
Control Delay (s/veh)	51.0	51.8	4.9	0.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.0	51.8	5.0	0.5
Queue Length 50th (ft)	74	107	147	3
Queue Length 95th (ft)	129	152	m134	m1
Internal Link Dist (ft)		462	1522	
Turn Bay Length (ft)	160			150
Base Capacity (vph)	350	720	3244	1044
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	34	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.27	0.36	0.69	0.30

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	89	242	0	0	0	0	423	1639	288
Future Volume (vph)	0	0	0	89	242	0	0	0	0	423	1639	288
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				6.0	6.0						6.0	6.0
Lane Util. Factor				1.00	0.95						0.91	1.00
Frpb, ped/bikes				1.00	1.00						1.00	0.98
Flpb, ped/bikes				0.97	1.00						0.99	1.00
Frt				1.00	1.00						1.00	0.85
Flt Protected				0.95	1.00						0.99	1.00
Satd. Flow (prot)				1533	3154						4464	1380
Flt Permitted				0.95	1.00						0.99	1.00
Satd. Flow (perm)				1533	3154						4464	1380
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	0	96	260	0	0	0	0	455	1762	310
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	41
Lane Group Flow (vph)	0	0	0	96	260	0	0	0	0	0	2217	269
Confl. Peds. (#/hr)	42		20	20		42	7		18	18		7
Confl. Bikes (#/hr)			1						2			3
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type				Perm	NA					Perm	NA	Perm
Protected Phases					8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)				26.3	26.3						101.7	101.7
Effective Green, g (s)				26.3	26.3						101.7	101.7
Actuated g/C Ratio				0.19	0.19						0.73	0.73
Clearance Time (s)				6.0	6.0						6.0	6.0
Vehicle Extension (s)				2.0	2.0						3.0	3.0
Lane Grp Cap (vph)				287	592						3242	1002
v/s Ratio Prot					c0.08							
v/s Ratio Perm				0.06							0.50	0.19
v/c Ratio				0.33	0.44						0.68	0.27
Uniform Delay, d1				49.3	50.3						10.4	6.5
Progression Factor				1.00	1.00						0.42	0.12
Incremental Delay, d2				0.3	0.2						0.1	0.1
Delay (s)				49.5	50.5						4.5	0.8
Level of Service				D	D						A	A
Approach Delay (s/veh)		0.0			50.2			0.0			4.1	
Approach LOS		A			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	9.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	77.6%	ICU Level of Service	D
Analysis Period (min)	15		

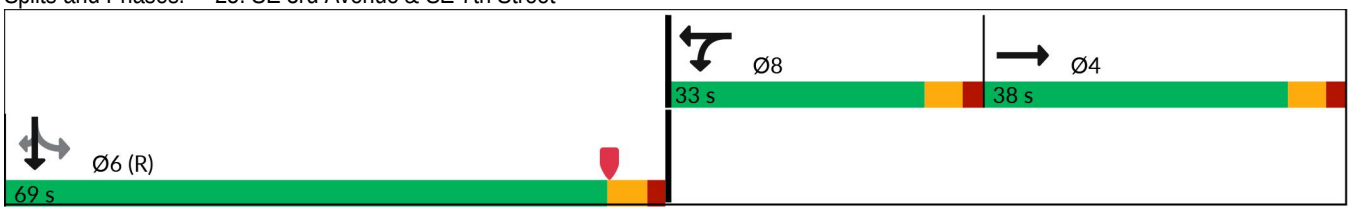
c Critical Lane Group

Lane Group	EBT	WBT	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	144	142	1500	59
Future Volume (vph)	144	142	1500	59
Turn Type	NA	NA	NA	Perm
Protected Phases	4	8	6	
Permitted Phases				6
Detector Phase	4	8	6	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	10.0	10.0
Minimum Split (s)	33.0	33.0	25.0	25.0
Total Split (s)	38.0	33.0	69.0	69.0
Total Split (%)	27.1%	23.6%	49.3%	49.3%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 50 (36%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 25: SE 3rd Avenue & SE 7th Street



Lane Group	EBT	WBT	SBT	SBR
Lane Group Flow (vph)	280	178	1697	62
v/c Ratio	0.88	0.76	0.70	0.08
Control Delay (s/veh)	75.2	77.8	13.4	0.4
Queue Delay	0.0	0.0	0.2	0.0
Total Delay (s/veh)	75.2	77.8	13.6	0.4
Queue Length 50th (ft)	225	158	142	0
Queue Length 95th (ft)	#330	229	422	m3
Internal Link Dist (ft)	568	243	566	
Turn Bay Length (ft)				150
Base Capacity (vph)	375	317	2421	752
Starvation Cap Reductn	0	0	158	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.75	0.56	0.75	0.08

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	144	122	28	142	0	0	0	0	112	1500	59
Future Volume (vph)	0	144	122	28	142	0	0	0	0	112	1500	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0						6.0	6.0
Lane Util. Factor		1.00			1.00						0.91	1.00
Frpb, ped/bikes		0.99			1.00						1.00	0.95
Flpb, ped/bikes		1.00			1.00						1.00	1.00
Frt		0.94			1.00						1.00	0.85
Flt Protected		1.00			0.99						1.00	1.00
Satd. Flow (prot)		1547			1647						4509	1341
Flt Permitted		1.00			0.99						1.00	1.00
Satd. Flow (perm)		1547			1647						4509	1341
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	152	128	29	149	0	0	0	0	118	1579	62
RTOR Reduction (vph)	0	23	0	0	0	0	0	0	0	0	0	29
Lane Group Flow (vph)	0	257	0	0	178	0	0	0	0	0	1697	33
Confl. Peds. (#/hr)	2		2	2		2	8		7	7		8
Confl. Bikes (#/hr)									2			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA		Split	NA					Perm	NA	Perm
Protected Phases		4		8	8						6	
Permitted Phases										6		6
Actuated Green, G (s)		27.0			19.9						75.1	75.1
Effective Green, g (s)		27.0			19.9						75.1	75.1
Actuated g/C Ratio		0.19			0.14						0.54	0.54
Clearance Time (s)		6.0			6.0						6.0	6.0
Vehicle Extension (s)		2.5			2.5						3.0	3.0
Lane Grp Cap (vph)		298			234						2418	719
v/s Ratio Prot		c0.17			c0.11							
v/s Ratio Perm											0.38	0.02
v/c Ratio		0.86			0.76						0.70	0.05
Uniform Delay, d1		54.7			57.8						24.1	15.4
Progression Factor		1.00			1.00						0.46	0.07
Incremental Delay, d2		21.7			13.0						1.3	0.1
Delay (s)		76.4			70.8						12.5	1.2
Level of Service		E			E						B	A
Approach Delay (s/veh)		76.4			70.8			0.0			12.1	
Approach LOS		E			E			A			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	24.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	79.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	517	154	620	855	376
Future Volume (vph)	517	154	620	855	376
Turn Type	NA	pm+pt	NA	NA	Perm
Protected Phases	6	5	2	8	
Permitted Phases		2			8
Detector Phase	6	5	2	8	8
Switch Phase					
Minimum Initial (s)	12.0	4.0	12.0	6.0	6.0
Minimum Split (s)	33.0	10.0	33.0	33.0	33.0
Total Split (s)	69.0	28.0	97.0	63.0	63.0
Total Split (%)	43.1%	17.5%	60.6%	39.4%	39.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	C-Min	None	C-Min	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 153 (96%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 26: SE 3rd Avenue & Davie Boulevard

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	986	177	713	1306	432
v/c Ratio	0.60	0.60	0.34	0.79	0.66
Control Delay (s/veh)	27.3	24.6	17.8	52.1	27.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.3	24.6	17.8	52.1	27.0
Queue Length 50th (ft)	401	82	195	451	201
Queue Length 95th (ft)	392	129	248	460	289
Internal Link Dist (ft)	909		222	1897	
Turn Bay Length (ft)		185			150
Base Capacity (vph)	1637	386	2091	1787	691
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.60	0.46	0.34	0.73	0.63

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	517	341	154	620	0	0	0	0	281	855	376
Future Volume (vph)	0	517	341	154	620	0	0	0	0	281	855	376
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	6.0
Lane Util. Factor		0.95		1.00	0.95						0.91	1.00
Frpb, ped/bikes		0.99		1.00	1.00						1.00	0.99
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.94		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						0.99	1.00
Satd. Flow (prot)		3276		1752	3505						4966	1545
Flt Permitted		1.00		0.17	1.00						0.99	1.00
Satd. Flow (perm)		3276		319	3505						4966	1545
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	0	594	392	177	713	0	0	0	0	323	983	432
RTOR Reduction (vph)	0	60	0	0	0	0	0	0	0	0	0	141
Lane Group Flow (vph)	0	926	0	177	713	0	0	0	0	0	1306	291
Confl. Peds. (#/hr)	1		2	2		1	1		4	4		1
Confl. Bikes (#/hr)						2			1			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		6		5	2						8	
Permitted Phases				2						8		8
Actuated Green, G (s)		77.1		94.9	94.9						53.1	53.1
Effective Green, g (s)		77.1		94.9	94.9						53.1	53.1
Actuated g/C Ratio		0.48		0.59	0.59						0.33	0.33
Clearance Time (s)		6.0		6.0	6.0						6.0	6.0
Vehicle Extension (s)		3.0		1.5	3.0						2.0	2.0
Lane Grp Cap (vph)		1578		294	2078						1648	512
v/s Ratio Prot		0.28		c0.04	0.20							
v/s Ratio Perm				c0.31							0.26	0.19
v/c Ratio		0.59		0.60	0.34						0.79	0.57
Uniform Delay, d1		29.9		20.0	16.6						48.5	44.0
Progression Factor		0.92		1.00	1.00						1.00	1.00
Incremental Delay, d2		1.5		2.4	0.5						2.5	0.9
Delay (s)		29.2		22.4	17.1						51.0	44.9
Level of Service		C		C	B						D	D
Approach Delay (s/veh)		29.2			18.1			0.0			49.5	
Approach LOS		C			B			A			D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	36.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	73.2%	ICU Level of Service	D
Analysis Period (min)	15		

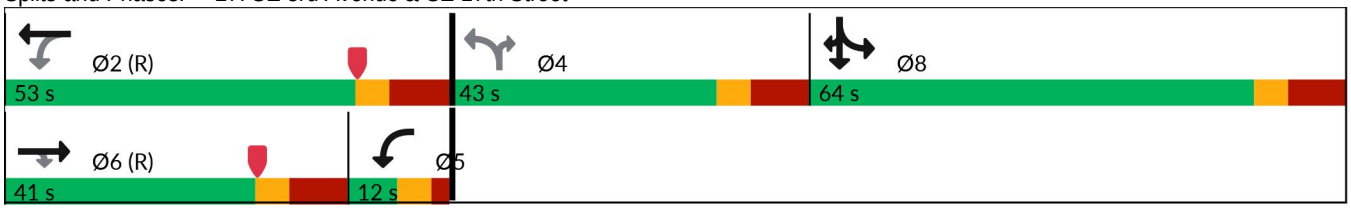
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	517	22	32	563	7	8	300	497	172
Future Volume (vph)	517	22	32	563	7	8	300	497	172
Turn Type	NA	Perm	pm+pt	NA	Perm	Perm	Split	NA	Prot
Protected Phases	6		5	2			8	8	8
Permitted Phases		6	2		4	4			
Detector Phase	6	6	5	2	4	4	8	8	8
Switch Phase									
Minimum Initial (s)	12.0	12.0	5.0	12.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	36.0	36.0	12.0	36.0	43.0	43.0	43.0	43.0	43.0
Total Split (s)	41.0	41.0	12.0	53.0	43.0	43.0	64.0	64.0	64.0
Total Split (%)	25.6%	25.6%	7.5%	33.1%	26.9%	26.9%	40.0%	40.0%	40.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	7.0	7.0	2.0	7.0	7.0	7.0	7.0	7.0	7.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	11.0	11.0	6.0	11.0	11.0	11.0	11.0	11.0	11.0
Lead/Lag	Lead	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes						
Recall Mode	C-Min	C-Min	None	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 35 (22%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 27: SE 3rd Avenue & SE 17th Street



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	574	24	36	626	8	9	333	552	191
v/c Ratio	0.51	0.04	0.12	0.33	0.16	0.02	0.60	0.94	0.19
Control Delay (s/veh)	34.0	0.1	41.6	40.2	60.7	0.1	46.1	69.7	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.0	0.1	41.6	40.2	60.7	0.1	46.1	69.7	10.2
Queue Length 50th (ft)	315	0	28	205	7	0	306	580	36
Queue Length 95th (ft)	#399	m0	58	247	25	0	442	#772	m60
Internal Link Dist (ft)	905			223				2382	
Turn Bay Length (ft)			50		60		150		150
Base Capacity (vph)	1139	623	308	1936	76	465	583	614	1056
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.04	0.12	0.32	0.11	0.02	0.57	0.90	0.18

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	517	22	32	563	0	7	0	8	300	497	172
Future Volume (vph)	0	517	22	32	563	0	7	0	8	300	497	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		11.0	11.0	6.0	11.0		11.0		11.0	11.0	11.0	11.0
Lane Util. Factor		0.95	1.00	1.00	0.91		1.00		1.00	1.00	1.00	0.88
Frpb, ped/bikes		1.00	0.96	1.00	1.00		1.00		0.96	1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00		1.00		0.85	1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00		0.95		1.00	0.95	1.00	1.00
Satd. Flow (prot)		3505	1499	1749	5036		1750		1505	1752	1845	2760
Flt Permitted		1.00	1.00	0.34	1.00		0.21		1.00	0.95	1.00	1.00
Satd. Flow (perm)		3505	1499	634	5036		384		1505	1752	1845	2760
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	574	24	36	626	0	8	0	9	333	552	191
RTOR Reduction (vph)	0	0	17	0	0	0	0	0	8	0	0	130
Lane Group Flow (vph)	0	574	7	36	626	0	8	0	1	333	552	61
Confl. Peds. (#/hr)	7		6	6		7	3		19	19		3
Confl. Bikes (#/hr)			4			2						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA	Perm	pm+pt	NA		Perm		Perm	Split	NA	Prot
Protected Phases		6		5	2					8	8	8
Permitted Phases			6	2			4		4			
Actuated Green, G (s)		46.2	46.2	61.4	56.8		19.2		19.2	51.0	51.0	51.0
Effective Green, g (s)		46.2	46.2	61.4	56.8		19.2		19.2	51.0	51.0	51.0
Actuated g/C Ratio		0.29	0.29	0.38	0.36		0.12		0.12	0.32	0.32	0.32
Clearance Time (s)		11.0	11.0	6.0	11.0		11.0		11.0	11.0	11.0	11.0
Vehicle Extension (s)		2.5	2.5	3.0	2.5		2.0		2.0	2.0	2.0	2.0
Lane Grp Cap (vph)		1012	432	275	1787		46		180	558	588	879
v/s Ratio Prot		c0.16		c0.00	0.12					0.19	c0.30	0.02
v/s Ratio Perm			0.00	0.05			c0.02		0.00			
v/c Ratio		0.57	0.02	0.13	0.35		0.17		0.01	0.60	0.94	0.07
Uniform Delay, d1		48.4	40.7	40.0	38.0		63.3		62.0	45.8	53.0	38.0
Progression Factor		0.65	1.00	1.00	1.00		1.00		1.00	0.93	0.94	2.88
Incremental Delay, d2		1.6	0.0	0.2	0.5		0.7		0.0	0.8	18.2	0.0
Delay (s)		32.9	40.7	40.2	38.6		63.9		62.0	43.5	68.0	109.4
Level of Service		C	D	D	D		E		E	D	E	F
Approach Delay (s/veh)		33.2			38.6			62.9			67.8	
Approach LOS		C			D			E			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	50.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	39.0
Intersection Capacity Utilization	80.1%	ICU Level of Service	D
Analysis Period (min)	15		

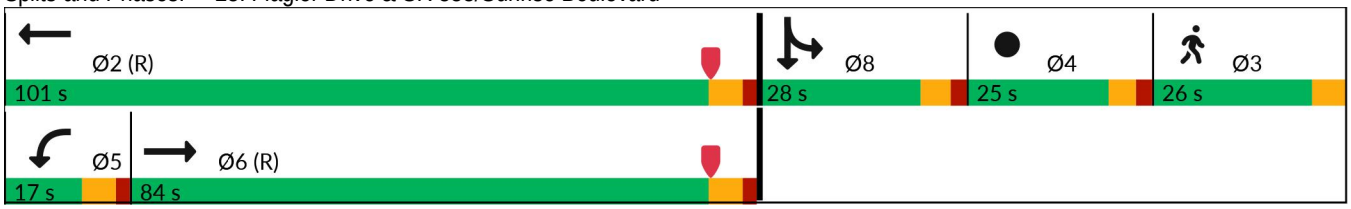
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	Ø3	Ø4
Lane Configurations						
Traffic Volume (vph)	1662	109	960	103		
Future Volume (vph)	1662	109	960	103		
Turn Type	NA	Prot	NA	NA		
Protected Phases	6	5	2	8	3	4
Permitted Phases						
Detector Phase	6	5	2	8		
Switch Phase						
Minimum Initial (s)	15.0	5.0	15.0	6.0	7.0	6.0
Minimum Split (s)	30.5	11.5	37.5	24.0	26.0	48.0
Total Split (s)	84.0	17.0	101.0	28.0	26.0	25.0
Total Split (%)	46.7%	9.4%	56.1%	15.6%	14%	14%
Yellow Time (s)	4.5	4.5	4.5	4.0	4.5	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	0.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.5	6.5	6.5	6.0		
Lead/Lag	Lag	Lead		Lead		Lag
Lead-Lag Optimize?						
Recall Mode	C-Min	None	C-Min	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 72 (40%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 28: Flagler Drive & SR 838/Sunrise Boulevard



Lane Group	EBT	WBL	WBT	SBT
Lane Group Flow (vph)	3037	115	1026	223
v/c Ratio	1.18dr	0.58	0.25	0.98
Control Delay (s/veh)	17.4	88.3	4.3	123.0
Queue Delay	5.4	0.0	0.0	0.0
Total Delay (s/veh)	22.7	88.3	4.3	123.0
Queue Length 50th (ft)	383	132	93	244
Queue Length 95th (ft)	m267	206	106	#433
Internal Link Dist (ft)	617		722	937
Turn Bay Length (ft)		425		
Base Capacity (vph)	3127	198	4061	228
Starvation Cap Reductn	100	0	0	0
Spillback Cap Reductn	30	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	1.00	0.58	0.25	0.98

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.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1662	1224	109	960	14	0	0	0	7	103	103
Future Volume (vph)	0	1662	1224	109	960	14	0	0	0	7	103	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5		6.5	6.5						6.0	
Lane Util. Factor		0.91		1.00	0.91						1.00	
Frpb, ped/bikes		0.99		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.94		1.00	1.00						0.93	
Flt Protected		1.00		0.95	1.00						1.00	
Satd. Flow (prot)		4680		1752	5023						1721	
Flt Permitted		1.00		0.95	1.00						1.00	
Satd. Flow (perm)		4680		1752	5023						1721	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1749	1288	115	1011	15	0	0	0	7	108	108
RTOR Reduction (vph)	0	44	0	0	0	0	0	0	0	0	18	0
Lane Group Flow (vph)	0	2993	0	115	1026	0	0	0	0	0	205	0
Confl. Peds. (#/hr)	4		2	2		4			6	6		
Confl. Bikes (#/hr)			4									
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA		Prot	NA					Split	NA	
Protected Phases		6		5	2					8	8	
Permitted Phases												
Actuated Green, G (s)		118.6		20.4	145.5						22.0	
Effective Green, g (s)		118.6		20.4	145.5						22.0	
Actuated g/C Ratio		0.66		0.11	0.81						0.12	
Clearance Time (s)		6.5		6.5	6.5						6.0	
Vehicle Extension (s)		3.0		1.5	3.0						2.0	
Lane Grp Cap (vph)		3083		198	4060						210	
v/s Ratio Prot		c0.64		c0.07	0.20						c0.12	
v/s Ratio Perm												
v/c Ratio		1.18dr		0.58	0.25						0.97	
Uniform Delay, d1		29.1		75.7	4.2						78.7	
Progression Factor		0.55		1.00	1.00						1.00	
Incremental Delay, d2		1.6		2.8	0.1						54.1	
Delay (s)		17.6		78.5	4.3						132.8	
Level of Service		B		E	A						F	
Approach Delay (s/veh)		17.6			11.8			0.0			132.8	
Approach LOS		B			B			A			F	

Intersection Summary

HCM 2000 Control Delay (s/veh)	21.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	29.5
Intersection Capacity Utilization	99.3%	ICU Level of Service	F
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	46	0	0	0	13	1312
Future Vol, veh/h	46	0	0	0	13	1312
Conflicting Peds, #/hr	0	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	47	0	0	0	13	1339

Major/Minor	Minor1		Major2	
Conflicting Flow All	567	-	5	0
Stage 1	5	-	-	-
Stage 2	562	-	-	-
Critical Hdwy	5.76	-	3.7	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	6.06	-	-	-
Follow-up Hdwy	3.83	-	2.9	-
Pot Cap-1 Maneuver	505	0	1238	-
Stage 1	-	0	-	-
Stage 2	485	0	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	496	-	1232	-
Mov Cap-2 Maneuver	496	-	-	-
Stage 1	-	-	-	-
Stage 2	478	-	-	-

Approach	WB	SB
HCM Control Delay, s/v	13.02	0.19
HCM LOS	B	

Minor Lane/Major Mvmt	WBLn1	SBL	SBT
Capacity (veh/h)	496	53	-
HCM Lane V/C Ratio	0.095	0.011	-
HCM Control Delay (s/veh)	13	8	0.1
HCM Lane LOS	B	A	A
HCM 95th %tile Q(veh)	0.3	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	15	0	0	0	0	1358
Future Vol, veh/h	15	0	0	0	0	1358
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	0	0	0	0	1476

Major/Minor	Minor1		Major2	
Conflicting Flow All	590	-	-	-
Stage 1	0	-	-	-
Stage 2	590	-	-	-
Critical Hdwy	3.7	-	-	-
Critical Hdwy Stg 1	3.7	-	-	-
Critical Hdwy Stg 2	3.7	-	-	-
Follow-up Hdwy	2.9	-	-	-
Pot Cap-1 Maneuver	850	0	0	-
Stage 1	-	0	0	-
Stage 2	850	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	850	-	-	-
Mov Cap-2 Maneuver	850	-	-	-
Stage 1	-	-	-	-
Stage 2	850	-	-	-

Approach	NW	SW
HCM Control Delay, s/v	9.32	0
HCM LOS	A	

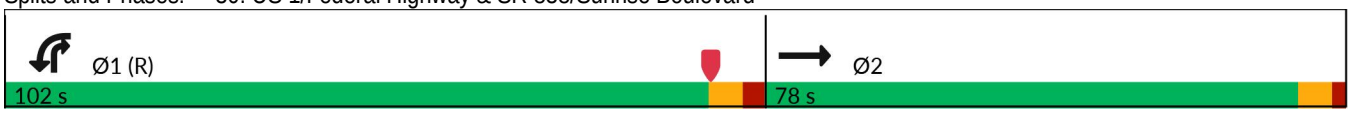
Minor Lane/Major Mvmt	NWLn1	SWT
Capacity (veh/h)	850	-
HCM Lane V/C Ratio	0.019	-
HCM Control Delay (s/veh)	9.3	-
HCM Lane LOS	A	-
HCM 95th %tile Q(veh)	0.1	-

Lane Group	EBT	WBL	NBR
Lane Configurations			
Traffic Volume (vph)	1273	1694	1211
Future Volume (vph)	1273	1694	1211
Turn Type	NA	Prot	Over
Protected Phases	2	1	1
Permitted Phases			
Detector Phase	2	1	1
Switch Phase			
Minimum Initial (s)	10.0	10.0	10.0
Minimum Split (s)	49.5	21.5	21.5
Total Split (s)	78.0	102.0	102.0
Total Split (%)	43.3%	56.7%	56.7%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.5	7.5	7.5
Lead/Lag	Lag	Lead	Lead
Lead-Lag Optimize?			
Recall Mode	None	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 87 (48%), Referenced to phase 1:WBL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 30: US 1/Federal Highway & SR 838/Sunrise Boulevard



Lane Group	EBT	WBL	NBR
Lane Group Flow (vph)	1725	1783	1275
v/c Ratio	0.74	0.80	0.79
Control Delay (s/veh)	61.2	45.4	46.1
Queue Delay	1.2	0.0	0.0
Total Delay (s/veh)	62.3	45.4	46.1
Queue Length 50th (ft)	680	640	563
Queue Length 95th (ft)	m718	629	577
Internal Link Dist (ft)	722		
Turn Bay Length (ft)		400	
Base Capacity (vph)	2327	2619	1895
Starvation Cap Reductn	351	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.87	0.68	0.67

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1273	366	1694	0	0	1211
Future Volume (vph)	1273	366	1694	0	0	1211
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5		7.5			7.5
Lane Util. Factor	0.91		0.94			0.76
Frpb, ped/bikes	1.00		1.00			1.00
Flpb, ped/bikes	1.00		1.00			1.00
Frt	0.97		1.00			0.85
Flt Protected	1.00		0.95			1.00
Satd. Flow (prot)	4897		4990			3610
Flt Permitted	1.00		0.95			1.00
Satd. Flow (perm)	4897		4990			3610
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1340	385	1783	0	0	1275
RTOR Reduction (vph)	5	0	0	0	0	0
Lane Group Flow (vph)	1720	0	1783	0	0	1275
Confl. Peds. (#/hr)		3	3			
Confl. Bikes (#/hr)		1				
Turn Type	NA		Prot			Over
Protected Phases	2		1			1
Permitted Phases						
Actuated Green, G (s)	85.3		80.7			80.7
Effective Green, g (s)	85.3		80.7			80.7
Actuated g/C Ratio	0.47		0.45			0.45
Clearance Time (s)	6.5		7.5			7.5
Vehicle Extension (s)	8.0		2.0			2.0
Lane Grp Cap (vph)	2320		2237			1618
v/s Ratio Prot	c0.35		c0.36			0.35
v/s Ratio Perm						
v/c Ratio	0.74		0.80			0.79
Uniform Delay, d1	38.4		42.6			42.4
Progression Factor	1.54		1.00			1.00
Incremental Delay, d2	0.6		3.1			4.0
Delay (s)	59.9		45.7			46.3
Level of Service	E		D			D
Approach Delay (s/veh)	59.9			45.7	46.3	
Approach LOS	E			D	D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	51.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	74.1%	ICU Level of Service	D
Analysis Period (min)	15		

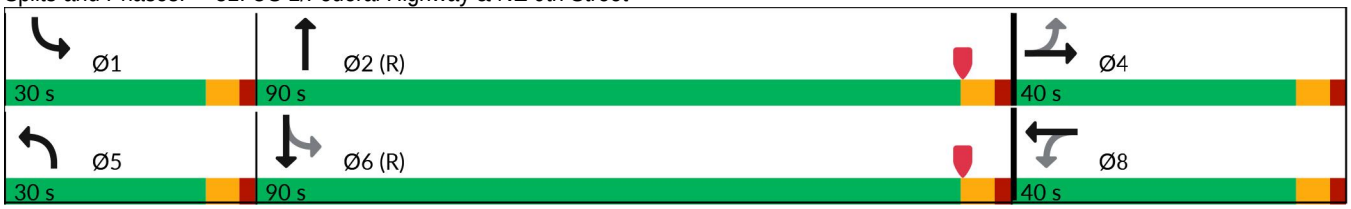
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	29	14	43	17	25	1211	64	1911
Future Volume (vph)	29	14	43	17	25	1211	64	1911
Turn Type	Perm	NA	Perm	NA	Prot	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8				6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	5.0	12.0	5.0	12.0
Minimum Split (s)	38.0	38.0	36.0	36.0	11.0	26.0	11.0	26.0
Total Split (s)	40.0	40.0	40.0	40.0	30.0	90.0	30.0	90.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	18.8%	56.3%	18.8%	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	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Min	None	C-Min

Intersection Summary

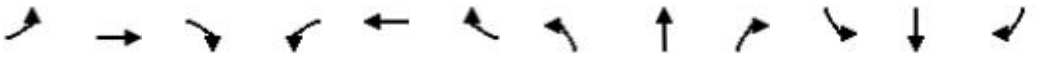
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 138 (86%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 31: US 1/Federal Highway & NE 9th Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	32	61	47	34	27	1365	70	2127
v/c Ratio	0.37	0.41	0.55	0.27	0.37	0.34	0.22	0.51
Control Delay (s/veh)	82.3	33.6	95.5	50.2	88.0	4.9	3.7	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay (s/veh)	82.3	33.6	95.5	50.2	88.0	4.9	3.7	6.5
Queue Length 50th (ft)	33	15	49	19	28	129	8	267
Queue Length 95th (ft)	69	64	93	56	64	178	19	375
Internal Link Dist (ft)		654		689		564		822
Turn Bay Length (ft)	160		75		375		300	
Base Capacity (vph)	285	379	279	374	262	4019	500	4159
Starvation Cap Reductn	0	0	0	0	0	0	0	937
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.16	0.17	0.09	0.10	0.34	0.14	0.66

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	14	42	43	17	14	25	1211	31	64	1911	25
Future Volume (veh/h)	29	14	42	43	17	14	25	1211	31	64	1911	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.98		1.00	0.98		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.99
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	32	15	0	47	19	0	27	1331	31	70	2100	25
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	142	149	0	145	149	0	39	3938	92	406	4033	48
Arrive On Green	0.08	0.08	0.00	0.08	0.08	0.00	0.03	1.00	1.00	0.04	1.00	1.00
Sat Flow, veh/h	1359	1856	0	1363	1856	0	1767	5068	118	1767	5137	61
Grp Volume(v), veh/h	32	15	0	47	19	0	27	887	475	70	1380	745
Grp Sat Flow(s),veh/h/ln	1359	1856	0	1363	1856	0	1767	1689	1809	1767	1689	1821
Q Serve(g_s), s	3.6	1.2	0.0	5.3	1.5	0.0	2.4	0.0	0.0	1.3	0.0	0.0
Cycle Q Clear(g_c), s	5.1	1.2	0.0	6.5	1.5	0.0	2.4	0.0	0.0	1.3	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.07	1.00		0.03
Lane Grp Cap(c), veh/h	142	149	0	145	149	0	39	2624	1406	406	2651	1429
V/C Ratio(X)	0.23	0.10	0.00	0.33	0.13	0.00	0.70	0.34	0.34	0.17	0.52	0.52
Avail Cap(c_a), veh/h	321	394	0	324	394	0	265	2624	1406	618	2651	1429
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.50	0.50	0.50
Uniform Delay (d), s/veh	70.7	68.2	0.0	71.2	68.3	0.0	77.2	0.0	0.0	3.1	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.1	0.0	0.5	0.1	0.0	8.2	0.3	0.7	0.0	0.4	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.6	0.0	1.9	0.7	0.0	1.2	0.1	0.3	0.4	0.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	71.0	68.3	0.0	71.7	68.5	0.0	85.4	0.3	0.7	3.1	0.4	0.7
LnGrp LOS	E	E		E	E		F	A	A	A	A	A
Approach Vol, veh/h		47			66			1389			2195	
Approach Delay, s/veh		70.1			70.7			2.1			0.6	
Approach LOS		E			E			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.8	130.3		18.9	9.5	131.6		18.9				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	24.0	84.0		34.0	24.0	84.0		34.0				
Max Q Clear Time (g_c+I1), s	3.3	2.0		7.1	4.4	2.0		8.5				
Green Ext Time (p_c), s	0.0	14.2		0.1	0.0	34.7		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	3.3
HCM 7th LOS	A

Network Totals

Number of Intersections	32
Total Delay (hr)	1731
Stops (#)	60113
Average Speed (mph)	7
Total Travel Time (hr)	2286
Distance Traveled (mi)	16643
Fuel Consumed (gal)	2286
Fuel Economy (mpg)	7.3
Unserved Vehicles (#)	4043
Vehicles in dilemma zone (#)	0
Performance Index	1897.7

2045 P.M. Peak Hour

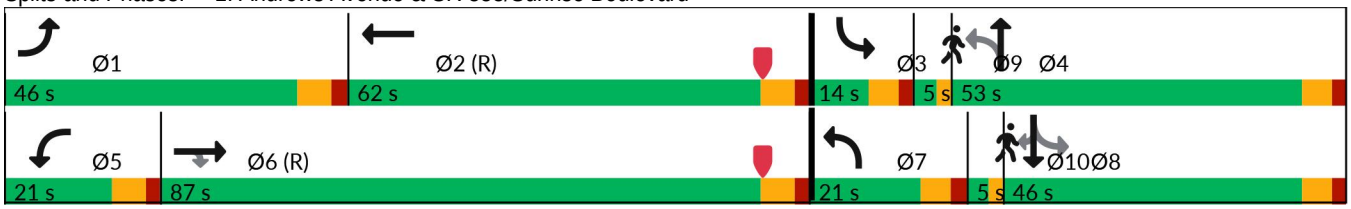
No-Build

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR	Ø9	Ø10
Lane Configurations												
Traffic Volume (vph)	440	1981	320	126	1379	235	928	148	661	165		
Future Volume (vph)	440	1981	320	126	1379	235	928	148	661	165		
Turn Type	Prot	NA	Perm	Prot	NA	pm+pt	NA	pm+pt	NA	Perm		
Protected Phases	1	6		5	2	7	4	3	8		9	10
Permitted Phases			6			4		8		8		
Detector Phase	1	6	6	5	2	7	4	3	8	8		
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	4.0	6.0	4.0	6.0	6.0	1.0	1.0
Minimum Split (s)	11.5	36.5	36.5	11.5	37.5	10.0	43.0	10.0	46.0	46.0	5.0	5.0
Total Split (s)	46.0	87.0	87.0	21.0	62.0	21.0	53.0	14.0	46.0	46.0	5.0	5.0
Total Split (%)	25.6%	48.3%	48.3%	11.7%	34.4%	11.7%	29.4%	7.8%	25.6%	25.6%	3%	3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
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)	6.5	6.5	6.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead		Lead			Lag	Lag
Lead-Lag Optimize?						Yes		Yes				
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 1: Andrews Avenue & SR 838/Sunrise Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	458	2064	333	131	1710	245	1033	154	689	172
v/c Ratio	1.18	0.91	0.44	0.94	1.11	1.18	1.02	1.28	0.80	0.35
Control Delay (s/veh)	162.4	53.2	23.2	104.2	121.7	156.5	94.7	212.7	71.7	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	162.4	53.2	23.2	104.2	121.7	156.5	94.7	212.7	71.7	11.0
Queue Length 50th (ft)	~645	827	172	159	~808	~268	~675	~175	403	10
Queue Length 95th (ft)	#880	893	262	m#189	m#838	#464	#817	#354	#517	81
Internal Link Dist (ft)		645			1177		1806		524	
Turn Bay Length (ft)	475		130	205		95		200		225
Base Capacity (vph)	388	2273	760	142	1536	208	1013	120	861	492
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	1.18	0.91	0.44	0.92	1.11	1.18	1.02	1.28	0.80	0.35

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	440	1981	320	126	1379	263	235	928	63	148	661	165
Future Volume (vph)	440	1981	320	126	1379	263	235	928	63	148	661	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	5072	1552	1770	4933		1769	3501		1770	3525	1519
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.12	1.00		0.09	1.00	1.00
Satd. Flow (perm)	1770	5072	1552	1770	4933		216	3501		169	3525	1519
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	458	2064	333	131	1436	274	245	967	66	154	689	172
RTOR Reduction (vph)	0	0	66	0	16	0	0	3	0	0	0	122
Lane Group Flow (vph)	458	2064	267	131	1694	0	245	1030	0	154	689	50
Confl. Peds. (#/hr)	4		4	4		4	13		5	5		13
Confl. Bikes (#/hr)			2			4			1			4
Bus Blockages (#/hr)	0	2	0	0	2	2	0	0	0	0	2	2
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4			8		8
Actuated Green, G (s)	39.5	79.1	79.1	14.3	53.9		67.6	53.6		52.0	44.0	44.0
Effective Green, g (s)	39.5	79.1	79.1	14.3	53.9		67.6	53.6		52.0	44.0	44.0
Actuated g/C Ratio	0.22	0.44	0.44	0.08	0.30		0.38	0.30		0.29	0.24	0.24
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0		1.5	2.0		1.5	2.0	2.0
Lane Grp Cap (vph)	388	2228	682	140	1477		210	1042		119	861	371
v/s Ratio Prot	c0.26	0.41		0.07	c0.34		c0.10	0.29		0.06	0.20	
v/s Ratio Perm			0.17				c0.34			c0.31		0.03
v/c Ratio	1.18	0.93	0.39	0.94	1.15		1.17	0.99		1.29	0.80	0.14
Uniform Delay, d1	70.3	47.7	34.2	82.4	63.1		45.4	62.9		57.4	63.9	53.1
Progression Factor	1.00	1.00	1.00	0.87	1.24		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	104.7	8.2	1.7	31.7	69.7		114.4	24.8		181.0	5.1	0.1
Delay (s)	175.0	55.9	35.8	103.2	147.9		159.8	87.7		238.4	68.9	53.2
Level of Service	F	E	D	F	F		F	F		F	E	D
Approach Delay (s/veh)		72.6			144.7			101.5			92.0	
Approach LOS		E			F			F			F	

Intersection Summary

HCM 2000 Control Delay (s/veh)	99.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.21		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	114.4%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	20	25	20	18	10	1193	29	1	946	73
Future Vol, veh/h	0	0	20	25	20	18	10	1193	29	1	946	73
Conflicting Peds, #/hr	3	0	2	2	0	3	10	0	4	4	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	25	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	22	27	22	20	11	1311	32	1	1040	80

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	2461	572	1877	2485	678	1130	0	0	1347	0	0
Stage 1	-	1092	-	1353	1353	-	-	-	-	-	-	-
Stage 2	-	1369	-	524	1132	-	-	-	-	-	-	-
Critical Hdwy	-	3.1	3.7	3.7	3.1	3.7	3.7	-	-	3.7	-	-
Critical Hdwy Stg 1	-	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Follow-up Hdwy	-	3	2	2.9	3	2	2.9	-	-	2.9	-	-
Pot Cap-1 Maneuver	0	339	1167	350	335	1076	592	-	-	510	-	-
Stage 1	0	714	-	507	624	-	-	-	-	-	-	-
Stage 2	0	619	-	888	699	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	324	1154	330	319	1069	586	-	-	508	-	-
Mov Cap-2 Maneuver	-	324	-	330	319	-	-	-	-	-	-	-
Stage 1	-	705	-	490	603	-	-	-	-	-	-	-
Stage 2	-	598	-	867	691	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.18	15.3	0.09	0.01
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	586	-	-	1154	325	1069	508	-	-
HCM Lane V/C Ratio	0.019	-	-	0.019	0.152	0.019	0.002	-	-
HCM Control Delay (s/veh)	11.3	-	-	8.2	18	8.4	12.1	-	-
HCM Lane LOS	B	-	-	A	C	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.5	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	59	68	1104	145	54	981
Future Vol, veh/h	59	68	1104	145	54	981
Conflicting Peds, #/hr	1	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	66	76	1227	161	60	1090

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1978	699	0	0	1393	0
Stage 1	1312	-	-	-	-	-
Stage 2	666	-	-	-	-	-
Critical Hdwy	3.7	3.7	-	-	3.7	-
Critical Hdwy Stg 1	3.7	-	-	-	-	-
Critical Hdwy Stg 2	3.7	-	-	-	-	-
Follow-up Hdwy	2.9	2	-	-	2.9	-
Pot Cap-1 Maneuver	325	1059	-	-	494	-
Stage 1	522	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	267	1054	-	-	491	-
Mov Cap-2 Maneuver	385	-	-	-	-	-
Stage 1	520	-	-	-	-	-
Stage 2	667	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.2	0	2.69
HCM LOS	B		

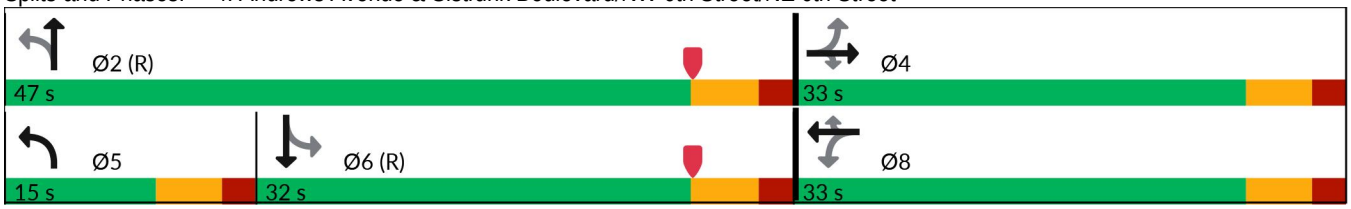
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	385	1054	188	-
HCM Lane V/C Ratio	-	-	0.17	0.072	0.122	-
HCM Control Delay (s/veh)	-	-	16.3	8.7	13.3	2.1
HCM Lane LOS	-	-	C	A	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0.2	0.4	-

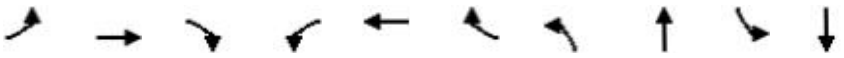
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	75	353	148	49	608	82	306	1056	120	761
Future Volume (vph)	75	353	148	49	608	82	306	1056	120	761
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	NA
Protected Phases		4			8		5	2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	5	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.0	10.0	10.0	10.0
Minimum Split (s)	28.0	28.0	28.0	28.0	28.0	28.0	10.0	29.0	29.0	29.0
Total Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	15.0	47.0	32.0	32.0
Total Split (%)	41.3%	41.3%	41.3%	41.3%	41.3%	41.3%	18.8%	58.8%	40.0%	40.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead		Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	C-Min

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

Splits and Phases: 4: Andrews Avenue & Sistrunk Boulevard/NW 6th Street/NE 6th Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	82	384	161	53	661	89	333	1222	130	999
v/c Ratio	0.89	0.62	0.26	0.23	1.06	0.15	1.15	0.69	0.98	0.89
Control Delay (s/veh)	100.3	27.4	4.6	23.2	79.3	6.0	102.9	5.7	105.0	36.2
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)	100.3	27.4	4.6	23.2	79.3	6.0	102.9	5.7	105.0	36.2
Queue Length 50th (ft)	38	158	0	21	~378	7	~191	76	63	239
Queue Length 95th (ft)	#125	249	39	m30	m#532	m15	m#201	m77	#172	#355
Internal Link Dist (ft)		294			911			1290		516
Turn Bay Length (ft)	155			130		130	225		155	
Base Capacity (vph)	92	622	617	229	622	596	289	1774	133	1126
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	0.89	0.62	0.26	0.23	1.06	0.15	1.15	0.69	0.98	0.89

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	353	148	49	608	82	306	1056	68	120	761	158
Future Volume (vph)	75	353	148	49	608	82	306	1056	68	120	761	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	1845	1514	1748	1845	1527	1752	3451		1747	3401	
Flt Permitted	0.15	1.00	1.00	0.37	1.00	1.00	0.13	1.00		0.22	1.00	
Satd. Flow (perm)	273	1845	1514	678	1845	1527	231	3451		411	3401	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	82	384	161	53	661	89	333	1148	74	130	827	172
RTOR Reduction (vph)	0	0	107	0	0	59	0	6	0	0	22	0
Lane Group Flow (vph)	82	384	54	53	661	30	333	1216	0	130	977	0
Confl. Peds. (#/hr)	12		5	5		12	9		10	10		9
Confl. Bikes (#/hr)			2			2			3			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	4	0	0	0	0	2	2	0	0	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)	27.0	27.0	27.0	27.0	27.0	27.0	41.0	41.0		26.0	26.0	
Effective Green, g (s)	27.0	27.0	27.0	27.0	27.0	27.0	41.0	41.0		26.0	26.0	
Actuated g/C Ratio	0.34	0.34	0.34	0.34	0.34	0.34	0.51	0.51		0.33	0.33	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.5	3.0		3.0	3.0	
Lane Grp Cap (vph)	92	622	510	228	622	515	289	1768		133	1105	
v/s Ratio Prot		0.21			c0.36		c0.13	0.35			0.29	
v/s Ratio Perm	0.30		0.04	0.08		0.02	c0.46			0.32		
v/c Ratio	0.89	0.62	0.11	0.23	1.06	0.06	1.15	0.69		0.98	0.88	
Uniform Delay, d1	25.1	22.2	18.2	19.1	26.5	17.9	20.1	14.7		26.7	25.6	
Progression Factor	1.00	1.00	1.00	1.08	1.16	2.96	1.36	0.35		1.00	1.00	
Incremental Delay, d2	58.6	1.3	0.0	0.1	47.4	0.0	78.7	0.6		72.2	10.4	
Delay (s)	83.7	23.5	18.2	20.7	78.3	53.1	106.0	5.7		99.0	36.0	
Level of Service	F	C	B	C	E	D	F	A		F	D	
Approach Delay (s/veh)		30.0			71.7			27.1			43.2	
Approach LOS		C			E			C			D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	40.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	100.2%	ICU Level of Service	G
Analysis Period (min)	15		

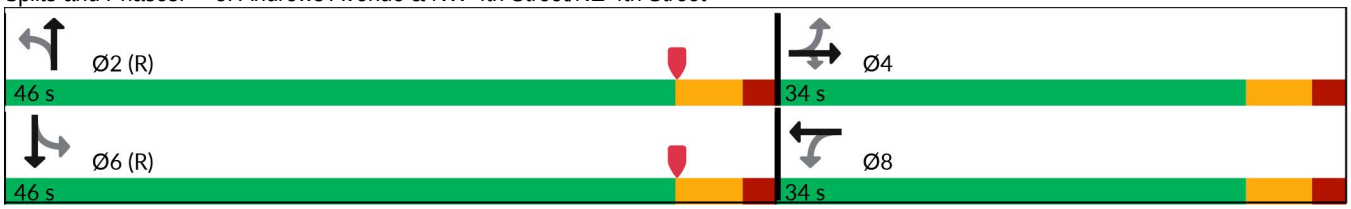
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	71	205	73	43	363	175	1277	57	817
Future Volume (vph)	71	205	73	43	363	175	1277	57	817
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4			8		2		6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	34.0	34.0	34.0	34.0	34.0	46.0	46.0	46.0	46.0
Total Split (%)	42.5%	42.5%	42.5%	42.5%	42.5%	57.5%	57.5%	57.5%	57.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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	None	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 39 (49%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 5: Andrews Avenue & NW 4th Street/NE 4th Street



Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	310	82	48	492	197	1534	64	1001
v/c Ratio	1.15	0.15	0.18	0.95	1.13	0.98	0.77	0.65
Control Delay (s/veh)	130.8	5.4	18.2	50.3	127.5	42.9	51.5	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	130.8	5.4	18.2	50.3	127.5	42.9	51.5	4.3
Queue Length 50th (ft)	~185	0	19	245	~138	582	4	27
Queue Length 95th (ft)	#332	27	m27	m#398	#402	#601	m#48	m33
Internal Link Dist (ft)	119			908		605		1290
Turn Bay Length (ft)		100	50		110		150	
Base Capacity (vph)	269	536	273	516	174	1564	83	1543
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.15	0.15	0.18	0.95	1.13	0.98	0.77	0.65

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	205	73	43	363	75	175	1277	88	57	817	74
Future Volume (vph)	71	205	73	43	363	75	175	1277	88	57	817	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	0.98	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	0.99	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	0.97		1.00	0.99		1.00	0.99	
Flt Protected		0.99	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1637	1380	1569	1450		1571	3116		1577	3067	
Flt Permitted		0.46	1.00	0.47	1.00		0.21	1.00		0.10	1.00	
Satd. Flow (perm)		770	1380	782	1450		349	3116		166	3067	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	80	230	82	48	408	84	197	1435	99	64	918	83
RTOR Reduction (vph)	0	0	53	0	9	0	0	7	0	0	9	0
Lane Group Flow (vph)	0	310	29	48	483	0	197	1528	0	64	993	0
Confl. Peds. (#/hr)	9		7	7		9	10		8	8		10
Confl. Bikes (#/hr)			2			1			1			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	6	0
Parking (#/hr)					0	0						
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		28.0	28.0	28.0	28.0		40.0	40.0		40.0	40.0	
Effective Green, g (s)		28.0	28.0	28.0	28.0		40.0	40.0		40.0	40.0	
Actuated g/C Ratio		0.35	0.35	0.35	0.35		0.50	0.50		0.50	0.50	
Clearance Time (s)		6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		2.0	2.0	2.0	2.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		269	483	273	507		174	1558		83	1533	
v/s Ratio Prot					0.33			0.49			0.32	
v/s Ratio Perm		c0.40	0.02	0.06			c0.57			0.39		
v/c Ratio		1.15	0.06	0.18	0.95		1.13	0.98		0.77	0.65	
Uniform Delay, d1		26.0	17.3	18.0	25.4		20.0	19.6		16.3	14.8	
Progression Factor		1.00	1.00	0.93	1.06		1.26	1.35		0.34	0.20	
Incremental Delay, d2		102.5	0.0	0.1	21.4		100.4	16.0		35.5	1.4	
Delay (s)		128.5	17.3	16.9	48.3		125.5	42.6		41.1	4.3	
Level of Service		F	B	B	D		F	D		D	A	
Approach Delay (s/veh)		105.2			45.5			52.0			6.5	
Approach LOS		F			D			D			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	43.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.14		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	113.5%	ICU Level of Service	H
Analysis Period (min)	15		

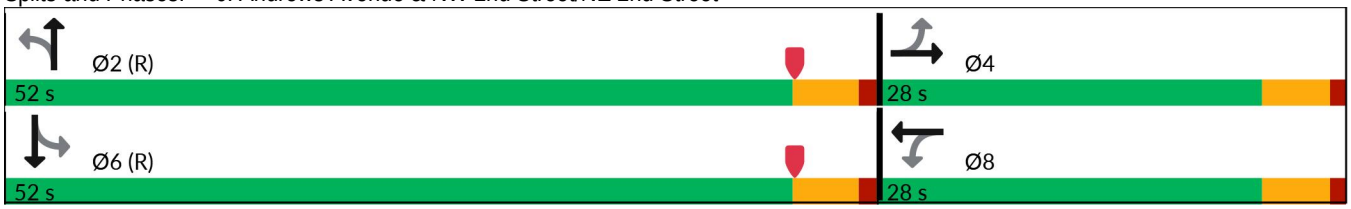
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	39	29	117	53	20	1238	21	851
Future Volume (vph)	39	29	117	53	20	1238	21	851
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)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	28.0	28.0	28.0	28.0	52.0	52.0	52.0	52.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	65.0%	65.0%	65.0%	65.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 33 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 6: Andrews Avenue & NW 2nd Street/NE 2nd Street



Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	94	133	257	23	1431	24	1006
v/c Ratio	0.45	0.54	0.78	0.08	0.68	0.16	0.48
Control Delay (s/veh)	29.2	36.0	41.9	8.6	18.2	12.8	13.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.2	36.0	41.9	8.6	18.2	12.8	13.2
Queue Length 50th (ft)	35	66	116	8	533	7	156
Queue Length 95th (ft)	70	90	145	m14	m469	m10	165
Internal Link Dist (ft)	113		909		606		605
Turn Bay Length (ft)		50		165		150	
Base Capacity (vph)	287	350	446	279	2109	153	2101
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.38	0.58	0.08	0.68	0.16	0.48

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	29	15	117	53	173	20	1238	21	21	851	34
Future Volume (vph)	39	29	15	117	53	173	20	1238	21	21	851	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00		1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00		0.99	1.00		0.99	1.00		1.00	1.00	
Frt		0.98		1.00	0.89		1.00	1.00		1.00	0.99	
Flt Protected		0.98		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1575		1568	1450		1563	3144		1574	3128	
Flt Permitted		0.60		0.74	1.00		0.25	1.00		0.14	1.00	
Satd. Flow (perm)		965		1219	1450		417	3144		228	3128	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	44	33	17	133	60	197	23	1407	24	24	967	39
RTOR Reduction (vph)	0	11	0	0	33	0	0	1	0	0	3	0
Lane Group Flow (vph)	0	83	0	133	224	0	23	1430	0	24	1003	0
Confl. Peds. (#/hr)	4		5	5		4	19		12	12		19
Confl. Bikes (#/hr)			1						4			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		16.3		16.3	16.3		53.7	53.7		53.7	53.7	
Effective Green, g (s)		16.3		16.3	16.3		53.7	53.7		53.7	53.7	
Actuated g/C Ratio		0.20		0.20	0.20		0.67	0.67		0.67	0.67	
Clearance Time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		196		248	295		279	2110		153	2099	
v/s Ratio Prot					c0.15			c0.45			0.32	
v/s Ratio Perm		0.09		0.11			0.06			0.11		
v/c Ratio		0.42		0.54	0.76		0.08	0.68		0.16	0.48	
Uniform Delay, d1		27.8		28.5	30.0		4.6	7.9		4.8	6.4	
Progression Factor		1.00		1.02	1.02		1.31	1.93		1.45	1.72	
Incremental Delay, d2		0.5		1.1	9.9		0.3	1.0		1.8	0.6	
Delay (s)		28.3		30.2	40.6		6.3	16.2		8.8	11.6	
Level of Service		C		C	D		A	B		A	B	
Approach Delay (s/veh)		28.3			37.1			16.1			11.5	
Approach LOS		C			D			B			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	17.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	73.3%	ICU Level of Service	D
Analysis Period (min)	15		

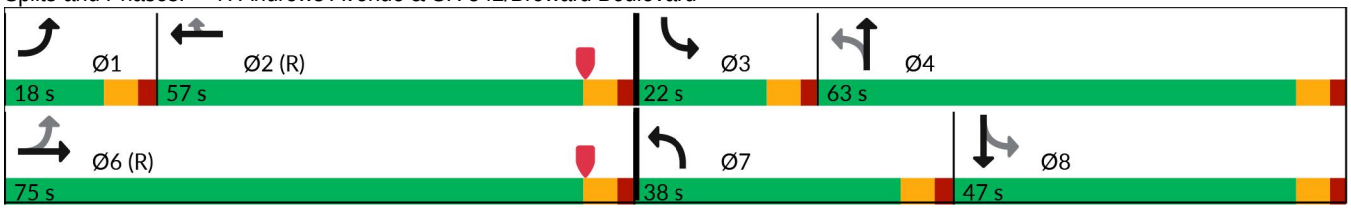
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	151	1597	1425	113	369	954	194	633
Future Volume (vph)	151	1597	1425	113	369	954	194	633
Turn Type	pm+pt	NA	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	2		7	4	3	8
Permitted Phases	6			2	4		8	
Detector Phase	1	6	2	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	15.0	15.0	15.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	31.0	29.0	29.0	10.0	41.0	10.0	39.0
Total Split (s)	18.0	75.0	57.0	57.0	38.0	63.0	22.0	47.0
Total Split (%)	11.3%	46.9%	35.6%	35.6%	23.8%	39.4%	13.8%	29.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 125 (78%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 7: Andrews Avenue & SR 842/Broward Boulevard



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	154	1778	1454	115	377	1145	198	830
v/c Ratio	0.97	0.92	1.01	0.22	1.06	1.05	1.00	1.06
Control Delay (s/veh)	103.8	51.8	74.9	12.8	84.4	63.4	109.3	100.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	14.4	0.0	0.0
Total Delay (s/veh)	103.8	51.8	74.9	12.8	84.4	77.8	109.3	100.1
Queue Length 50th (ft)	118	635	~419	16	~389	~661	174	~487
Queue Length 95th (ft)	#273	709	m438	m24	m#346	m432	#343	#403
Internal Link Dist (ft)		126	909			539		606
Turn Bay Length (ft)	80			160	260		225	
Base Capacity (vph)	159	1926	1444	517	356	1091	198	786
Starvation Cap Reductn	0	0	0	0	0	37	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	0.97	0.92	1.01	0.22	1.06	1.09	1.00	1.06

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	151	1597	145	0	1425	113	369	954	169	194	633	180
Future Volume (veh/h)	151	1597	145	0	1425	113	369	954	169	194	633	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.94	1.00		0.92
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	1670	1670	1670	0	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	154	1630	137	0	1454	0	377	973	157	198	646	158
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, %	3	3	3	0	3	3	3	3	3	3	3	3
Cap, veh/h	164	1842	155	0	1453	451	363	964	155	204	635	155
Arrive On Green	0.10	0.57	0.57	0.00	0.42	0.00	0.20	0.36	0.36	0.10	0.26	0.26
Sat Flow, veh/h	1590	4272	358	0	4709	1415	1590	2706	436	1590	2477	605
Grp Volume(v), veh/h	154	1159	608	0	1454	0	377	570	560	198	413	391
Grp Sat Flow(s),veh/h/ln	1590	1520	1591	0	1520	1415	1590	1586	1556	1590	1586	1495
Q Serve(g_s), s	10.8	52.8	53.0	0.0	51.0	0.0	32.0	57.0	57.0	15.3	41.0	41.0
Cycle Q Clear(g_c), s	10.8	52.8	53.0	0.0	51.0	0.0	32.0	57.0	57.0	15.3	41.0	41.0
Prop In Lane	1.00		0.23	0.00		1.00	1.00		0.28	1.00		0.40
Lane Grp Cap(c), veh/h	164	1311	686	0	1453	451	363	565	554	204	407	383
V/C Ratio(X)	0.94	0.88	0.89	0.00	1.00	0.00	1.04	1.01	1.01	0.97	1.02	1.02
Avail Cap(c_a), veh/h	164	1311	686	0	1453	451	363	565	554	204	407	383
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.28	0.00	0.09	0.09	0.09	0.87	0.87	0.87
Uniform Delay (d), s/veh	42.1	30.7	30.7	0.0	46.1	0.0	51.5	51.5	51.5	46.5	59.5	59.5
Incr Delay (d2), s/veh	51.4	9.0	15.6	0.0	12.6	0.0	25.4	13.5	14.1	50.0	45.9	48.0
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	6.2	19.4	21.6	0.0	20.0	0.0	12.7	24.7	24.3	8.6	21.7	20.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	93.5	39.6	46.4	0.0	58.7	0.0	76.9	65.0	65.6	96.6	105.4	107.5
LnGrp LOS	F	D	D		F		F	F	F	F	F	F
Approach Vol, veh/h		1921			1454			1507			1002	
Approach Delay, s/veh		46.1			58.7			68.2			104.5	
Approach LOS		D			E			E			F	

Timer - Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	18.0	57.0	22.0	63.0		75.0	38.0	47.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s	12.0	51.0	16.0	57.0		69.0	32.0	41.0
Max Q Clear Time (g_c+I1), s	12.8	53.0	17.3	59.0		55.0	34.0	43.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0		9.9	0.0	0.0

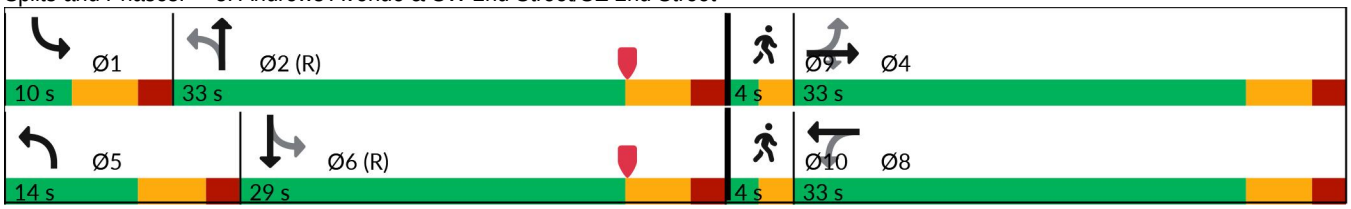
Intersection Summary			
HCM 7th Control Delay, s/veh		64.8	
HCM 7th LOS		E	

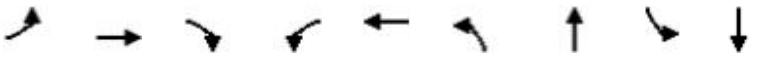
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	Ø9	Ø10
Lane Configurations											
Traffic Volume (vph)	75	101	142	110	246	168	1073	74	665		
Future Volume (vph)	75	101	142	110	246	168	1073	74	665		
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	pm+pt	NA		
Protected Phases		4			8	5	2	1	6	9	10
Permitted Phases	4		4	8		2		6			
Detector Phase	4	4	4	8	8	5	2	1	6		
Switch Phase											
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	7.0	4.0	7.0	1.0	1.0
Minimum Split (s)	33.0	33.0	33.0	33.0	33.0	10.0	26.0	10.0	26.0	4.0	4.0
Total Split (s)	33.0	33.0	33.0	33.0	33.0	14.0	33.0	10.0	29.0	4.0	4.0
Total Split (%)	41.3%	41.3%	41.3%	41.3%	41.3%	17.5%	41.3%	12.5%	36.3%	5%	5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag						Lead	Lag	Lead	Lag		
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	None	None

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 40 (50%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 8: Andrews Avenue & SW 2nd Street/SE 2nd Street





Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	82	110	154	120	641	183	1205	80	769
v/c Ratio	1.01	0.19	0.27	0.31	1.09	0.75	1.05	0.48	0.83
Control Delay (s/veh)	137.1	19.8	4.9	17.9	86.9	42.1	82.0	26.1	35.5
Queue Delay	0.0	0.0	0.1	0.1	2.5	0.0	20.3	0.0	24.6
Total Delay (s/veh)	137.1	19.8	5.0	18.0	89.4	42.1	102.2	26.1	60.1
Queue Length 50th (ft)	~45	39	0	45	~440	127	~706	43	265
Queue Length 95th (ft)	#131	75	38	m69	m#811	m133	m#646	m44	m256
Internal Link Dist (ft)		237			243		322		539
Turn Bay Length (ft)	80					75		150	
Base Capacity (vph)	81	582	561	384	586	249	1147	165	922
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	31	13	4	0	164	0	178
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.01	0.19	0.29	0.32	1.10	0.73	1.23	0.48	1.03

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	101	142	110	246	344	168	1073	36	74	665	42
Future Volume (vph)	75	101	142	110	246	344	168	1073	36	74	665	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.93	1.00	0.96		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	0.99	1.00	1.00	0.95	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.91		1.00	1.00		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1572	1676	1325	1512	1471		1591	3159		1591	3146	
Flt Permitted	0.14	1.00	1.00	0.68	1.00		0.16	1.00		0.18	1.00	
Satd. Flow (perm)	235	1676	1325	1077	1471		264	3159		298	3146	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	82	110	154	120	267	374	183	1166	39	80	723	46
RTOR Reduction (vph)	0	0	100	0	61	0	0	3	0	0	6	0
Lane Group Flow (vph)	82	110	54	120	580	0	183	1202	0	80	763	0
Confl. Peds. (#/hr)	61		67	67		61	18		44	44		18
Confl. Bikes (#/hr)						1			3			2
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	28.2	28.2	28.2	28.6	28.6		34.7	27.0		25.7	22.5	
Effective Green, g (s)	28.2	28.2	28.2	28.6	28.6		34.7	27.0		25.7	22.5	
Actuated g/C Ratio	0.35	0.35	0.35	0.36	0.36		0.43	0.34		0.32	0.28	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		1.5	0.2		1.5	0.2	
Lane Grp Cap (vph)	82	590	467	385	525		242	1066		147	884	
v/s Ratio Prot		0.07			c0.39		c0.07	c0.38		0.02	0.24	
v/s Ratio Perm	0.35		0.04	0.11			0.25			0.15		
v/c Ratio	1.00	0.19	0.12	0.31	1.10		0.76	1.13		0.54	0.86	
Uniform Delay, d1	25.9	17.9	17.5	18.6	25.7		16.6	26.5		21.6	27.3	
Progression Factor	1.00	1.00	1.00	0.82	0.95		2.56	2.13		1.74	1.23	
Incremental Delay, d2	99.4	0.1	0.0	0.2	69.5		4.2	62.4		0.7	3.6	
Delay (s)	125.3	18.0	17.5	15.4	93.9		46.7	118.9		38.3	37.1	
Level of Service	F	B	B	B	F		D	F		D	D	
Approach Delay (s/veh)		43.2			81.6			109.4			37.2	
Approach LOS		D			F			F			D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	77.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	104.4%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	49	275	239	926	117	800
Future Volume (vph)	49	275	239	926	117	800
Turn Type	NA	Prot	Perm	NA	pm+pt	NA
Protected Phases	8	4		2	1	6
Permitted Phases			4		6	
Detector Phase	8	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	6.0	5.0	5.0	7.0	4.0	7.0
Minimum Split (s)	39.0	34.0	34.0	39.0	10.0	39.0
Total Split (s)	39.0	36.0	36.0	70.0	15.0	85.0
Total Split (%)	24.4%	22.5%	22.5%	43.8%	9.4%	53.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?						
Recall Mode	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 11 (7%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 9: Andrews Avenue & Las Olas Boulevard

Lane Group	EBT	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	286	316	275	1316	134	920
v/c Ratio	0.51	0.98	0.61	1.07	0.93	0.59
Control Delay (s/veh)	43.0	114.8	29.8	91.4	102.7	31.3
Queue Delay	0.8	0.0	64.3	15.6	0.0	9.2
Total Delay (s/veh)	43.8	114.8	94.1	107.0	102.7	40.5
Queue Length 50th (ft)	96	~374	88	~796	~107	385
Queue Length 95th (ft)	139	m#484	m130	#883	m#188	520
Internal Link Dist (ft)	104			1642		322
Turn Bay Length (ft)					135	
Base Capacity (vph)	643	323	451	1229	144	1572
Starvation Cap Reductn	0	0	0	0	0	619
Spillback Cap Reductn	145	0	260	612	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.98	1.44	2.13	0.93	0.97

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	49	102	275	0	239	0	926	219	117	800	0
Future Volume (vph)	98	49	102	275	0	239	0	926	219	117	800	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0		6.0		6.0		6.0	6.0	
Lane Util. Factor		0.95		1.00		1.00		0.95		1.00	0.95	
Frpb, ped/bikes		0.96		1.00		0.92		0.99		1.00	1.00	
Flpb, ped/bikes		1.00		1.00		1.00		1.00		1.00	1.00	
Frt		0.94		1.00		0.85		0.97		1.00	1.00	
Flt Protected		0.98		0.95		1.00		1.00		0.95	1.00	
Satd. Flow (prot)		2788		1577		1175		3030		1577	3117	
Flt Permitted		0.98		0.95		1.00		1.00		0.06	1.00	
Satd. Flow (perm)		2788		1577		1175		3030		94	3117	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	113	56	117	316	0	275	0	1064	252	134	920	0
RTOR Reduction (vph)	0	71	0	0	0	211	0	13	0	0	0	0
Lane Group Flow (vph)	0	215	0	316	0	64	0	1303	0	134	920	0
Confl. Peds. (#/hr)	37		57	57		37	40		31	31		40
Confl. Bikes (#/hr)			4			1			4			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	6	0
Parking (#/hr)						0						
Turn Type	Split	NA		Prot		Perm		NA		pm+pt	NA	
Protected Phases	8	8		4				2		1	6	
Permitted Phases						4				6		
Actuated Green, G (s)		28.4		32.9		32.9		64.3		80.7	80.7	
Effective Green, g (s)		28.4		32.9		32.9		64.3		80.7	80.7	
Actuated g/C Ratio		0.18		0.21		0.21		0.40		0.50	0.50	
Clearance Time (s)		6.0		6.0		6.0		6.0		6.0	6.0	
Vehicle Extension (s)		2.0		2.0		2.0		1.0		1.5	1.0	
Lane Grp Cap (vph)		494		324		241		1217		143	1572	
v/s Ratio Prot		c0.08		c0.20				c0.43		c0.06	0.30	
v/s Ratio Perm						0.05				0.41		
v/c Ratio		0.44		0.98		0.27		1.07		0.94	0.59	
Uniform Delay, d1		58.7		63.1		53.4		47.9		46.7	27.9	
Progression Factor		1.00		1.27		3.44		1.00		1.60	1.05	
Incremental Delay, d2		0.2		36.8		0.2		47.1		46.8	1.2	
Delay (s)		58.9		117.0		183.8		94.9		121.4	30.6	
Level of Service		E		F		F		F		F	C	
Approach Delay (s/veh)		58.9			148.1			94.9			42.1	
Approach LOS		E			F			F			D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	84.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	104.1%	ICU Level of Service	G
Analysis Period (min)	15		

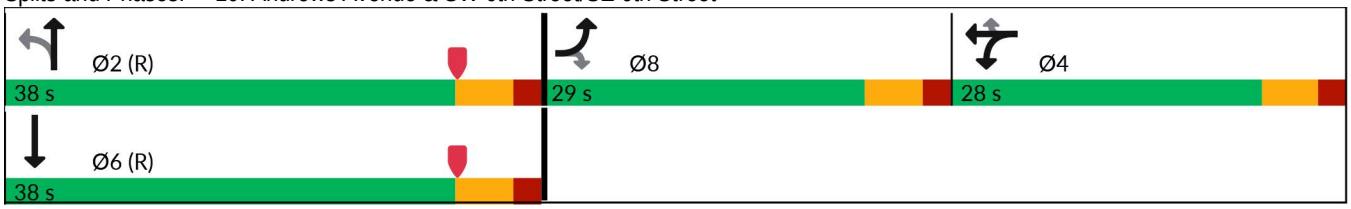
c Critical Lane Group

Lane Group	EBL	EBR	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	152	98	253	412	141	95	872	960
Future Volume (vph)	152	98	253	412	141	95	872	960
Turn Type	Prot	Perm	Split	NA	Perm	Perm	NA	NA
Protected Phases	8		4	4			2	6
Permitted Phases		8			4	2		
Detector Phase	8	8	4	4	4	2	2	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	12.0	12.0	12.0
Minimum Split (s)	29.0	29.0	27.0	27.0	27.0	26.0	26.0	26.0
Total Split (s)	29.0	29.0	28.0	28.0	28.0	38.0	38.0	38.0
Total Split (%)	30.5%	30.5%	29.5%	29.5%	29.5%	40.0%	40.0%	40.0%
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	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 95
Actuated Cycle Length: 95
Offset: 56 (59%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 10: Andrews Avenue & SW 6th Street/SE 6th Street



Lane Group	EBL	EBR	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	173	111	288	468	160	108	991	1191
v/c Ratio	0.58	0.33	0.71	0.99	0.32	1.54	0.94	1.15
Control Delay (s/veh)	41.9	10.0	44.6	77.1	7.0	331.3	48.9	109.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	41.9	10.0	44.6	77.1	7.0	331.3	48.9	109.8
Queue Length 50th (ft)	89	4	168	~349	0	~92	302	~447
Queue Length 95th (ft)	149	44	#304	#522	46	#192	#417	#559
Internal Link Dist (ft)				899			562	1642
Turn Bay Length (ft)						275		
Base Capacity (vph)	381	400	404	472	504	70	1049	1035
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	0.45	0.28	0.71	0.99	0.32	1.54	0.94	1.15

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	152	0	98	253	412	141	95	872	0	0	960	88
Future Volume (vph)	152	0	98	253	412	141	95	872	0	0	960	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	6.0	6.0	6.0	6.0			6.0	
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00	1.00	0.95			0.95	
Frpb, ped/bikes	1.00		0.94	1.00	1.00	0.97	1.00	1.00			0.99	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00	1.00	1.00			1.00	
Frt	1.00		0.85	1.00	1.00	0.85	1.00	1.00			0.99	
Flt Protected	0.95		1.00	0.95	1.00	1.00	0.95	1.00			1.00	
Satd. Flow (prot)	1577		1333	1419	1660	1370	1577	3117			3055	
Flt Permitted	0.95		1.00	0.95	1.00	1.00	0.13	1.00			1.00	
Satd. Flow (perm)	1577		1333	1419	1660	1370	208	3117			3055	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	173	0	111	288	468	160	108	991	0	0	1091	100
RTOR Reduction (vph)	0	0	84	0	0	114	0	0	0	0	7	0
Lane Group Flow (vph)	173	0	27	288	468	46	108	991	0	0	1184	0
Confl. Peds. (#/hr)	12		36	36		12	28		19	19		28
Confl. Bikes (#/hr)						2			3			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	6	0	0	6	6
Parking (#/hr)				0								
Turn Type	Prot		Perm	Split	NA	Perm	Perm	NA			NA	
Protected Phases	8			4	4			2			6	
Permitted Phases			8			4	2					
Actuated Green, G (s)	17.9		17.9	27.1	27.1	27.1	32.0	32.0			32.0	
Effective Green, g (s)	17.9		17.9	27.1	27.1	27.1	32.0	32.0			32.0	
Actuated g/C Ratio	0.19		0.19	0.29	0.29	0.29	0.34	0.34			0.34	
Clearance Time (s)	6.0		6.0	6.0	6.0	6.0	6.0	6.0			6.0	
Vehicle Extension (s)	2.0		2.0	2.0	2.0	2.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	297		251	404	473	390	70	1049			1029	
v/s Ratio Prot	c0.11			0.20	c0.28			0.32			0.39	
v/s Ratio Perm			0.02			0.03	c0.52					
v/c Ratio	0.58		0.11	0.71	0.99	0.12	1.54	0.94			1.15	
Uniform Delay, d1	35.1		31.9	30.5	33.8	25.1	31.5	30.6			31.5	
Progression Factor	1.00		1.00	1.00	1.00	1.00	1.00	1.00			1.00	
Incremental Delay, d2	1.9		0.1	4.9	38.1	0.0	303.2	17.3			79.1	
Delay (s)	37.0		32.0	35.4	71.9	25.2	334.7	47.9			110.6	
Level of Service	D		C	D	E	C	F	D			F	
Approach Delay (s/veh)		35.1			52.3			76.1			110.6	
Approach LOS		D			D			E			F	

Intersection Summary

HCM 2000 Control Delay (s/veh)	78.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	96.3%	ICU Level of Service	F
Analysis Period (min)	15		

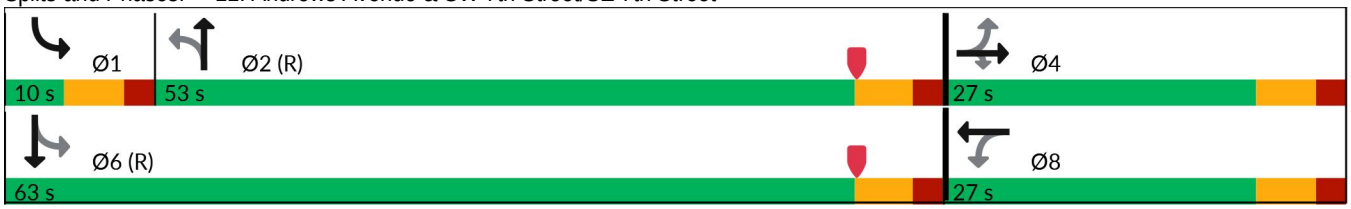
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	28	64	88	292	317	155	824	27	1225
Future Volume (vph)	28	64	88	292	317	155	824	27	1225
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		4			8		2	1	6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	12.0	12.0	4.0	12.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	25.0	25.0	10.0	25.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	53.0	53.0	10.0	63.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	58.9%	58.9%	11.1%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lag	Lag	Lead	
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 56 (62%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 11: Andrews Avenue & SW 7th Street/SE 7th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	31	72	99	328	400	174	969	30	1436
v/c Ratio	0.42	0.21	0.24	1.20	1.04	1.25	0.55	0.11	0.73
Control Delay (s/veh)	49.6	29.7	6.7	151.8	92.5	185.4	14.4	7.1	14.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay (s/veh)	49.6	29.7	6.7	151.8	92.5	185.4	14.4	7.1	14.3
Queue Length 50th (ft)	15	33	0	~228	~246	~131	188	6	262
Queue Length 95th (ft)	#51	69	33	#385	#418	#185	244	15	337
Internal Link Dist (ft)		244			248		1907		562
Turn Bay Length (ft)	95		50			135		275	
Base Capacity (vph)	73	348	408	274	384	139	1775	272	1960
Starvation Cap Reductn	0	0	0	0	0	0	0	0	98
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.21	0.24	1.20	1.04	1.25	0.55	0.11	0.77

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	64	88	292	317	39	155	824	38	27	1225	53
Future Volume (vph)	28	64	88	292	317	39	155	824	38	27	1225	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1575	1494	1391	1574	1630		1571	3128		1577	3089	
Flt Permitted	0.19	1.00	1.00	0.71	1.00		0.15	1.00		0.21	1.00	
Satd. Flow (perm)	316	1494	1391	1176	1630		246	3128		343	3089	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	31	72	99	328	356	44	174	926	43	30	1376	60
RTOR Reduction (vph)	0	0	76	0	5	0	0	4	0	0	3	0
Lane Group Flow (vph)	31	72	23	328	395	0	174	965	0	30	1433	0
Confl. Peds. (#/hr)	3		2	2		3	17		6	6		17
Confl. Bikes (#/hr)									4			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	6	6
Parking (#/hr)		0										
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	21.0	21.0	21.0	21.0	21.0		48.6	48.6		57.0	57.0	
Effective Green, g (s)	21.0	21.0	21.0	21.0	21.0		48.6	48.6		57.0	57.0	
Actuated g/C Ratio	0.23	0.23	0.23	0.23	0.23		0.54	0.54		0.63	0.63	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		3.0	3.0		1.5	3.0	
Lane Grp Cap (vph)	73	348	324	274	380		132	1689		250	1956	
v/s Ratio Prot		0.05			0.24			0.31		0.00	c0.46	
v/s Ratio Perm	0.10		0.02	c0.28			c0.71			0.07		
v/c Ratio	0.42	0.21	0.07	1.20	1.04		1.32	0.57		0.12	0.73	
Uniform Delay, d1	29.4	27.8	26.9	34.5	34.5		20.7	13.8		7.8	11.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.4	0.1	0.0	118.5	57.1		186.5	1.4		0.1	2.5	
Delay (s)	30.8	27.9	26.9	153.0	91.6		207.2	15.2		7.8	13.8	
Level of Service	C	C	C	F	F		F	B		A	B	
Approach Delay (s/veh)		27.9			119.3			44.4			13.6	
Approach LOS		C			F			D			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	46.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.29		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	90.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	236	842	243	1288	221	686	170	108	1031	468
Future Volume (vph)	236	842	243	1288	221	686	170	108	1031	468
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2	7	4		3	8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	1	6	5	2	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	4.0	12.0	4.0	12.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	12.0	40.0	10.0	40.0	10.0	34.0	34.0	10.0	34.0	34.0
Total Split (s)	23.0	60.0	29.0	66.0	21.0	56.0	56.0	15.0	50.0	50.0
Total Split (%)	14.4%	37.5%	18.1%	41.3%	13.1%	35.0%	35.0%	9.4%	31.3%	31.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 107 (67%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 12: Andrews Avenue & Davie Boulevard

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	243	1078	251	1443	228	707	175	111	1063	482
v/c Ratio	1.05	0.90	0.92	1.11	1.09	0.64	0.32	0.52	1.10	0.80
Control Delay (s/veh)	118.3	59.2	80.8	86.7	127.9	50.2	19.0	40.3	114.2	36.7
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)	118.3	59.2	80.8	86.7	127.9	50.2	19.0	40.3	114.2	36.7
Queue Length 50th (ft)	~228	566	234	~892	~215	336	55	73	~662	246
Queue Length 95th (ft)	#417	#702	m229	m#847	#397	408	123	120	#802	405
Internal Link Dist (ft)		223		909		2503			1907	
Turn Bay Length (ft)	140		160		250		90	125		275
Base Capacity (vph)	232	1203	298	1299	210	1106	553	221	963	602
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	1.05	0.90	0.84	1.11	1.09	0.64	0.32	0.50	1.10	0.80

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	236	842	204	243	1288	112	221	686	170	108	1031	468
Future Volume (veh/h)	236	842	204	243	1288	112	221	686	170	108	1031	468
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	243	868	189	251	1328	109	228	707	70	111	1063	263
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	233	1088	237	293	1235	101	211	1102	482	241	970	430
Arrive On Green	0.14	0.50	0.50	0.14	0.50	0.50	0.09	0.31	0.31	0.06	0.28	0.28
Sat Flow, veh/h	1767	2866	624	1767	3293	269	1767	3526	1541	1767	3526	1562
Grp Volume(v), veh/h	243	534	523	251	709	728	228	707	70	111	1063	263
Grp Sat Flow(s),veh/h/ln	1767	1763	1727	1767	1763	1800	1767	1763	1541	1767	1763	1562
Q Serve(g_s), s	17.0	40.2	40.2	14.1	60.0	60.0	15.0	27.6	5.2	7.2	44.0	23.5
Cycle Q Clear(g_c), s	17.0	40.2	40.2	14.1	60.0	60.0	15.0	27.6	5.2	7.2	44.0	23.5
Prop In Lane	1.00		0.36	1.00		0.15	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	233	669	655	293	661	675	211	1102	482	241	970	430
V/C Ratio(X)	1.04	0.80	0.80	0.86	1.07	1.08	1.08	0.64	0.15	0.46	1.10	0.61
Avail Cap(c_a), veh/h	233	669	655	367	661	675	211	1102	482	241	970	430
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	0.91	0.91	0.91	0.52	0.52	0.52
Uniform Delay (d), s/veh	51.0	34.5	34.5	32.7	40.1	40.1	49.8	47.3	39.6	39.9	58.0	50.6
Incr Delay (d2), s/veh	71.0	9.6	9.8	1.4	35.7	38.7	82.8	0.9	0.0	0.3	52.5	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	9.7	18.0	17.7	5.8	30.9	32.1	10.7	12.4	2.0	3.2	26.7	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	122.0	44.1	44.3	34.1	75.8	78.8	132.5	48.2	39.7	40.2	110.5	51.5
LnGrp LOS	F	D	D	C	F	F	F	D	D	D	F	D
Approach Vol, veh/h		1300			1688			1005			1437	
Approach Delay, s/veh		58.7			70.9			66.7			94.3	
Approach LOS		E			E			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	66.0	15.0	56.0	22.3	66.7	21.0	50.0
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	17.0	60.0	9.0	50.0	23.0	54.0	15.0	44.0
Max Q Clear Time (g_c+I1), s	19.0	62.0	9.2	29.6	16.1	42.2	17.0	46.0
Green Ext Time (p_c), s	0.0	0.0	0.0	3.4	0.1	5.5	0.0	0.0

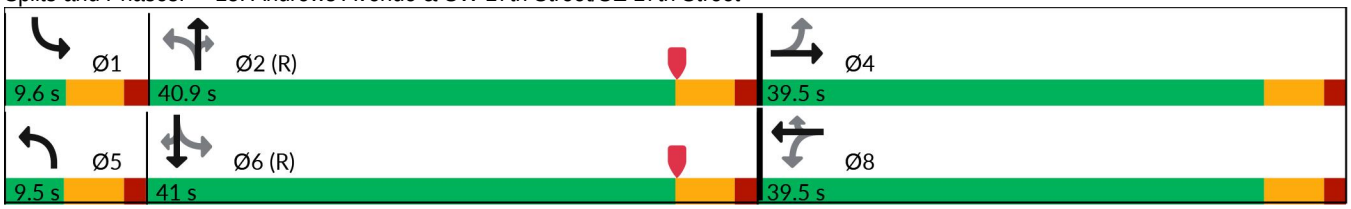
Intersection Summary	
HCM 7th Control Delay, s/veh	73.4
HCM 7th LOS	E

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	22	384	251	826	212	96	659	175	140	1246	224
Future Volume (vph)	22	384	251	826	212	96	659	175	140	1246	224
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8		5	2		1	6	
Permitted Phases	4		8		8	2		2	6		6
Detector Phase	4	4	8	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	39.5	39.5	39.5	39.5	39.5	9.5	39.5	39.5	9.5	39.5	39.5
Total Split (s)	39.5	39.5	39.5	39.5	39.5	9.5	40.9	40.9	9.6	41.0	41.0
Total Split (%)	43.9%	43.9%	43.9%	43.9%	43.9%	10.6%	45.4%	45.4%	10.7%	45.6%	45.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 32 (36%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 13: Andrews Avenue & SW 17th Street/SE 17th Street



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	23	447	259	852	219	99	679	180	144	1285	231
v/c Ratio	0.19	0.37	0.92	0.70	0.33	0.59	0.47	0.24	0.43	0.83	0.31
Control Delay (s/veh)	23.9	21.4	65.0	28.2	4.8	29.2	21.0	4.2	17.7	30.2	12.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.9	21.4	65.0	28.2	4.8	29.2	21.0	4.2	17.7	30.2	12.0
Queue Length 50th (ft)	9	89	132	205	4	28	150	2	43	360	49
Queue Length 95th (ft)	28	128	#274	270	48	#77	201	42	76	#503	105
Internal Link Dist (ft)		226		905			784			2503	
Turn Bay Length (ft)	60		70			145		105	205		145
Base Capacity (vph)	128	1310	306	1324	698	169	1458	743	333	1542	734
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.34	0.85	0.64	0.31	0.59	0.47	0.24	0.43	0.83	0.31

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	384	49	251	826	212	96	659	175	140	1246	224
Future Volume (vph)	22	384	49	251	826	212	96	659	175	140	1246	224
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1748	3439		1750	3505	1504	1752	3505	1544	1752	3505	1546
Flt Permitted	0.18	1.00		0.44	1.00	1.00	0.11	1.00	1.00	0.31	1.00	1.00
Satd. Flow (perm)	339	3439		813	3505	1504	197	3505	1544	565	3505	1546
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	23	396	51	259	852	219	99	679	180	144	1285	231
RTOR Reduction (vph)	0	12	0	0	0	136	0	0	101	0	0	56
Lane Group Flow (vph)	23	435	0	259	852	83	99	679	79	144	1285	175
Confl. Peds. (#/hr)	14		3	3		14	1		2	2		1
Confl. Bikes (#/hr)			2			4			3			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	4	0	0	0	0	0	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Actuated Green, G (s)	31.4	31.4		31.4	31.4	31.4	41.1	37.5	37.5	43.1	38.5	38.5
Effective Green, g (s)	31.4	31.4		31.4	31.4	31.4	41.1	37.5	37.5	43.1	38.5	38.5
Actuated g/C Ratio	0.35	0.35		0.35	0.35	0.35	0.46	0.42	0.42	0.48	0.43	0.43
Clearance Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Lane Grp Cap (vph)	118	1199		283	1222	524	152	1460	643	331	1499	661
v/s Ratio Prot		0.13			0.24		c0.03	0.19		0.02	c0.37	
v/s Ratio Perm	0.07			c0.32		0.06	0.27		0.05	0.19		0.11
v/c Ratio	0.19	0.36		0.92	0.70	0.16	0.65	0.47	0.12	0.44	0.86	0.27
Uniform Delay, d1	20.5	21.8		28.0	25.2	20.2	18.1	19.0	16.1	13.8	23.3	16.6
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	0.1		31.5	1.4	0.1	7.4	1.1	0.4	0.3	6.5	1.0
Delay (s)	20.8	21.9		59.5	26.6	20.2	25.5	20.1	16.5	14.2	29.8	17.6
Level of Service	C	C		E	C	C	C	C	B	B	C	B
Approach Delay (s/veh)		21.9			32.0			20.0			26.8	
Approach LOS		C			C			B			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	26.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	88.0%	ICU Level of Service	E
Analysis Period (min)	15		

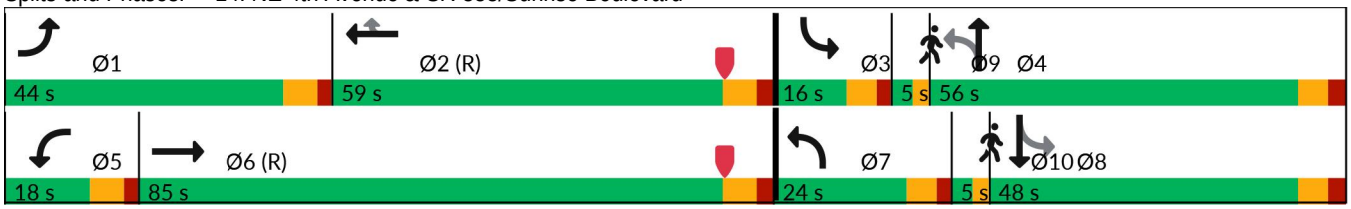
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	Ø9	Ø10
Lane Configurations											
Traffic Volume (vph)	312	1542	60	1247	155	292	735	145	535		
Future Volume (vph)	312	1542	60	1247	155	292	735	145	535		
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	pm+pt	NA		
Protected Phases	1	6	5	2		7	4	3	8	9	10
Permitted Phases					2	4		8			
Detector Phase	1	6	5	2	2	7	4	3	8		
Switch Phase											
Minimum Initial (s)	5.0	12.0	5.0	12.0	12.0	4.0	6.0	4.0	6.0	1.0	1.0
Minimum Split (s)	11.5	37.5	11.5	35.5	35.5	10.0	48.5	10.0	41.5	5.0	5.0
Total Split (s)	44.0	85.0	18.0	59.0	59.0	24.0	56.0	16.0	48.0	5.0	5.0
Total Split (%)	24.4%	47.2%	10.0%	32.8%	32.8%	13.3%	31.1%	8.9%	26.7%	3%	3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.0	2.5	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.0	6.5	6.0	6.5		
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead		Lead		Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	C-Min	None	C-Min	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 10 (6%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 14: NE 4th Avenue & SR 838/Sunrise Boulevard



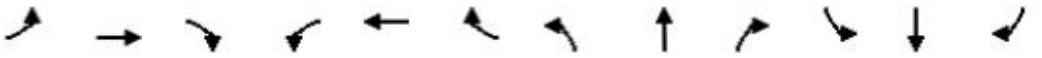
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	318	1781	61	1272	158	298	785	148	791
v/c Ratio	0.94	0.81	0.66	0.83	0.27	1.28	0.73	0.74	0.92
Control Delay (s/veh)	128.1	22.2	143.4	40.4	3.4	205.1	54.3	61.7	77.8
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	128.1	22.2	143.4	40.5	3.4	205.1	54.3	61.7	77.8
Queue Length 50th (ft)	384	189	74	534	37	~421	323	116	459
Queue Length 95th (ft)	m414	m253	m128	594	m55	#633	476	#175	#625
Internal Link Dist (ft)		1177		617			489		380
Turn Bay Length (ft)	260		190		210	140		330	
Base Capacity (vph)	368	2208	113	1526	577	233	1078	201	863
Starvation Cap Reductn	0	0	0	9	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.81	0.54	0.84	0.27	1.28	0.73	0.74	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.

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	312	1542	204	60	1247	155	292	735	34	145	535	240
Future Volume (vph)	312	1542	204	60	1247	155	292	735	34	145	535	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.5		6.0	6.5	
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.99		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	4986		1770	5085	1547	1770	3498		1769	3329	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.07	1.00		0.21	1.00	
Satd. Flow (perm)	1770	4986		1770	5085	1547	138	3498		392	3329	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	318	1573	208	61	1272	158	298	750	35	148	546	245
RTOR Reduction (vph)	0	10	0	0	0	112	0	2	0	0	28	0
Lane Group Flow (vph)	318	1771	0	61	1272	46	298	783	0	148	763	0
Confl. Peds. (#/hr)	4		2	2		4	12		6	6		12
Confl. Bikes (#/hr)			3			5			1			1
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	2	0	2	2
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						2	4			8		
Actuated Green, G (s)	34.7	77.7		9.4	52.4	52.4	73.4	57.0		55.6	45.2	
Effective Green, g (s)	34.7	77.7		9.4	52.4	52.4	73.4	57.0		55.6	45.2	
Actuated g/C Ratio	0.19	0.43		0.05	0.29	0.29	0.41	0.32		0.31	0.25	
Clearance Time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.5		6.0	6.5	
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	1.5	2.0		1.5	2.0	
Lane Grp Cap (vph)	341	2152		92	1480	450	233	1107		200	835	
v/s Ratio Prot	c0.18	c0.36		0.03	0.25		c0.14	0.22		0.04	0.23	
v/s Ratio Perm						0.03	c0.38			0.19		
v/c Ratio	0.93	0.82		0.66	0.86	0.10	1.28	0.71		0.74	0.91	
Uniform Delay, d1	71.5	45.1		83.7	60.3	46.6	58.5	54.2		49.6	65.5	
Progression Factor	1.60	0.48		1.39	0.60	0.42	1.29	0.90		1.00	1.00	
Incremental Delay, d2	14.9	1.3		11.2	5.8	0.4	153.4	1.6		12.1	14.1	
Delay (s)	129.0	23.1		127.6	42.1	19.7	229.1	50.2		61.6	79.6	
Level of Service	F	C		F	D	B	F	D		E	E	
Approach Delay (s/veh)		39.2			43.2			99.4			76.8	
Approach LOS		D			D			F			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	58.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	27.5
Intersection Capacity Utilization	103.8%	ICU Level of Service	G
Analysis Period (min)	15		

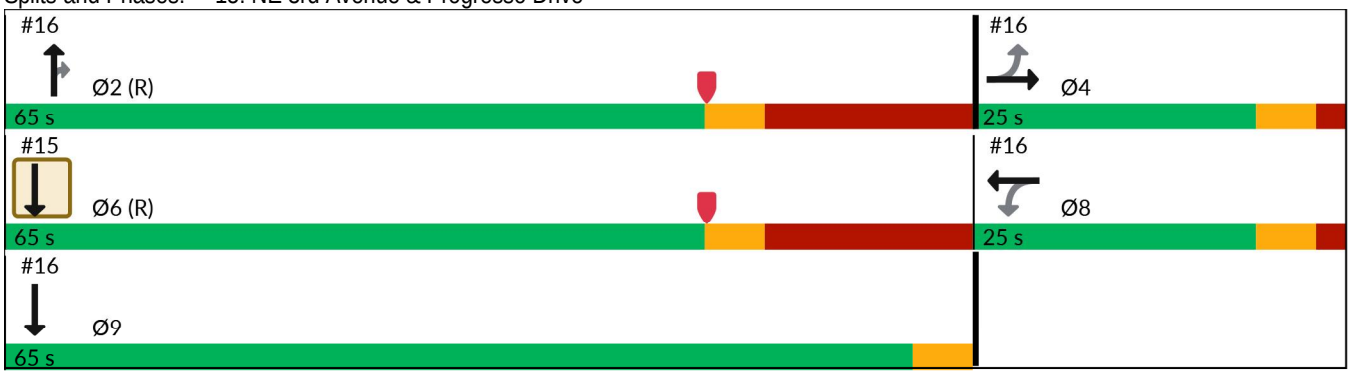
c Critical Lane Group

Lane Group	EBR	NBT	SBT	Ø2	Ø4	Ø8	Ø9
Lane Configurations							
Traffic Volume (vph)	32	1070	779				
Future Volume (vph)	32	1070	779				
Turn Type	Free	NA	NA				
Protected Phases			6	2	4	8	9
Permitted Phases	Free	Free					
Detector Phase			6				
Switch Phase							
Minimum Initial (s)			10.0	10.0	6.0	6.0	10.0
Minimum Split (s)			45.0	45.0	38.0	38.0	31.0
Total Split (s)			65.0	65.0	25.0	25.0	65.0
Total Split (%)			72.2%	72%	28%	28%	72%
Yellow Time (s)			4.0	4.0	4.0	4.0	4.0
All-Red Time (s)			14.0	14.0	2.0	2.0	0.0
Lost Time Adjust (s)			0.0				
Total Lost Time (s)			18.0				
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode			C-Min	C-Min	None	None	Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 7 (8%), Referenced to phase 2:NBT and 6:, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 15: NE 3rd Avenue & Progresso Drive



Lane Group	EBR	NBT	SBT
Lane Group Flow (vph)	34	1138	838
v/c Ratio	0.02	0.32	0.40
Control Delay (s/veh)	0.0	0.3	13.4
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	0.0	0.3	13.4
Queue Length 50th (ft)	0	0	213
Queue Length 95th (ft)	m0	0	m171
Internal Link Dist (ft)		145	209
Turn Bay Length (ft)			
Base Capacity (vph)	1611	3539	2116
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.02	0.32	0.40

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	32	0	1070	779	8
Future Volume (vph)	0	32	0	1070	779	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	18.0	
Lane Util. Factor		1.00		0.95	0.95	
Frpb, ped/bikes		1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	
Frt		0.87		1.00	1.00	
Flt Protected		1.00		1.00	1.00	
Satd. Flow (prot)		1611		3539	3534	
Flt Permitted		1.00		1.00	1.00	
Satd. Flow (perm)		1611		3539	3534	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	34	0	1138	829	9
RTOR Reduction (vph)	0	0	0	0	1	0
Lane Group Flow (vph)	0	34	0	1138	837	0
Confl. Peds. (#/hr)			6			
Confl. Bikes (#/hr)				2		
Turn Type		Free		NA	NA	
Protected Phases					6	
Permitted Phases		Free		Free		
Actuated Green, G (s)		90.0		90.0	53.9	
Effective Green, g (s)		90.0		90.0	53.9	
Actuated g/C Ratio		1.00		1.00	0.60	
Clearance Time (s)					18.0	
Vehicle Extension (s)					3.0	
Lane Grp Cap (vph)		1611		3539	2116	
v/s Ratio Prot					0.24	
v/s Ratio Perm		0.02		c0.32		
v/c Ratio		0.02		0.32	0.40	
Uniform Delay, d1		0.0		0.0	9.5	
Progression Factor		1.00		1.00	1.31	
Incremental Delay, d2		0.0		0.2	0.3	
Delay (s)		0.0		0.2	12.7	
Level of Service		A		A	B	
Approach Delay (s/veh)	0.0			0.2	12.7	
Approach LOS	A			A	B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	5.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	36.8%	ICU Level of Service	A
Analysis Period (min)	15		

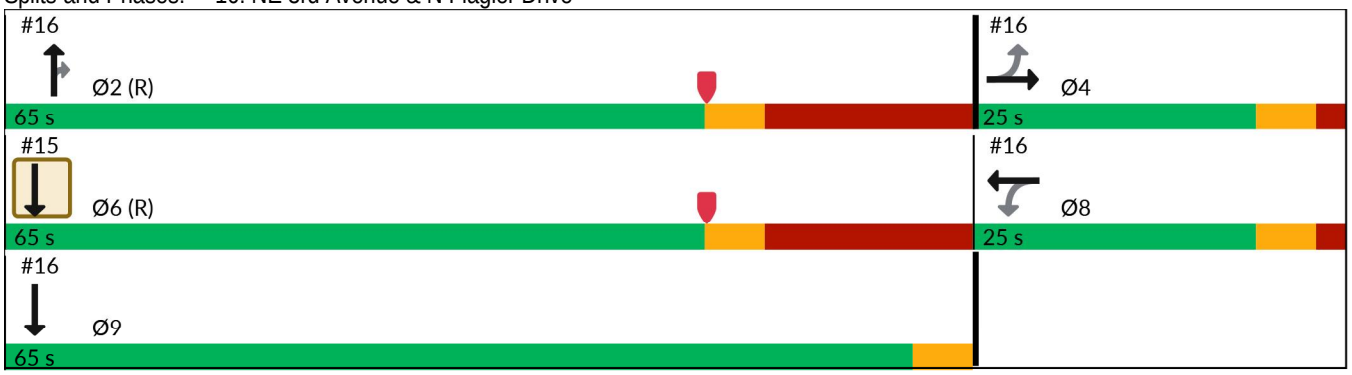
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	Ø6
Lane Configurations								
Traffic Volume (vph)	36	89	95	73	1006	219	786	
Future Volume (vph)	36	89	95	73	1006	219	786	
Turn Type	Perm	NA	Perm	NA	NA	Perm	NA	
Protected Phases		4		8	2		9	6
Permitted Phases	4		8			2		
Detector Phase	4	4	8	8	2	2	9	
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	38.0	38.0	38.0	38.0	45.0	45.0	31.0	45.0
Total Split (s)	25.0	25.0	25.0	25.0	65.0	65.0	65.0	65.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	72.2%	72.2%	72.2%	72%
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	14.0	14.0	0.0	14.0
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	18.0	18.0	4.0	
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 7 (8%), Referenced to phase 2:NBT and 6:, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 16: NE 3rd Avenue & N Flagler Drive



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	39	115	103	111	1093	238	883
v/c Ratio	0.23	0.46	0.61	0.43	0.52	0.23	0.33
Control Delay (s/veh)	37.1	38.7	44.7	27.6	12.2	2.0	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (s/veh)	37.1	38.7	44.7	27.6	12.2	2.0	0.7
Queue Length 50th (ft)	24	68	57	49	174	0	3
Queue Length 95th (ft)	m38	m86	m74	m63	266	33	4
Internal Link Dist (ft)		1118		189	1514		145
Turn Bay Length (ft)	50		165			185	
Base Capacity (vph)	268	390	267	391	2119	1017	2656
Starvation Cap Reductn	0	0	0	0	0	0	638
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.29	0.39	0.28	0.52	0.23	0.44

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	89	17	95	73	29	0	1006	219	0	786	27
Future Volume (vph)	36	89	17	95	73	29	0	1006	219	0	786	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0			18.0	18.0		4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.95	1.00		0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	0.97		1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.98		1.00	0.96			1.00	0.85		1.00	
Flt Protected	0.95	1.00		0.95	1.00			1.00	1.00		1.00	
Satd. Flow (prot)	1766	1814		1763	1774			3539	1540		3518	
Flt Permitted	0.69	1.00		0.68	1.00			1.00	1.00		1.00	
Satd. Flow (perm)	1274	1814		1268	1774			3539	1540		3518	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	39	97	18	103	79	32	0	1093	238	0	854	29
RTOR Reduction (vph)	0	8	0	0	18	0	0	0	95	0	2	0
Lane Group Flow (vph)	39	107	0	103	93	0	0	1093	143	0	881	0
Confl. Peds. (#/hr)	3		5	5		3	6		4	4		6
Confl. Bikes (#/hr)						1			1			1
Turn Type	Perm	NA		Perm	NA			NA	Perm		NA	
Protected Phases		4			8			2			9	
Permitted Phases	4			8					2			
Actuated Green, G (s)	12.1	12.1		12.1	12.1			53.9	53.9		67.9	
Effective Green, g (s)	12.1	12.1		12.1	12.1			53.9	53.9		67.9	
Actuated g/C Ratio	0.13	0.13		0.13	0.13			0.60	0.60		0.75	
Clearance Time (s)	6.0	6.0		6.0	6.0			18.0	18.0		4.0	
Vehicle Extension (s)	2.5	2.5		2.5	2.5			3.0	3.0		3.0	
Lane Grp Cap (vph)	171	243		170	238			2119	922		2654	
v/s Ratio Prot		0.06			0.05			c0.31			0.25	
v/s Ratio Perm	0.03			c0.08					0.09			
v/c Ratio	0.23	0.44		0.61	0.39			0.52	0.15		0.33	
Uniform Delay, d1	34.8	35.8		36.7	35.6			10.5	8.0		3.6	
Progression Factor	1.03	1.03		0.85	0.82			1.00	1.00		0.07	
Incremental Delay, d2	0.5	0.9		4.8	0.7			0.9	0.4		0.1	
Delay (s)	36.3	37.7		36.1	29.7			11.4	8.3		0.3	
Level of Service	D	D		D	C			B	A		A	
Approach Delay (s/veh)		37.4			32.8			10.8			0.3	
Approach LOS		D			C			B			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	10.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	61.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	61	353	68	56	453	45	193	1042	54	686
Future Volume (vph)	61	353	68	56	453	45	193	1042	54	686
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4			8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	28.0	28.0	28.0	28.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	48.0	48.0	48.0	48.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 18 (23%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 17: NE 3rd Avenue & NE 6th Street/Sistrunk Boulevard

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	63	364	70	58	467	46	199	1175	56	801
v/c Ratio	0.56	0.72	0.15	0.32	0.92	0.10	0.72	0.69	0.37	0.47
Control Delay (s/veh)	26.0	22.2	1.5	26.1	52.0	8.0	13.0	4.3	20.3	12.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.0	22.2	1.5	26.1	52.0	8.0	13.0	4.3	20.3	12.3
Queue Length 50th (ft)	12	73	0	22	217	2	11	29	16	121
Queue Length 95th (ft)	m22	m109	m4	54	#386	24	m12	28	50	168
Internal Link Dist (ft)		911			651			1288		1514
Turn Bay Length (ft)	170		140	140		115	175		90	
Base Capacity (vph)	120	539	488	194	539	479	275	1695	151	1687
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	0.53	0.68	0.14	0.30	0.87	0.10	0.72	0.69	0.37	0.47

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	353	68	56	453	45	193	1042	98	54	686	91
Future Volume (vph)	61	353	68	56	453	45	193	1042	98	54	686	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00	0.99	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	1.00	0.99	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1576	1660	1359	1557	1660	1391	1567	3106		1575	3084	
Flt Permitted	0.22	1.00	1.00	0.36	1.00	1.00	0.31	1.00		0.17	1.00	
Satd. Flow (perm)	371	1660	1359	598	1660	1391	507	3106		279	3084	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	63	364	70	58	467	46	199	1074	101	56	707	94
RTOR Reduction (vph)	0	0	49	0	0	28	0	9	0	0	12	0
Lane Group Flow (vph)	63	364	21	58	467	18	199	1166	0	56	789	0
Confl. Peds. (#/hr)	2		27	27		2	12		5	5		12
Confl. Bikes (#/hr)			1			1			2			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)	24.5	24.5	24.5	24.5	24.5	24.5	43.5	43.5		43.5	43.5	
Effective Green, g (s)	24.5	24.5	24.5	24.5	24.5	24.5	43.5	43.5		43.5	43.5	
Actuated g/C Ratio	0.31	0.31	0.31	0.31	0.31	0.31	0.54	0.54		0.54	0.54	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	113	508	416	183	508	425	275	1688		151	1676	
v/s Ratio Prot		0.22			c0.28			0.38			0.26	
v/s Ratio Perm	0.17		0.02	0.10		0.01	c0.39			0.20		
v/c Ratio	0.56	0.72	0.05	0.32	0.92	0.04	0.72	0.69		0.37	0.47	
Uniform Delay, d1	23.2	24.7	19.6	21.3	26.8	19.5	13.7	13.3		10.4	11.2	
Progression Factor	0.55	0.66	0.26	1.00	1.00	1.00	0.25	0.23		1.00	1.00	
Incremental Delay, d2	2.4	2.8	0.0	0.4	21.3	0.0	8.2	1.2		6.9	1.0	
Delay (s)	15.0	19.2	5.0	21.7	48.1	19.5	11.6	4.2		17.3	12.1	
Level of Service	B	B	A	C	D	B	B	A		B	B	
Approach Delay (s/veh)		16.6			43.1			5.3			12.5	
Approach LOS		B			D			A			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	15.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	95.3%	ICU Level of Service	F
Analysis Period (min)	15		

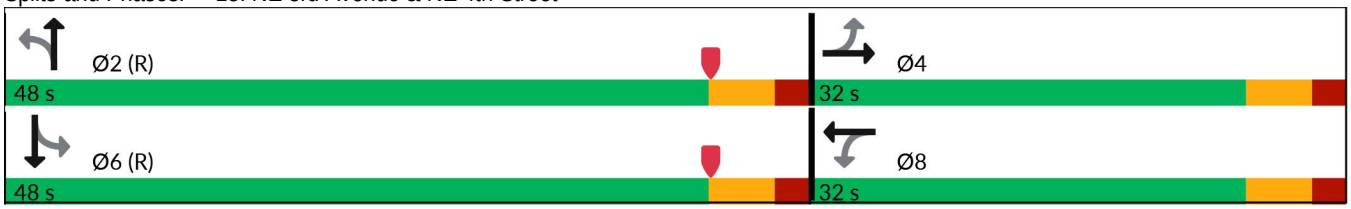
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	42	229	84	325	124	1233	43	698
Future Volume (vph)	42	229	84	325	124	1233	43	698
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-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 66 (83%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 18: NE 3rd Avenue & NE 4th Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	44	305	88	420	131	1441	45	806
v/c Ratio	0.30	0.67	0.39	0.93	0.48	0.86	0.52	0.48
Control Delay (s/veh)	15.7	16.6	26.9	55.2	12.4	14.4	40.7	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0
Total Delay (s/veh)	15.7	16.6	26.9	55.2	12.4	15.2	40.7	14.8
Queue Length 50th (ft)	11	92	33	190	22	126	18	165
Queue Length 95th (ft)	m11	m88	75	#359	m40	180	m#58	231
Internal Link Dist (ft)		908		191		262		1288
Turn Bay Length (ft)	120		90		110		90	
Base Capacity (vph)	154	480	241	477	271	1677	86	1686
Starvation Cap Reductn	0	0	0	0	0	69	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.64	0.37	0.88	0.48	0.90	0.52	0.48

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	229	61	84	325	74	124	1233	136	43	698	67
Future Volume (vph)	42	229	61	84	325	74	124	1233	136	43	698	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	0.99	1.00		0.99	1.00		0.99	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.97		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1562	1439		1565	1437		1556	3074		1573	3094	
Flt Permitted	0.29	1.00		0.45	1.00		0.31	1.00		0.10	1.00	
Satd. Flow (perm)	475	1439		742	1437		499	3074		160	3094	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	44	241	64	88	342	78	131	1298	143	45	735	71
RTOR Reduction (vph)	0	12	0	0	10	0	0	10	0	0	9	0
Lane Group Flow (vph)	44	293	0	88	410	0	131	1431	0	45	797	0
Confl. Peds. (#/hr)	24		14	14		24	25		30	30		25
Confl. Bikes (#/hr)			2			2			3			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	1	1	0	3	3	0	0	0
Parking (#/hr)		0	0		0	0						
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	24.6	24.6		24.6	24.6		43.4	43.4		43.4	43.4	
Effective Green, g (s)	24.6	24.6		24.6	24.6		43.4	43.4		43.4	43.4	
Actuated g/C Ratio	0.31	0.31		0.31	0.31		0.54	0.54		0.54	0.54	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	146	442		228	441		270	1667		86	1678	
v/s Ratio Prot		0.20			c0.28			c0.47			0.26	
v/s Ratio Perm	0.09			0.12			0.26			0.28		
v/c Ratio	0.30	0.66		0.39	0.93		0.49	0.86		0.52	0.48	
Uniform Delay, d1	21.1	24.1		21.8	26.9		11.4	15.7		11.7	11.3	
Progression Factor	0.72	0.70		1.00	1.00		0.64	0.61		1.12	1.20	
Incremental Delay, d2	0.0	0.3		0.4	25.4		4.3	4.3		19.4	0.9	
Delay (s)	15.2	17.1		22.2	52.3		11.6	13.9		32.4	14.4	
Level of Service	B	B		C	D		B	B		C	B	
Approach Delay (s/veh)		16.9			47.1			13.7			15.4	
Approach LOS		B			D			B			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	100.7%	ICU Level of Service	G
Analysis Period (min)	15		

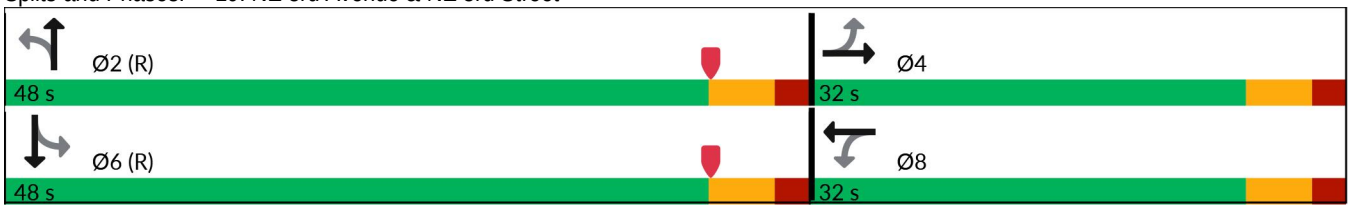
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	28	25	56	71	14	1240	39	789
Future Volume (vph)	28	25	56	71	14	1240	39	789
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)	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
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

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 70 (88%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 19: NE 3rd Avenue & NE 3rd Street



Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	77	58	305	15	1350	41	840
v/c Ratio	0.24	0.19	0.85	0.05	0.73	0.31	0.45
Control Delay (s/veh)	17.9	22.6	45.7	5.9	16.0	9.5	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.7	0.0	0.1
Total Delay (s/veh)	17.9	22.6	45.7	5.9	16.7	9.5	4.6
Queue Length 50th (ft)	21	22	127	4	259	4	44
Queue Length 95th (ft)	51	48	#210	m4	518	m9	55
Internal Link Dist (ft)	415		157		266		262
Turn Bay Length (ft)		160		105		100	
Base Capacity (vph)	403	377	447	293	1855	133	1852
Starvation Cap Reductn	0	0	0	0	209	0	131
Spillback Cap Reductn	0	0	0	0	101	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.15	0.68	0.05	0.82	0.31	0.49

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	25	21	56	71	222	14	1240	56	39	789	17
Future Volume (vph)	28	25	21	56	71	222	14	1240	56	39	789	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99		1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00		0.99	1.00		0.98	1.00		0.99	1.00	
Frt		0.96		1.00	0.89		1.00	0.99		1.00	1.00	
Flt Protected		0.98		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1555		1561	1308		1551	3123		1567	3120	
Flt Permitted		0.76		0.71	1.00		0.30	1.00		0.14	1.00	
Satd. Flow (perm)		1197		1161	1308		495	3123		226	3120	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	29	26	22	58	74	231	15	1292	58	41	822	18
RTOR Reduction (vph)	0	16	0	0	25	0	0	3	0	0	2	0
Lane Group Flow (vph)	0	61	0	58	280	0	15	1347	0	41	838	0
Confl. Peds. (#/hr)	5		12	12		5	33		34	34		33
Confl. Bikes (#/hr)									3			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	3	3
Parking (#/hr)					0	0						
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		20.6		20.6	20.6		47.4	47.4		47.4	47.4	
Effective Green, g (s)		20.6		20.6	20.6		47.4	47.4		47.4	47.4	
Actuated g/C Ratio		0.26		0.26	0.26		0.59	0.59		0.59	0.59	
Clearance Time (s)		6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		2.0		2.0	2.0		1.0	1.0		1.0	1.0	
Lane Grp Cap (vph)		308		298	336		293	1850		133	1848	
v/s Ratio Prot					c0.21			c0.43			0.27	
v/s Ratio Perm		0.05		0.05			0.03			0.18		
v/c Ratio		0.20		0.19	0.83		0.05	0.73		0.31	0.45	
Uniform Delay, d1		23.2		23.2	28.1		6.9	11.7		8.1	9.1	
Progression Factor		1.00		1.00	1.00		0.63	1.08		0.38	0.39	
Incremental Delay, d2		0.1		0.1	15.5		0.3	2.3		5.3	0.7	
Delay (s)		23.3		23.3	43.6		4.6	14.9		8.4	4.3	
Level of Service		C		C	D		A	B		A	A	
Approach Delay (s/veh)		23.3			40.4			14.7			4.5	
Approach LOS		C			D			B			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	15.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	82.2%	ICU Level of Service	E
Analysis Period (min)	15		

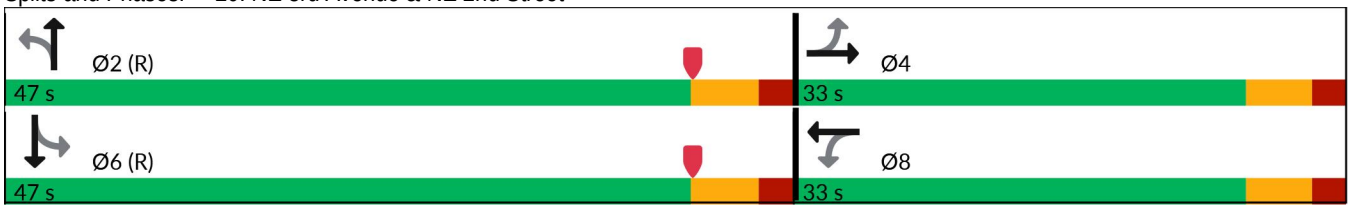
c Critical Lane Group

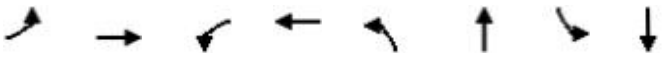
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	63	24	20	28	45	1162	24	845
Future Volume (vph)	63	24	20	28	45	1162	24	845
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch 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)	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	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-Min	C-Min	C-Min	C-Min

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: 65
Control Type: Actuated-Coordinated

Splits and Phases: 20: NE 3rd Avenue & NE 2nd Street





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	68	89	22	111	48	1275	26	925
v/c Ratio	0.50	0.39	0.16	0.54	0.13	0.52	0.10	0.38
Control Delay (s/veh)	44.1	15.2	32.4	32.4	2.6	3.9	2.9	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.1
Total Delay (s/veh)	44.1	15.2	32.4	32.4	2.6	4.1	2.9	3.2
Queue Length 50th (ft)	35	11	10	36	8	194	3	61
Queue Length 95th (ft)	m57	m37	30	80	m7	m125	m3	32
Internal Link Dist (ft)		909		241		256		266
Turn Bay Length (ft)	50		105		170		100	
Base Capacity (vph)	383	536	389	517	381	2434	249	2434
Starvation Cap Reductn	0	0	0	0	0	0	0	443
Spillback Cap Reductn	0	0	0	3	0	342	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.17	0.06	0.22	0.13	0.61	0.10	0.46

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	24	59	20	28	75	45	1162	24	24	845	15
Future Volume (vph)	63	24	59	20	28	75	45	1162	24	24	845	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		0.99	1.00		0.98	1.00		0.99	1.00	
Frt	1.00	0.89		1.00	0.89		1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1575	1463		1569	1464		1546	3140		1563	3141	
Flt Permitted	0.69	1.00		0.70	1.00		0.30	1.00		0.20	1.00	
Satd. Flow (perm)	1136	1463		1155	1464		489	3140		321	3141	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	68	26	63	22	30	81	48	1249	26	26	909	16
RTOR Reduction (vph)	0	56	0	0	31	0	0	1	0	0	1	0
Lane Group Flow (vph)	68	33	0	22	80	0	48	1274	0	26	924	0
Confl. Peds. (#/hr)	2		7	7		2	35		29	29		35
Confl. Bikes (#/hr)			1						3			5
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	8.4	8.4		8.4	8.4		59.6	59.6		59.6	59.6	
Effective Green, g (s)	8.4	8.4		8.4	8.4		59.6	59.6		59.6	59.6	
Actuated g/C Ratio	0.11	0.11		0.11	0.11		0.75	0.75		0.75	0.75	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	119	153		121	153		364	2339		239	2340	
v/s Ratio Prot		0.02			0.05			c0.41			0.29	
v/s Ratio Perm	c0.06			0.02			0.10			0.08		
v/c Ratio	0.57	0.21		0.18	0.52		0.13	0.54		0.11	0.39	
Uniform Delay, d1	34.1	32.8		32.7	33.9		2.9	4.4		2.8	3.7	
Progression Factor	0.99	0.97		1.00	1.00		0.64	0.80		0.48	0.64	
Incremental Delay, d2	4.0	0.3		0.3	1.5		0.1	0.1		0.9	0.5	
Delay (s)	37.6	31.9		32.9	35.4		1.9	3.6		2.2	2.8	
Level of Service	D	C		C	D		A	A		A	A	
Approach Delay (s/veh)		34.4			35.0			3.5			2.8	
Approach LOS		C			C			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	6.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.6%	ICU Level of Service	C
Analysis Period (min)	15		

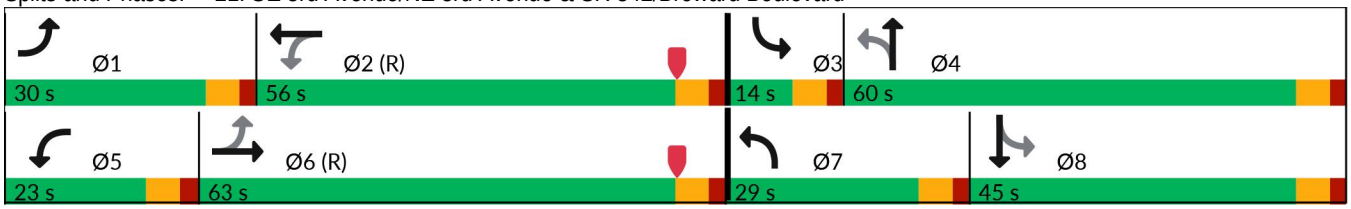
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	265	1323	240	1028	328	898	138	636
Future Volume (vph)	265	1323	240	1028	328	898	138	636
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	40.0	10.0	40.0	10.0	43.0	10.0	39.0
Total Split (s)	30.0	63.0	23.0	56.0	29.0	60.0	14.0	45.0
Total Split (%)	18.8%	39.4%	14.4%	35.0%	18.1%	37.5%	8.8%	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

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 134 (84%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 125
Control Type: Actuated-Coordinated

Splits and Phases: 21: SE 3rd Avenue/NE 3rd Avenue & SR 842/Broward Boulevard



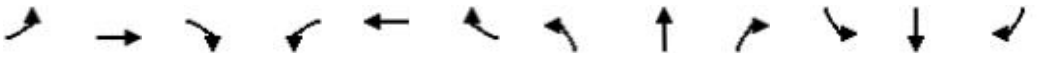
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	276	1720	250	1148	342	1151	144	869
v/c Ratio	0.97	1.09	1.20	0.81	1.28	1.11	1.20	1.17
Control Delay (s/veh)	96.2	72.2	167.9	55.4	195.0	102.4	182.7	145.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.4
Total Delay (s/veh)	96.2	72.2	167.9	55.4	195.0	102.5	182.7	145.3
Queue Length 50th (ft)	243	~711	~272	405	~414	~700	~131	~563
Queue Length 95th (ft)	m#265	m#789	#460	466	m#622	#844	#284	#711
Internal Link Dist (ft)		909		213		543		269
Turn Bay Length (ft)	140		175		125		135	
Base Capacity (vph)	292	1578	209	1420	268	1036	120	743
Starvation Cap Reductn	0	0	0	0	0	19	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	42
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.95	1.09	1.20	0.81	1.28	1.13	1.20	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.

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	265	1323	328	240	1028	74	328	898	207	138	636	198
Future Volume (veh/h)	265	1323	328	240	1028	74	328	898	207	138	636	198
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.96	1.00		0.94
Parking Bus, Adj	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	276	1378	297	250	1071	69	342	935	197	144	662	181
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	307	1327	286	214	1459	94	274	872	184	125	587	160
Arrive On Green	0.17	0.47	0.47	0.14	0.44	0.44	0.14	0.34	0.34	0.05	0.24	0.24
Sat Flow, veh/h	1590	3726	802	1590	4368	281	1590	2585	544	1590	2410	658
Grp Volume(v), veh/h	276	1124	551	250	745	395	342	573	559	144	435	408
Grp Sat Flow(s),veh/h/ln	1590	1520	1488	1590	1520	1610	1590	1586	1542	1590	1586	1482
Q Serve(g_s), s	18.5	57.0	57.0	17.0	32.3	32.4	23.0	54.0	54.0	8.0	39.0	39.0
Cycle Q Clear(g_c), s	18.5	57.0	57.0	17.0	32.3	32.4	23.0	54.0	54.0	8.0	39.0	39.0
Prop In Lane	1.00		0.54	1.00		0.17	1.00		0.35	1.00		0.44
Lane Grp Cap(c), veh/h	307	1083	530	214	1015	538	274	535	520	125	387	361
V/C Ratio(X)	0.90	1.04	1.04	1.17	0.73	0.73	1.25	1.07	1.07	1.16	1.13	1.13
Avail Cap(c_a), veh/h	341	1083	530	214	1015	538	274	535	520	125	387	361
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.25	0.25	0.25	1.00	1.00	1.00	0.54	0.54	0.54	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.0	42.1	42.1	48.1	38.6	38.6	50.8	53.0	53.0	52.5	60.5	60.5
Incr Delay (d2), s/veh	7.2	24.8	30.9	114.4	4.7	8.7	128.0	49.6	50.7	128.8	84.6	86.8
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	7.4	23.8	24.2	15.3	12.2	13.5	17.6	28.8	28.2	6.1	24.8	23.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.2	66.9	73.0	162.5	43.3	47.3	178.9	102.6	103.7	181.3	145.1	147.3
LnGrp LOS	D	F	F	F	D	D	F	F	F	F	F	F
Approach Vol, veh/h		1951			1390			1474			987	
Approach Delay, s/veh		64.8			65.9			120.7			151.3	
Approach LOS		E			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.6	59.4	14.0	60.0	23.0	63.0	29.0	45.0
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	24.0	50.0	8.0	54.0	17.0	57.0	23.0	39.0
Max Q Clear Time (g_c+I1), s	20.5	34.4	10.0	56.0	19.0	59.0	25.0	41.0
Green Ext Time (p_c), s	0.1	1.5	0.0	0.0	0.0	0.0	0.0	0.0

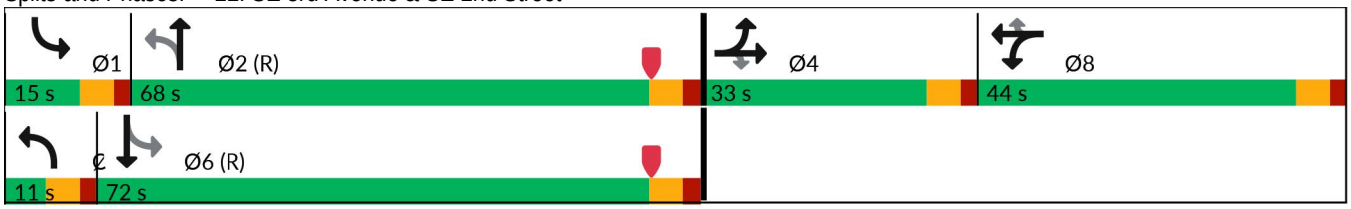
Intersection Summary	
HCM 7th Control Delay, s/veh	94.0
HCM 7th LOS	F

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	73	81	155	345	66	849	108	908
Future Volume (vph)	73	81	155	345	66	849	108	908
Turn Type	NA	Perm	NA	Perm	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)	5.0	5.0	5.0	5.0	4.0	15.0	4.0	15.0
Minimum Split (s)	32.0	32.0	34.0	34.0	10.0	31.0	10.0	31.0
Total Split (s)	33.0	33.0	44.0	44.0	11.0	68.0	15.0	72.0
Total Split (%)	20.6%	20.6%	27.5%	27.5%	6.9%	42.5%	9.4%	45.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 63 (39%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 22: SE 3rd Avenue & SE 2nd Street



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	224	84	327	359	69	990	113	1137
v/c Ratio	0.89	0.30	0.92	0.81	0.51	0.76	0.60	0.85
Control Delay (s/veh)	98.7	11.2	91.9	42.4	26.5	17.8	31.7	34.2
Queue Delay	0.0	0.0	0.0	0.7	0.0	7.2	0.0	2.4
Total Delay (s/veh)	98.7	11.2	91.9	43.1	26.5	25.0	31.7	36.6
Queue Length 50th (ft)	238	1	330	179	12	296	58	314
Queue Length 95th (ft)	m#353	m22	#496	315	m13	m319	m50	m273
Internal Link Dist (ft)	583		245			436		543
Turn Bay Length (ft)					160		75	
Base Capacity (vph)	271	291	384	466	135	1297	195	1333
Starvation Cap Reductn	0	0	0	0	0	167	0	103
Spillback Cap Reductn	0	3	0	15	0	266	0	103
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.29	0.85	0.80	0.51	0.96	0.58	0.92

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	142	73	81	159	155	345	66	849	102	108	908	183
Future Volume (vph)	142	73	81	159	155	345	66	849	102	108	908	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0	6.0	6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	0.87		1.00	0.97	1.00	0.99		1.00	0.98	
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	0.98		1.00	0.97	
Flt Protected		0.97	1.00		0.98	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1607	1227		1619	1364	1577	3068		1577	3003	
Flt Permitted		0.97	1.00		0.98	1.00	0.12	1.00		0.15	1.00	
Satd. Flow (perm)		1607	1227		1619	1364	197	3068		243	3003	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	148	76	84	166	161	359	69	884	106	112	946	191
RTOR Reduction (vph)	0	0	71	0	0	145	0	5	0	0	10	0
Lane Group Flow (vph)	0	224	13	0	327	214	69	985	0	113	1127	0
Confl. Peds. (#/hr)	12		65	65		12	67		27	27		67
Confl. Bikes (#/hr)			1			1			2			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8	2			6		
Actuated Green, G (s)		25.1	25.1		35.1	35.1	72.7	67.4		78.9	70.5	
Effective Green, g (s)		25.1	25.1		35.1	35.1	72.7	67.4		78.9	70.5	
Actuated g/C Ratio		0.16	0.16		0.22	0.22	0.45	0.42		0.49	0.44	
Clearance Time (s)		6.0	6.0		6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)		2.0	2.0		2.0	2.0	1.5	3.0		1.5	3.0	
Lane Grp Cap (vph)		252	192		355	299	135	1292		189	1323	
v/s Ratio Prot		c0.14			c0.20		0.02	0.32		c0.03	c0.38	
v/s Ratio Perm			0.01			0.16	0.22			0.26		
v/c Ratio		0.89	0.07		0.92	0.72	0.51	0.76		0.60	0.85	
Uniform Delay, d1		66.1	57.5		61.1	57.8	29.6	39.5		27.1	40.1	
Progression Factor		1.01	1.46		1.00	1.00	0.83	0.39		1.33	0.82	
Incremental Delay, d2		27.7	0.1		28.2	6.6	0.6	1.9		0.3	0.7	
Delay (s)		94.3	83.8		89.3	64.4	25.2	17.2		36.2	33.4	
Level of Service		F	F		F	E	C	B		D	C	
Approach Delay (s/veh)		91.4			76.3			17.7			33.6	
Approach LOS		F			E			B			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	42.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	100.2%	ICU Level of Service	G
Analysis Period (min)	15		

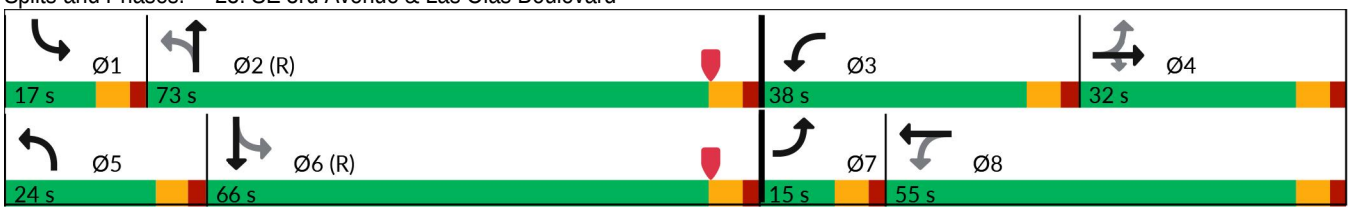
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	77	233	170	381	229	208	856	142	922
Future Volume (vph)	77	233	170	381	229	208	856	142	922
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases	4		4	8		2		6	
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	4.0	10.0	4.0	10.0
Minimum Split (s)	11.0	32.0	32.0	11.0	32.0	11.0	33.0	11.0	33.0
Total Split (s)	15.0	32.0	32.0	38.0	55.0	24.0	73.0	17.0	66.0
Total Split (%)	9.4%	20.0%	20.0%	23.8%	34.4%	15.0%	45.6%	10.6%	41.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 49 (31%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 23: SE 3rd Avenue & Las Olas Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	82	248	181	405	316	221	1213	151	1068
v/c Ratio	0.42	0.48	0.58	0.95	0.37	0.96	0.97	0.93	0.93
Control Delay (s/veh)	54.3	83.6	28.6	73.0	41.0	92.0	64.7	87.6	47.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	7.3	0.0	13.5
Total Delay (s/veh)	54.3	83.6	28.6	73.0	41.0	92.0	72.0	87.6	60.6
Queue Length 50th (ft)	76	128	54	341	126	191	687	114	307
Queue Length 95th (ft)	m89	m138	m68	#511	174	#342	#785	m#160	#694
Internal Link Dist (ft)		914			308		1522		436
Turn Bay Length (ft)	110		110			100		200	
Base Capacity (vph)	206	512	312	426	847	235	1253	162	1144
Starvation Cap Reductn	0	0	0	0	0	0	0	0	92
Spillback Cap Reductn	0	0	0	0	0	0	47	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.48	0.58	0.95	0.37	0.94	1.01	0.93	1.02

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	233	170	381	229	68	208	856	284	142	922	82
Future Volume (vph)	77	233	170	381	229	68	208	856	284	142	922	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.69	1.00	0.92		1.00	0.97		1.00	0.98	
Flpb, ped/bikes	0.88	1.00	1.00	0.94	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	0.96		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1392	3154	974	1479	2661		1577	2943		1577	3015	
Flt Permitted	0.56	1.00	1.00	0.40	1.00		0.09	1.00		0.08	1.00	
Satd. Flow (perm)	821	3154	974	626	2661		142	2943		137	3015	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	82	248	181	405	244	72	221	911	302	151	981	87
RTOR Reduction (vph)	0	0	152	0	17	0	0	20	0	0	4	0
Lane Group Flow (vph)	82	248	29	405	299	0	221	1193	0	151	1064	0
Confl. Peds. (#/hr)	267		161	161		267	165		64	64		165
Confl. Bikes (#/hr)			9			4			2			3
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	1	1	0	0	0	0	4	4
Parking (#/hr)					0	0						
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	34.1	26.0	26.0	64.0	49.9		84.0	66.8		71.6	60.4	
Effective Green, g (s)	34.1	26.0	26.0	64.0	49.9		84.0	66.8		71.6	60.4	
Actuated g/C Ratio	0.21	0.16	0.16	0.40	0.31		0.53	0.42		0.45	0.38	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	1.5	2.5	2.5	1.5	2.5		1.5	3.0		1.5	3.0	
Lane Grp Cap (vph)	203	512	158	421	829		232	1228		162	1138	
v/s Ratio Prot	0.02	0.08		c0.19	0.11		c0.10	c0.41		0.07	0.35	
v/s Ratio Perm	0.07		0.03	c0.19			0.40			0.35		
v/c Ratio	0.40	0.48	0.19	0.96	0.36		0.95	0.97		0.93	0.93	
Uniform Delay, d1	52.6	60.9	57.9	41.7	42.7		45.4	45.7		38.0	47.9	
Progression Factor	1.50	1.33	3.27	1.00	1.00		1.37	1.12		1.42	0.78	
Incremental Delay, d2	0.3	0.3	0.2	33.8	0.2		37.5	16.1		35.5	9.8	
Delay (s)	79.0	81.6	189.7	75.5	42.9		99.9	67.3		89.6	47.1	
Level of Service	E	F	F	E	D		F	E		F	D	
Approach Delay (s/veh)		119.5			61.2			72.3			52.3	
Approach LOS		F			E			E			D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	70.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	111.3%	ICU Level of Service	H
Analysis Period (min)	15		

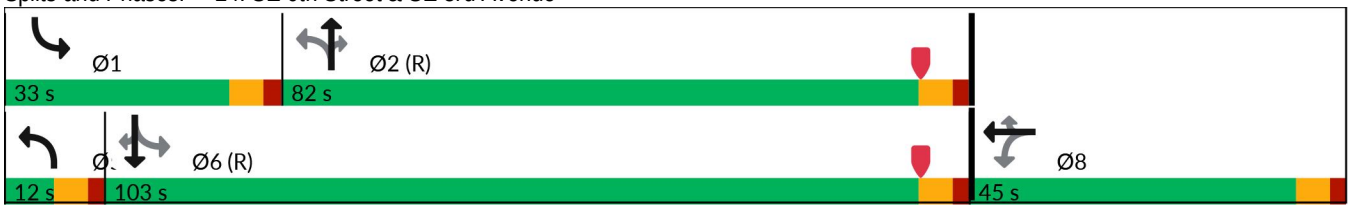
c Critical Lane Group

Lane Group	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	217	338	61	1120	92	236	1201	175
Future Volume (vph)	217	338	61	1120	92	236	1201	175
Turn Type	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	8		5	2		1	6	
Permitted Phases		8	2		2	6		6
Detector Phase	8	8	5	2	2	1	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	36.0	36.0	10.0	37.0	37.0	10.0	37.0	37.0
Total Split (s)	45.0	45.0	12.0	82.0	82.0	33.0	103.0	103.0
Total Split (%)	28.1%	28.1%	7.5%	51.3%	51.3%	20.6%	64.4%	64.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	None	C-Min	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 71 (44%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 24: SE 6th Street & SE 3rd Avenue



Lane Group	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	328	367	66	1217	100	257	1305	190
v/c Ratio	0.63	0.83	0.28	0.67	0.12	0.70	0.60	0.19
Control Delay (s/veh)	66.3	34.3	10.3	19.8	3.4	30.3	22.5	9.1
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.0
Total Delay (s/veh)	66.3	34.3	10.3	20.0	3.4	30.3	22.7	9.1
Queue Length 50th (ft)	166	112	24	331	10	163	464	49
Queue Length 95th (ft)	205	234	m26	283	m12	m208	m410	m45
Internal Link Dist (ft)	474			566			1522	
Turn Bay Length (ft)		360	190		70	105		150
Base Capacity (vph)	757	523	245	1822	830	408	2160	977
Starvation Cap Reductn	0	0	0	105	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	237	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.70	0.27	0.71	0.12	0.63	0.68	0.19

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	85	217	338	61	1120	92	236	1201	175
Future Volume (vph)	0	0	0	85	217	338	61	1120	92	236	1201	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor					0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes					1.00	0.95	1.00	1.00	0.96	1.00	1.00	0.98
Flpb, ped/bikes					1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected					0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)					3107	1341	1577	3129	1353	1577	3154	1376
Flt Permitted					0.99	1.00	0.19	1.00	1.00	0.14	1.00	1.00
Satd. Flow (perm)					3107	1341	318	3129	1353	241	3154	1376
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	92	236	367	66	1217	100	257	1305	190
RTOR Reduction (vph)	0	0	0	0	0	216	0	0	42	0	0	35
Lane Group Flow (vph)	0	0	0	0	328	151	66	1217	58	257	1305	155
Confl. Peds. (#/hr)	24		3	3		24	8		18	18		8
Confl. Bikes (#/hr)									5			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	0	0	0	0
Turn Type				Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases					8		5	2		1	6	
Permitted Phases				8		8	2		2	6		6
Actuated Green, G (s)					26.9	26.9	98.7	93.2	93.2	121.1	109.6	109.6
Effective Green, g (s)					26.9	26.9	98.7	93.2	93.2	121.1	109.6	109.6
Actuated g/C Ratio					0.17	0.17	0.62	0.58	0.58	0.76	0.69	0.69
Clearance Time (s)					6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)					2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Lane Grp Cap (vph)					522	225	239	1822	788	365	2160	942
v/s Ratio Prot							0.01	0.39		c0.10	0.41	
v/s Ratio Perm					0.11	c0.11	0.16		0.04	c0.44		0.11
v/c Ratio					0.63	0.67	0.28	0.67	0.07	0.70	0.60	0.16
Uniform Delay, d1					61.9	62.4	12.5	22.8	14.6	20.2	13.5	8.9
Progression Factor					1.00	1.00	0.92	0.72	0.90	1.60	1.44	1.86
Incremental Delay, d2					1.7	5.8	0.2	1.5	0.1	2.9	0.7	0.2
Delay (s)					63.6	68.1	11.8	17.9	13.2	35.2	20.2	16.9
Level of Service					E	E	B	B	B	D	C	B
Approach Delay (s/veh)		0.0			66.0			17.3			22.1	
Approach LOS		A			E			B			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	28.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	83.4%	ICU Level of Service	E
Analysis Period (min)	15		

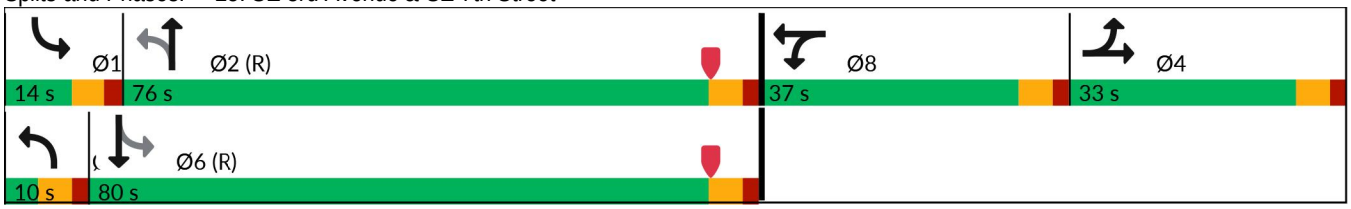
c Critical Lane Group

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	101	126	41	1037	89	1231
Future Volume (vph)	101	126	41	1037	89	1231
Turn Type	NA	NA	pm+pt	NA	pm+pt	NA
Protected Phases	4	8	5	2	1	6
Permitted Phases			2		6	
Detector Phase	4	8	5	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	4.0	10.0	4.0	10.0
Minimum Split (s)	33.0	33.0	10.0	25.0	10.0	25.0
Total Split (s)	33.0	37.0	10.0	76.0	14.0	80.0
Total Split (%)	20.6%	23.1%	6.3%	47.5%	8.8%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 74 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 25: SE 3rd Avenue & SE 7th Street



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	198	265	42	1109	92	1323
v/c Ratio	0.85	0.91	0.34	0.74	0.49	0.83
Control Delay (s/veh)	94.8	94.4	17.0	24.9	19.4	34.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.9
Total Delay (s/veh)	94.8	94.4	17.0	24.9	19.4	35.1
Queue Length 50th (ft)	200	256	10	383	41	585
Queue Length 95th (ft)	#302	#411	m15	m404	32	667
Internal Link Dist (ft)	568	243		1897		566
Turn Bay Length (ft)			100		100	
Base Capacity (vph)	273	314	124	1504	194	1601
Starvation Cap Reductn	0	0	0	0	0	98
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.84	0.34	0.74	0.47	0.88

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	101	20	39	126	92	41	1037	39	89	1231	52
Future Volume (vph)	71	101	20	39	126	92	41	1037	39	89	1231	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00			0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.99			0.95		1.00	0.99		1.00	0.99	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1604			1557		1577	3119		1577	3130	
Flt Permitted		0.98			0.99		0.10	1.00		0.14	1.00	
Satd. Flow (perm)		1604			1557		163	3119		229	3130	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	73	104	21	40	130	95	42	1069	40	92	1269	54
RTOR Reduction (vph)	0	3	0	0	13	0	0	2	0	0	2	0
Lane Group Flow (vph)	0	195	0	0	252	0	42	1107	0	92	1321	0
Confl. Peds. (#/hr)	4		4	4		4	5		7	7		5
Confl. Bikes (#/hr)									5			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	2	0	0	0
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases							2			6		
Actuated Green, G (s)		23.1			28.5		80.9	77.1		87.9	80.6	
Effective Green, g (s)		23.1			28.5		80.9	77.1		87.9	80.6	
Actuated g/C Ratio		0.14			0.18		0.51	0.48		0.55	0.50	
Clearance Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		2.5			2.5		1.5	3.0		1.5	3.0	
Lane Grp Cap (vph)		231			277		115	1502		187	1576	
v/s Ratio Prot		c0.12			c0.16		0.01	0.36		c0.02	c0.42	
v/s Ratio Perm							0.17			0.25		
v/c Ratio		0.85			0.91		0.37	0.74		0.49	0.84	
Uniform Delay, d1		66.7			64.5		26.0	33.3		22.8	34.1	
Progression Factor		1.00			1.00		0.63	0.64		0.67	0.84	
Incremental Delay, d2		23.4			31.1		0.5	2.4		0.6	4.5	
Delay (s)		90.1			95.5		17.0	23.6		15.9	33.3	
Level of Service		F			F		B	C		B	C	
Approach Delay (s/veh)		90.1			95.5			23.4			32.2	
Approach LOS		F			F			C			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	38.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	81.8%	ICU Level of Service	D
Analysis Period (min)	15		

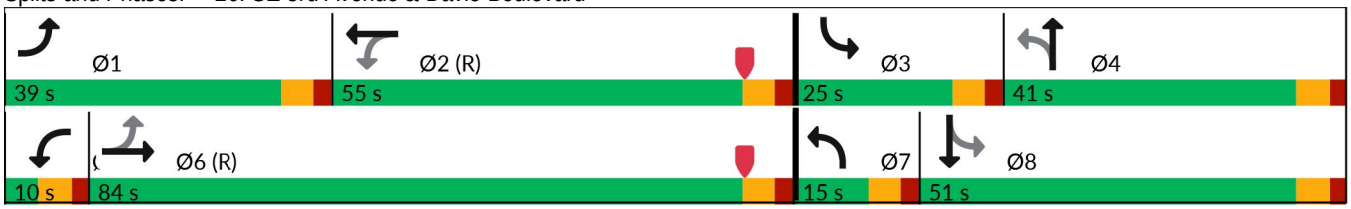
c Critical Lane Group

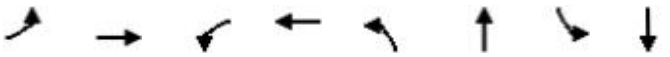
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	430	623	52	923	145	374	207	564
Future Volume (vph)	430	623	52	923	145	374	207	564
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	12.0	4.0	12.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	33.0	10.0	33.0	10.0	33.0	10.0	33.0
Total Split (s)	39.0	84.0	10.0	55.0	15.0	41.0	25.0	51.0
Total Split (%)	24.4%	52.5%	6.3%	34.4%	9.4%	25.6%	15.6%	31.9%
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	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 84 (53%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 26: SE 3rd Avenue & Davie Boulevard





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	443	721	54	1065	149	409	213	1095
v/c Ratio	1.09	0.42	0.21	1.01	1.03	0.50	0.63	1.09
Control Delay (s/veh)	116.1	49.6	23.5	83.1	123.8	55.9	35.1	99.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	116.1	49.6	23.5	83.1	123.8	55.9	35.1	99.6
Queue Length 50th (ft)	~478	344	26	~592	~120	196	188	~631
Queue Length 95th (ft)	m#622	m400	49	#749	#280	254	m218	#775
Internal Link Dist (ft)		909		222		2382		1897
Turn Bay Length (ft)	140		185		150		110	
Base Capacity (vph)	407	1727	256	1059	144	812	356	1005
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.09	0.42	0.21	1.01	1.03	0.50	0.60	1.09

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	430	623	77	52	923	110	145	374	22	207	564	499
Future Volume (vph)	430	623	77	52	923	110	145	374	22	207	564	499
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.98		1.00	0.99		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3441		1752	3442		1752	3457		1751	3219	
Flt Permitted	0.07	1.00		0.38	1.00		0.11	1.00		0.32	1.00	
Satd. Flow (perm)	134	3441		696	3442		197	3457		583	3219	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	443	642	79	54	952	113	149	386	23	213	581	514
RTOR Reduction (vph)	0	6	0	0	6	0	0	2	0	0	100	0
Lane Group Flow (vph)	443	715	0	54	1059	0	149	407	0	213	995	0
Confl. Peds. (#/hr)	3		2	2		3	3		5	5		3
Confl. Bikes (#/hr)			3			4			1			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	2	0	2	2
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		
Actuated Green, G (s)	88.0	78.8		52.2	49.0		46.5	37.5		60.0	45.0	
Effective Green, g (s)	88.0	78.8		52.2	49.0		46.5	37.5		60.0	45.0	
Actuated g/C Ratio	0.55	0.49		0.33	0.31		0.29	0.23		0.38	0.28	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0		1.5	2.0	
Lane Grp Cap (vph)	407	1694		248	1054		144	810		339	905	
v/s Ratio Prot	c0.22	0.21		0.00	0.31		c0.06	0.12		0.06	c0.31	
v/s Ratio Perm	c0.37			0.07			0.24			0.17		
v/c Ratio	1.09	0.42		0.22	1.01		1.03	0.50		0.63	1.10	
Uniform Delay, d1	53.2	26.0		37.5	55.5		50.6	53.1		36.7	57.5	
Progression Factor	1.21	1.94		1.00	1.00		1.03	1.00		0.84	1.10	
Incremental Delay, d2	61.7	0.5		0.2	29.0		84.0	0.2		1.4	54.5	
Delay (s)	126.1	50.8		37.6	84.5		136.2	53.4		32.1	117.5	
Level of Service	F	D		D	F		F	D		C	F	
Approach Delay (s/veh)		79.5			82.2			75.5			103.6	
Approach LOS		E			F			E			F	

Intersection Summary

HCM 2000 Control Delay (s/veh)	87.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	112.7%	ICU Level of Service	H
Analysis Period (min)	15		

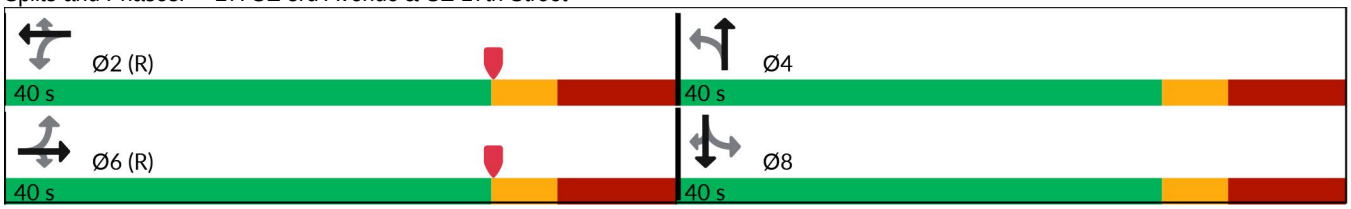
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	105	645	6	84	1006	155	8	73	233	154	380
Future Volume (vph)	105	645	6	84	1006	155	8	73	233	154	380
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases		6			2			4		8	
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	6	6	6	2	2	2	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	36.0	36.0	36.0	36.0	36.0	36.0	43.0	43.0	43.0	43.0	43.0
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 35 (44%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 27: SE 3rd Avenue & SE 17th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	112	686	6	89	1070	165	9	93	248	164	404
v/c Ratio	0.66	0.43	0.01	0.27	0.67	0.21	0.03	0.19	0.72	0.33	0.82
Control Delay (s/veh)	44.0	17.2	0.0	19.4	21.5	3.8	17.9	17.7	43.7	27.1	44.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.0	17.2	0.0	19.4	21.5	3.8	17.9	17.7	43.7	27.1	44.5
Queue Length 50th (ft)	43	120	0	27	216	0	3	30	208	128	308
Queue Length 95th (ft)	#146	192	0	72	#342	37	12	57	m213	m135	m309
Internal Link Dist (ft)		905			220			753		2382	
Turn Bay Length (ft)	125			50			60		150		
Base Capacity (vph)	170	1597	741	327	1597	780	435	659	464	668	629
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.43	0.01	0.27	0.67	0.21	0.02	0.14	0.53	0.25	0.64

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	645	6	84	1006	155	8	73	14	233	154	380
Future Volume (vph)	105	645	6	84	1006	155	8	73	14	233	154	380
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1749	3505	1497	1747	3505	1517	1748	1795		1747	1845	1545
Flt Permitted	0.20	1.00	1.00	0.39	1.00	1.00	0.65	1.00		0.70	1.00	1.00
Satd. Flow (perm)	373	3505	1497	719	3505	1517	1202	1795		1281	1845	1545
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	112	686	6	89	1070	165	9	78	15	248	164	404
RTOR Reduction (vph)	0	0	3	0	0	90	0	10	0	0	0	80
Lane Group Flow (vph)	112	686	3	89	1070	75	9	83	0	248	164	324
Confl. Peds. (#/hr)	11		5	5		11	4		5	5		4
Confl. Bikes (#/hr)			2			5						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	4	0	0	2	0	0	0	0	0	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases		6			2			4			8	
Permitted Phases	6		6	2		2	4			8		8
Actuated Green, G (s)	36.5	36.5	36.5	36.5	36.5	36.5	21.5	21.5		21.5	21.5	21.5
Effective Green, g (s)	36.5	36.5	36.5	36.5	36.5	36.5	21.5	21.5		21.5	21.5	21.5
Actuated g/C Ratio	0.46	0.46	0.46	0.46	0.46	0.46	0.27	0.27		0.27	0.27	0.27
Clearance Time (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	170	1599	683	328	1599	692	323	482		344	495	415
v/s Ratio Prot		0.20			c0.31			0.05			0.09	
v/s Ratio Perm	0.30		0.00	0.12		0.05	0.01			0.19		c0.21
v/c Ratio	0.66	0.43	0.00	0.27	0.67	0.11	0.03	0.17		0.72	0.33	0.78
Uniform Delay, d1	16.9	14.7	11.8	13.5	17.0	12.4	21.6	22.4		26.5	23.5	27.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.45	1.18	1.94
Incremental Delay, d2	18.3	0.8	0.0	2.0	2.2	0.3	0.0	0.1		3.3	0.1	4.7
Delay (s)	35.2	15.5	11.9	15.5	19.3	12.8	21.6	22.5		41.8	27.7	57.4
Level of Service	D	B	B	B	B	B	C	C		D	C	E
Approach Delay (s/veh)		18.3			18.2			22.4			46.7	
Approach LOS		B			B			C			D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	26.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	85.8%	ICU Level of Service	E
Analysis Period (min)	15		

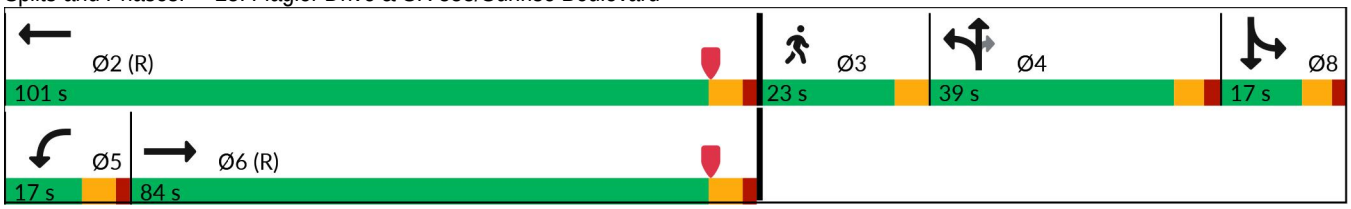
c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBT	NBR	SBT	Ø3
Lane Configurations							
Traffic Volume (vph)	1581	15	1295	179	91	133	
Future Volume (vph)	1581	15	1295	179	91	133	
Turn Type	NA	Prot	NA	NA	Perm	NA	
Protected Phases	6	5	2	4		8	3
Permitted Phases					4		
Detector Phase	6	5	2	4	4	8	
Switch Phase							
Minimum Initial (s)	15.0	5.0	15.0	6.0	6.0	6.0	7.0
Minimum Split (s)	30.5	11.5	37.5	48.0	48.0	24.0	23.0
Total Split (s)	84.0	17.0	101.0	39.0	39.0	17.0	23.0
Total Split (%)	46.7%	9.4%	56.1%	21.7%	21.7%	9.4%	13%
Yellow Time (s)	4.5	4.5	4.5	4.0	4.0	4.0	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.0	6.0	6.0	
Lead/Lag	Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?				Yes	Yes		Yes
Recall Mode	C-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 18 (10%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 28: Flagler Drive & SR 838/Sunrise Boulevard



Lane Group	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	1723	16	1367	279	95	265
v/c Ratio	0.77	0.28	0.55	0.85	0.25	0.67
Control Delay (s/veh)	21.8	96.1	32.4	87.0	5.5	69.8
Queue Delay	0.3	0.0	0.0	0.0	87.0	0.0
Total Delay (s/veh)	22.1	96.1	32.4	87.0	92.5	69.8
Queue Length 50th (ft)	164	19	386	280	0	281
Queue Length 95th (ft)	155	48	422	379	17	#509
Internal Link Dist (ft)	617		722	371		937
Turn Bay Length (ft)		425				
Base Capacity (vph)	2238	102	2631	355	399	393
Starvation Cap Reductn	106	0	0	0	0	0
Spillback Cap Reductn	111	0	34	0	327	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.16	0.53	0.79	1.32	0.67

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1581	73	15	1295	17	89	179	91	6	133	115
Future Volume (vph)	0	1581	73	15	1295	17	89	179	91	6	133	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5		6.5	6.5			6.0	6.0		6.0	
Lane Util. Factor		0.91		1.00	0.91			1.00	1.00		1.00	
Frpb, ped/bikes		1.00		1.00	1.00			1.00	0.98		0.99	
Flpb, ped/bikes		1.00		1.00	1.00			1.00	1.00		1.00	
Frt		0.99		1.00	1.00			1.00	0.85		0.94	
Flt Protected		1.00		0.95	1.00			0.98	1.00		1.00	
Satd. Flow (prot)		4984		1752	5011			1814	1533		1715	
Flt Permitted		1.00		0.95	1.00			0.98	1.00		1.00	
Satd. Flow (perm)		4984		1752	5011			1814	1533		1715	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	1647	76	16	1349	18	93	186	95	6	139	120
RTOR Reduction (vph)	0	3	0	0	1	0	0	0	78	0	14	0
Lane Group Flow (vph)	0	1720	0	16	1366	0	0	279	17	0	251	0
Confl. Peds. (#/hr)	7		1	1		7	4		6	6		4
Confl. Bikes (#/hr)			1			3			2			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	2	2	0	2	2	0	0	0	0	0	0
Turn Type		NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases		6		5	2		4	4		8	8	
Permitted Phases									4			
Actuated Green, G (s)		78.2		4.0	88.7			32.6	32.6		40.2	
Effective Green, g (s)		78.2		4.0	88.7			32.6	32.6		40.2	
Actuated g/C Ratio		0.43		0.02	0.49			0.18	0.18		0.22	
Clearance Time (s)		6.5		6.5	6.5			6.0	6.0		6.0	
Vehicle Extension (s)		3.0		1.5	3.0			2.0	2.0		2.0	
Lane Grp Cap (vph)		2165		38	2469			328	277		383	
v/s Ratio Prot		c0.35		0.01	c0.27			c0.15			c0.15	
v/s Ratio Perm									0.01			
v/c Ratio		0.79		0.42	0.55			0.85	0.06		0.66	
Uniform Delay, d1		44.0		86.9	31.8			71.3	61.0		63.6	
Progression Factor		0.49		1.00	1.00			0.90	1.26		1.00	
Incremental Delay, d2		1.8		2.7	0.9			17.8	0.0		3.1	
Delay (s)		23.1		89.6	32.7			82.3	76.7		66.7	
Level of Service		C		F	C			F	E		E	
Approach Delay (s/veh)		23.1			33.4			80.9			66.7	
Approach LOS		C			C			F			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	35.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	29.5
Intersection Capacity Utilization	80.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Intersection							
Int Delay, s/veh	3.6						
Movement	WBU	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	6	110	0	302	34	21	149
Future Vol, veh/h	6	110	0	302	34	21	149
Conflicting Peds, #/hr	0	0	0	0	18	18	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	0	-	-	0
Grade, %	-	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82	82
Heavy Vehicles, %	3	3	3	3	3	3	3
Mvmt Flow	7	134	0	368	41	26	182

Major/Minor	Minor1			Major1		Major2	
Conflicting Flow All	0	640	-	0	0	428	0
Stage 1	0	407	-	-	-	-	-
Stage 2	0	233	-	-	-	-	-
Critical Hdwy	-	6.43	-	-	-	3.7	-
Critical Hdwy Stg 1	-	5.43	-	-	-	-	-
Critical Hdwy Stg 2	-	5.43	-	-	-	-	-
Follow-up Hdwy	-	3.527	-	-	-	2.9	-
Pot Cap-1 Maneuver	0	438	0	-	-	945	-
Stage 1	0	670	0	-	-	-	-
Stage 2	0	803	0	-	-	-	-
Platoon blocked, %	-			-	-		-
Mov Cap-1 Maneuver	0	417	-	-	-	929	-
Mov Cap-2 Maneuver	0	417	-	-	-	-	-
Stage 1	0	658	-	-	-	-	-
Stage 2	0	779	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	17.66	0	1.11
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	417	222	-
HCM Lane V/C Ratio	-	-	0.321	0.028	-
HCM Control Delay (s/veh)	-	-	17.7	9	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.4	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	0	17	319	0	0	259
Future Vol, veh/h	0	17	319	0	0	259
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	18	347	0	0	282

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	628	347	0	-	-	-
Stage 1	347	-	-	-	-	-
Stage 2	282	-	-	-	-	-
Critical Hdwy	6.42	3.7	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	2	-	-	-	-
Pot Cap-1 Maneuver	447	1386	-	0	0	-
Stage 1	716	-	-	0	0	-
Stage 2	766	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	447	1386	-	-	-	-
Mov Cap-2 Maneuver	447	-	-	-	-	-
Stage 1	716	-	-	-	-	-
Stage 2	766	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s/v	7.63	0	0
HCM LOS	A		

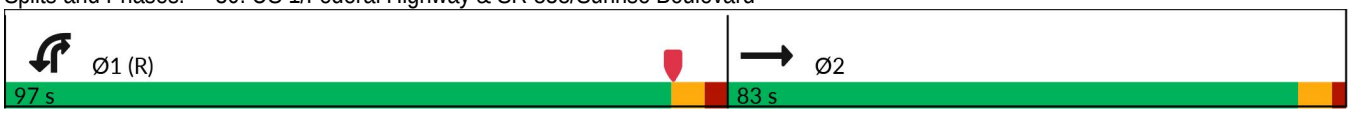
Minor Lane/Major Mvmt	NET	NWLn1	SWT
Capacity (veh/h)	-	1386	-
HCM Lane V/C Ratio	-	0.013	-
HCM Control Delay (s/veh)	-	7.6	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0	-

Lane Group	EBT	WBL	NBR
Lane Configurations			
Traffic Volume (vph)	1337	1647	1457
Future Volume (vph)	1337	1647	1457
Turn Type	NA	Prot	Over
Protected Phases	2	1	1
Permitted Phases			
Detector Phase	2	1	1
Switch Phase			
Minimum Initial (s)	10.0	10.0	10.0
Minimum Split (s)	49.5	21.5	21.5
Total Split (s)	83.0	97.0	97.0
Total Split (%)	46.1%	53.9%	53.9%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.5	7.5	7.5
Lead/Lag	Lag	Lead	Lead
Lead-Lag Optimize?			
Recall Mode	None	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 36 (20%), Referenced to phase 1:WBL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 30: US 1/Federal Highway & SR 838/Sunrise Boulevard



Lane Group	EBT	WBL	NBR
Lane Group Flow (vph)	1738	1698	1502
v/c Ratio	0.79	0.72	0.88
Control Delay (s/veh)	83.5	39.5	49.3
Queue Delay	8.4	0.0	0.0
Total Delay (s/veh)	91.9	39.5	49.3
Queue Length 50th (ft)	789	551	682
Queue Length 95th (ft)	836	586	746
Internal Link Dist (ft)	722		
Turn Bay Length (ft)		400	
Base Capacity (vph)	2205	2481	1794
Starvation Cap Reductn	446	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.99	0.68	0.84

Intersection Summary

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1337	349	1647	0	0	1457
Future Volume (vph)	1337	349	1647	0	0	1457
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5		7.5			7.5
Lane Util. Factor	0.91		0.94			0.76
Frpb, ped/bikes	1.00		1.00			1.00
Flpb, ped/bikes	1.00		1.00			1.00
Frt	0.97		1.00			0.85
Flt Protected	1.00		0.95			1.00
Satd. Flow (prot)	4910		4990			3610
Flt Permitted	1.00		0.95			1.00
Satd. Flow (perm)	4910		4990			3610
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	1378	360	1698	0	0	1502
RTOR Reduction (vph)	6	0	0	0	0	0
Lane Group Flow (vph)	1732	0	1698	0	0	1502
Confl. Peds. (#/hr)		3	3			1
Confl. Bikes (#/hr)		3				
Turn Type	NA		Prot			Over
Protected Phases	2		1			1
Permitted Phases						
Actuated Green, G (s)	80.7		85.3			85.3
Effective Green, g (s)	80.7		85.3			85.3
Actuated g/C Ratio	0.45		0.47			0.47
Clearance Time (s)	6.5		7.5			7.5
Vehicle Extension (s)	8.0		2.0			2.0
Lane Grp Cap (vph)	2201		2364			1710
v/s Ratio Prot	c0.35		0.34			c0.42
v/s Ratio Perm						
v/c Ratio	0.79		0.72			0.88
Uniform Delay, d1	42.3		37.8			42.7
Progression Factor	1.90		1.00			1.00
Incremental Delay, d2	1.8		1.9			6.8
Delay (s)	82.1		39.7			49.4
Level of Service	F		D			D
Approach Delay (s/veh)	82.1			39.7	49.4	
Approach LOS	F			D	D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	57.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	90.6%	ICU Level of Service	E
Analysis Period (min)	15		

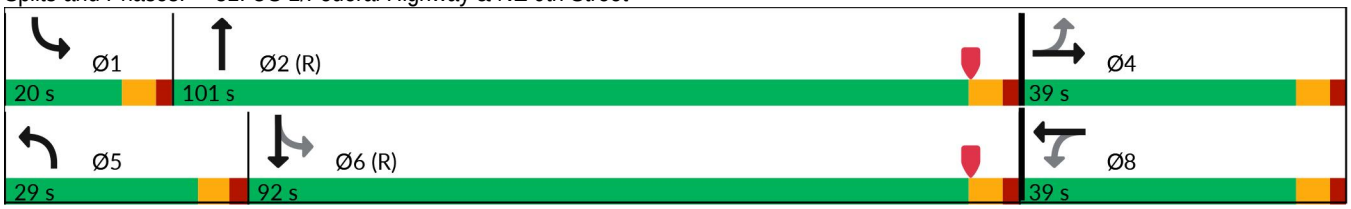
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	34	28	60	45	116	1331	108	1794
Future Volume (vph)	34	28	60	45	116	1331	108	1794
Turn Type	Perm	NA	Perm	NA	Prot	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8				6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	5.0	12.0	5.0	12.0
Minimum Split (s)	38.0	38.0	36.0	36.0	11.0	26.0	11.0	26.0
Total Split (s)	39.0	39.0	39.0	39.0	29.0	101.0	20.0	92.0
Total Split (%)	24.4%	24.4%	24.4%	24.4%	18.1%	63.1%	12.5%	57.5%
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 Optimize?								
Recall Mode	None	None	None	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 75 (47%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 31: US 1/Federal Highway & NE 9th Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	35	62	62	68	120	1467	111	1903
v/c Ratio	0.36	0.40	0.63	0.48	0.74	0.38	0.39	0.53
Control Delay (s/veh)	78.8	44.4	98.1	66.0	95.7	6.3	7.8	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay (s/veh)	78.8	44.4	98.1	66.0	95.7	6.3	7.8	11.9
Queue Length 50th (ft)	36	30	64	55	124	154	15	303
Queue Length 95th (ft)	73	79	115	106	191	218	32	436
Internal Link Dist (ft)		691		689		564		822
Turn Bay Length (ft)	160		75		375		300	
Base Capacity (vph)	269	372	271	370	251	3848	375	3594
Starvation Cap Reductn	0	0	0	0	0	0	0	792
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.17	0.23	0.18	0.48	0.38	0.30	0.68

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	28	32	60	45	21	116	1331	92	108	1794	52
Future Volume (veh/h)	34	28	32	60	45	21	116	1331	92	108	1794	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		1.00	0.99		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.99
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	35	29	0	62	46	8	120	1372	85	111	1849	50
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	129	170	0	150	141	24	140	3707	230	359	3615	98
Arrive On Green	0.09	0.09	0.00	0.09	0.09	0.09	0.11	1.00	1.00	0.04	0.95	0.95
Sat Flow, veh/h	1326	1856	0	1354	1536	267	1767	4847	300	1767	5045	136
Grp Volume(v), veh/h	35	29	0	62	0	54	120	956	501	111	1237	662
Grp Sat Flow(s),veh/h/ln	1326	1856	0	1354	0	1803	1767	1689	1771	1767	1689	1805
Q Serve(g_s), s	4.1	2.3	0.0	7.1	0.0	4.5	10.7	0.0	0.0	2.7	5.4	5.4
Cycle Q Clear(g_c), s	8.5	2.3	0.0	9.4	0.0	4.5	10.7	0.0	0.0	2.7	5.4	5.4
Prop In Lane	1.00		0.00	1.00		0.15	1.00		0.17	1.00		0.08
Lane Grp Cap(c), veh/h	129	170	0	150	0	165	140	2583	1354	359	2420	1293
V/C Ratio(X)	0.27	0.17	0.00	0.41	0.00	0.33	0.86	0.37	0.37	0.31	0.51	0.51
Avail Cap(c_a), veh/h	281	383	0	305	0	372	254	2583	1354	459	2420	1293
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.63	0.63	0.63
Uniform Delay (d), s/veh	72.0	67.1	0.0	71.4	0.0	68.0	70.7	0.0	0.0	5.4	1.2	1.2
Incr Delay (d2), s/veh	0.4	0.2	0.0	0.7	0.0	0.4	5.6	0.4	0.8	0.1	0.5	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.1	0.0	2.5	0.0	2.1	5.0	0.1	0.3	1.0	1.2	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.5	67.2	0.0	72.1	0.0	68.5	76.3	0.4	0.8	5.5	1.7	2.1
LnGrp LOS	E	E		E		E	E	A	A	A	A	A
Approach Vol, veh/h		64			116			1577			2010	
Approach Delay, s/veh		70.1			70.4			6.3			2.0	
Approach LOS		E			E			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.0	128.4		20.7	18.7	120.6		20.7				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	14.0	95.0		33.0	23.0	86.0		33.0				
Max Q Clear Time (g_c+I1), s	4.7	2.0		10.5	12.7	7.4		11.4				
Green Ext Time (p_c), s	0.1	16.3		0.1	0.1	27.1		0.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	7.1
HCM 7th LOS	A

Network Totals

Number of Intersections	32
Control Delay / Veh (s/v)	47
Queue Delay / Veh (s/v)	1
Total Delay / Veh (s/v)	49
Total Delay (hr)	1485
Stops / Veh	0.66
Stops (#)	72606
Average Speed (mph)	9
Total Travel Time (hr)	2115
Distance Traveled (mi)	18873
Fuel Consumed (gal)	2267
Fuel Economy (mpg)	8.3
CO Emissions (kg)	158.46
NOx Emissions (kg)	30.83
VOC Emissions (kg)	36.72
Unserved Vehicles (#)	1971
Vehicles in dilemma zone (#)	0
Performance Index	1687.1

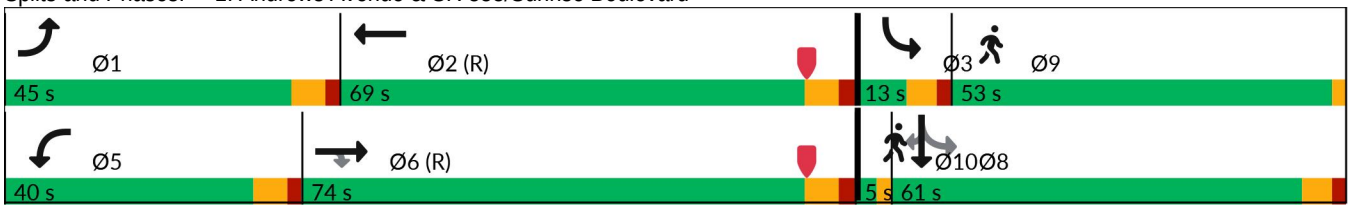
Scenario 1

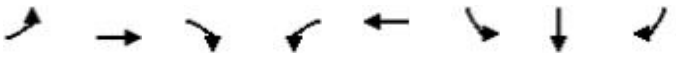
Lane Group	EBL	EBT	EBR	WBL	WBT	SBL	SBT	SBR	Ø9	Ø10
Lane Configurations										
Traffic Volume (vph)	440	1777	524	331	1613	148	1050	165		
Future Volume (vph)	440	1777	524	331	1613	148	1050	165		
Turn Type	Prot	NA	Perm	Prot	NA	pm+pt	NA	Perm		
Protected Phases	1	6		5	2	3	8		9	10
Permitted Phases			6			8		8		
Detector Phase	1	6	6	5	2	3	8	8		
Switch Phase										
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	4.0	6.0	6.0	1.0	1.0
Minimum Split (s)	11.5	36.5	36.5	11.5	37.5	10.0	46.0	46.0	5.0	5.0
Total Split (s)	45.0	74.0	74.0	40.0	69.0	13.0	61.0	61.0	53.0	5.0
Total Split (%)	25.0%	41.1%	41.1%	22.2%	38.3%	7.2%	33.9%	33.9%	29%	3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.0	6.0	6.0		
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead			Lag	
Lead-Lag Optimize?						Yes				
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 1: Andrews Avenue & SR 838/Sunrise Boulevard





Lane Group	EBL	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	458	1851	546	345	1954	154	1094	172
v/c Ratio	1.21	0.97	0.84	1.05	1.13	0.26	0.94	0.31
Control Delay (s/veh)	173.8	69.6	54.2	119.1	127.8	45.3	74.2	23.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	173.8	69.6	54.2	119.1	127.8	45.3	74.2	23.9
Queue Length 50th (ft)	~657	788	496	~448	~941	134	659	73
Queue Length 95th (ft)	#892	#893	677	m#513	m#921	200	#852	148
Internal Link Dist (ft)		645			1177		524	
Turn Bay Length (ft)	475		130	205				225
Base Capacity (vph)	378	1906	647	329	1732	590	1159	560
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.21	0.97	0.84	1.05	1.13	0.26	0.94	0.31

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	440	1777	524	331	1613	263	0	0	0	148	1050	165
Future Volume (vph)	440	1777	524	331	1613	263	0	0	0	148	1050	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5					6.0	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91					1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	0.99					1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00					1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98					1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00					0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1551	1770	4953					1770	3539	1533
Flt Permitted	0.95	1.00	1.00	0.95	1.00					0.95	1.00	1.00
Satd. Flow (perm)	1770	5085	1551	1770	4953					1770	3539	1533
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	458	1851	546	345	1680	274	0	0	0	154	1094	172
RTOR Reduction (vph)	0	0	67	0	13	0	0	0	0	0	0	58
Lane Group Flow (vph)	458	1851	479	345	1941	0	0	0	0	154	1094	114
Confl. Peds. (#/hr)	4		4	4		4	13		5	5		13
Confl. Bikes (#/hr)			2			4			1			4
Turn Type	Prot	NA	Perm	Prot	NA					pm+pt	NA	Perm
Protected Phases	1	6		5	2					3	8	
Permitted Phases			6							8		8
Actuated Green, G (s)	38.5	65.9	65.9	33.5	60.9					61.6	59.0	59.0
Effective Green, g (s)	38.5	65.9	65.9	33.5	60.9					61.6	59.0	59.0
Actuated g/C Ratio	0.21	0.37	0.37	0.19	0.34					0.34	0.33	0.33
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5					6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0					1.5	2.0	2.0
Lane Grp Cap (vph)	378	1861	567	329	1675					605	1160	502
v/s Ratio Prot	c0.26	c0.36		0.19	c0.39					c0.09	c0.31	
v/s Ratio Perm			0.31									0.07
v/c Ratio	1.21	0.99	0.84	1.05	1.16					0.25	0.94	0.23
Uniform Delay, d1	70.8	56.9	52.3	73.3	59.6					42.7	58.9	43.9
Progression Factor	1.00	1.00	1.00	0.99	1.29					1.00	1.00	1.00
Incremental Delay, d2	117.4	19.6	14.3	52.2	76.1					0.1	14.6	0.1
Delay (s)	188.1	76.5	66.7	124.6	153.2					42.7	73.5	44.0
Level of Service	F	E	E	F	F					D	E	D
Approach Delay (s/veh)		92.5			148.9			0.0			66.6	
Approach LOS		F			F			A			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	106.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	107.8%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	20	43	20	0	0	0	0	1	1725	81
Future Vol, veh/h	0	0	20	43	20	0	0	0	0	1	1725	81
Conflicting Peds, #/hr	3	0	2	2	0	3	10	0	4	4	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	22	47	22	0	0	0	0	1	1896	89

Major/Minor	Minor2			Minor1				Major2		
Conflicting Flow All	-	1912	960	766	2001	-		4	0	0
Stage 1	-	1908	-	4	4	-		-	-	-
Stage 2	-	4	-	762	1997	-		-	-	-
Critical Hdwy	-	3.1	3.7	3.7	3.1	-		3.7	-	-
Critical Hdwy Stg 1	-	3.1	-	3.7	3.1	-		-	-	-
Critical Hdwy Stg 2	-	3.1	-	3.7	3.1	-		-	-	-
Follow-up Hdwy	-	3	2	2.9	3	-		2.9	-	-
Pot Cap-1 Maneuver	0	463	866	757	440	0		1238	-	-
Stage 1	0	464	-	1238	1198	0		-	-	-
Stage 2	0	1198	-	759	441	0		-	-	-
Platoon blocked, %									-	-
Mov Cap-1 Maneuver	-	456	858	734	434	-		1234	-	-
Mov Cap-2 Maneuver	-	456	-	734	434	-		-	-	-
Stage 1	-	459	-	1234	1193	-		-	-	-
Stage 2	-	1193	-	738	437	-		-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	9.31	11.76	0.02
HCM LOS	A	B	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	858	602	3	-	-
HCM Lane V/C Ratio	0.026	0.115	0.001	-	-
HCM Control Delay (s/veh)	9.3	11.8	7.9	0	-
HCM Lane LOS	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	0.4	0	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	154	0	0	0	54	1794
Future Vol, veh/h	154	0	0	0	54	1794
Conflicting Peds, #/hr	1	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	171	0	0	0	60	1993

Major/Minor	Minor1		Major2	
Conflicting Flow All	923	-	5	0
Stage 1	5	-	-	-
Stage 2	918	-	-	-
Critical Hdwy	3.7	-	3.7	-
Critical Hdwy Stg 1	3.7	-	-	-
Critical Hdwy Stg 2	3.7	-	-	-
Follow-up Hdwy	2.9	-	2.9	-
Pot Cap-1 Maneuver	681	0	1238	-
Stage 1	1238	0	-	-
Stage 2	684	0	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	626	-	1232	-
Mov Cap-2 Maneuver	626	-	-	-
Stage 1	1232	-	-	-
Stage 2	631	-	-	-

Approach	WB	SB
HCM Control Delay, s/v	12.9	0.79
HCM LOS	B	

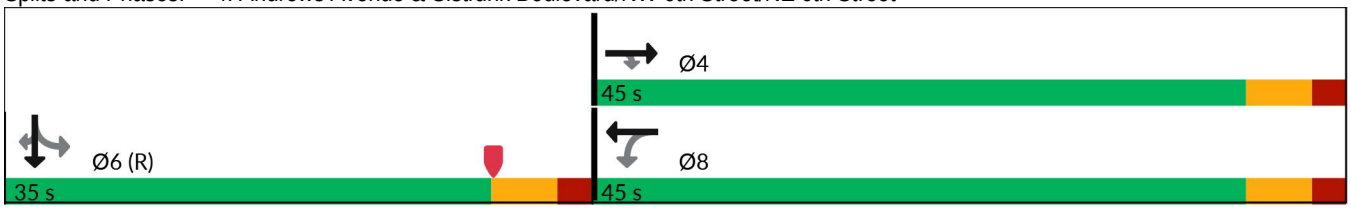
Minor Lane/Major Mvmt	WBLn1	SBL	SBT
Capacity (veh/h)	626	158	-
HCM Lane V/C Ratio	0.273	0.049	-
HCM Control Delay (s/veh)	12.9	8.1	0.6
HCM Lane LOS	B	A	A
HCM 95th %tile Q(veh)	1.1	0.2	-

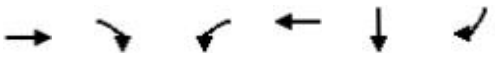
Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	360	217	105	823	1447	249
Future Volume (vph)	360	217	105	823	1447	249
Turn Type	NA	Perm	Perm	NA	NA	Perm
Protected Phases	4			8	6	
Permitted Phases		4	8			6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	28.0	28.0	28.0	28.0	29.0	29.0
Total Split (s)	45.0	45.0	45.0	45.0	35.0	35.0
Total Split (%)	56.3%	56.3%	56.3%	56.3%	43.8%	43.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 78 (98%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 4: Andrews Avenue & Sistrunk Boulevard/NW 6th Street/NE 6th Street





Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	391	236	114	895	1763	271
v/c Ratio	0.43	0.31	0.28	1.00	0.97	0.44
Control Delay (s/veh)	15.3	11.4	14.5	51.5	41.9	15.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.3	11.4	14.5	51.5	41.9	15.4
Queue Length 50th (ft)	121	54	32	423	312	65
Queue Length 95th (ft)	190	101	68	#690	#424	131
Internal Link Dist (ft)	294			911	516	
Turn Bay Length (ft)			130			150
Base Capacity (vph)	899	771	410	899	1812	612
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.31	0.28	1.00	0.97	0.44

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	360	217	105	823	0	0	0	0	175	1447	249
Future Volume (vph)	0	360	217	105	823	0	0	0	0	175	1447	249
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		1.00	1.00	1.00	1.00						0.91	1.00
Frpb, ped/bikes		1.00	0.98	1.00	1.00						1.00	0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.99	1.00
Satd. Flow (prot)		1845	1539	1748	1845						5000	1534
Flt Permitted		1.00	1.00	0.46	1.00						0.99	1.00
Satd. Flow (perm)		1845	1539	842	1845						5000	1534
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	391	236	114	895	0	0	0	0	190	1573	271
RTOR Reduction (vph)	0	0	21	0	0	0	0	0	0	0	0	57
Lane Group Flow (vph)	0	391	215	114	895	0	0	0	0	0	1763	214
Confl. Peds. (#/hr)	12		5	5		12	9		10	10		9
Confl. Bikes (#/hr)			2			2			3			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4	8						6		6
Actuated Green, G (s)		39.0	39.0	39.0	39.0						29.0	29.0
Effective Green, g (s)		39.0	39.0	39.0	39.0						29.0	29.0
Actuated g/C Ratio		0.49	0.49	0.49	0.49						0.36	0.36
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0	2.0						3.0	3.0
Lane Grp Cap (vph)		899	750	410	899						1812	556
v/s Ratio Prot		0.21			c0.49							
v/s Ratio Perm			0.14	0.14							0.35	0.14
v/c Ratio		0.43	0.29	0.28	1.00						0.97	0.39
Uniform Delay, d1		13.3	12.2	12.2	20.4						25.1	18.9
Progression Factor		1.00	1.00	1.00	1.00						1.00	1.00
Incremental Delay, d2		0.1	0.1	0.1	28.7						15.6	2.0
Delay (s)		13.5	12.3	12.3	49.1						40.8	20.9
Level of Service		B	B	B	D						D	C
Approach Delay (s/veh)		13.0			44.9			0.0			38.1	
Approach LOS		B			D			A			D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	35.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	104.6%	ICU Level of Service	G
Analysis Period (min)	15		

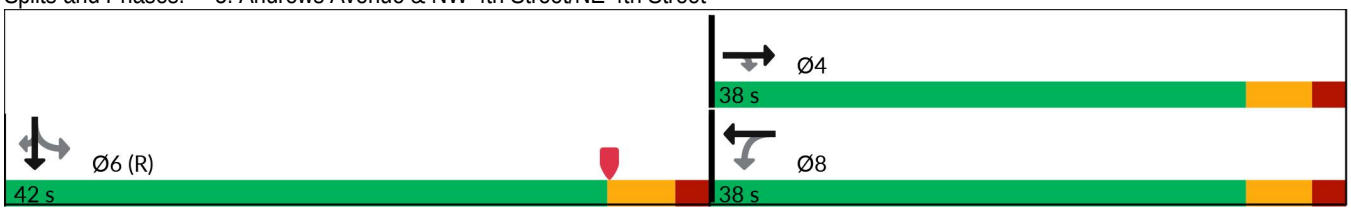
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	215	134	127	471	1516	141
Future Volume (vph)	215	134	127	471	1516	141
Turn Type	NA	Perm	Perm	NA	NA	Perm
Protected Phases	4			8	6	
Permitted Phases		4	8			6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	38.0	38.0	38.0	38.0	42.0	42.0
Total Split (%)	47.5%	47.5%	47.5%	47.5%	52.5%	52.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 29 (36%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 5: Andrews Avenue & NW 4th Street/NE 4th Street



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	242	151	143	529	1816	158
v/c Ratio	0.38	0.28	0.40	0.93	0.85	0.22
Control Delay (s/veh)	19.7	13.2	21.5	50.0	8.6	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.7	13.2	21.5	50.0	8.6	0.6
Queue Length 50th (ft)	83	35	49	239	67	0
Queue Length 95th (ft)	138	75	96	#421	m72	m0
Internal Link Dist (ft)	119			908	1290	
Turn Bay Length (ft)		100	50			150
Base Capacity (vph)	664	576	378	597	2126	709
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.26	0.38	0.89	0.85	0.22

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	215	134	127	471	0	0	0	0	101	1516	141
Future Volume (vph)	0	215	134	127	471	0	0	0	0	101	1516	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		1.00	1.00	1.00	1.00						0.91	1.00
Frpb, ped/bikes		1.00	0.98	1.00	1.00						1.00	0.96
Flpb, ped/bikes		1.00	1.00	0.99	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						1.00	1.00
Satd. Flow (prot)		1660	1380	1568	1494						4514	1354
Flt Permitted		1.00	1.00	0.57	1.00						1.00	1.00
Satd. Flow (perm)		1660	1380	947	1494						4514	1354
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	242	151	143	529	0	0	0	0	113	1703	158
RTOR Reduction (vph)	0	0	25	0	0	0	0	0	0	0	0	72
Lane Group Flow (vph)	0	242	126	143	529	0	0	0	0	0	1816	86
Confl. Peds. (#/hr)	9		7	7		9	10		8	8		10
Confl. Bikes (#/hr)			2			1			1			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)					0	0						
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4	8						6		6
Actuated Green, G (s)		30.3	30.3	30.3	30.3						37.7	37.7
Effective Green, g (s)		30.3	30.3	30.3	30.3						37.7	37.7
Actuated g/C Ratio		0.38	0.38	0.38	0.38						0.47	0.47
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0	2.0						3.0	3.0
Lane Grp Cap (vph)		628	522	358	565						2127	638
v/s Ratio Prot		0.15			c0.35							
v/s Ratio Perm			0.09	0.15							0.40	0.06
v/c Ratio		0.39	0.24	0.40	0.94						0.85	0.13
Uniform Delay, d1		18.1	17.0	18.2	23.9						18.7	11.9
Progression Factor		1.00	1.00	1.00	1.00						0.27	0.07
Incremental Delay, d2		0.1	0.1	0.3	22.8						2.5	0.2
Delay (s)		18.2	17.1	18.5	46.7						7.6	1.0
Level of Service		B	B	B	D						A	A
Approach Delay (s/veh)		17.8			40.7			0.0			7.0	
Approach LOS		B			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	15.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	112.9%	ICU Level of Service	H
Analysis Period (min)	15		

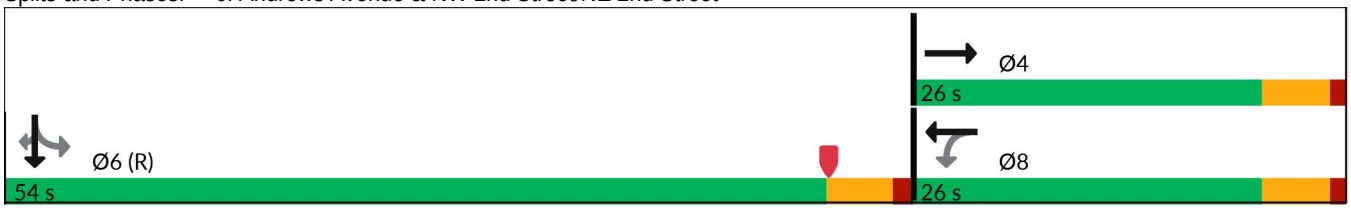
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	68	137	57	1755	49
Future Volume (vph)	68	137	57	1755	49
Turn Type	NA	Perm	NA	NA	Perm
Protected Phases	4		8	6	
Permitted Phases		8			6
Detector Phase	4	8	8	6	6
Switch Phase					
Minimum Initial (s)	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0
Total Split (s)	26.0	26.0	26.0	54.0	54.0
Total Split (%)	32.5%	32.5%	32.5%	67.5%	67.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 52 (65%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 6: Andrews Avenue & NW 2nd Street/NE 2nd Street



Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	94	156	65	1997	56
v/c Ratio	0.30	0.73	0.21	0.64	0.06
Control Delay (s/veh)	25.5	49.4	27.0	3.1	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.5	49.4	27.0	3.1	0.2
Queue Length 50th (ft)	36	74	28	42	0
Queue Length 95th (ft)	68	123	55	60	m0
Internal Link Dist (ft)	113		909	605	
Turn Bay Length (ft)		50			150
Base Capacity (vph)	432	301	435	3122	929
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.22	0.52	0.15	0.64	0.06

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	68	15	137	57	0	0	0	0	3	1755	49
Future Volume (vph)	0	68	15	137	57	0	0	0	0	3	1755	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						5.0	5.0
Lane Util. Factor		1.00		1.00	1.00						0.91	1.00
Frpb, ped/bikes		1.00		1.00	1.00						1.00	0.94
Flpb, ped/bikes		1.00		0.99	1.00						1.00	1.00
Frt		0.98		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		1614		1568	1660						4532	1323
Flt Permitted		1.00		0.70	1.00						1.00	1.00
Satd. Flow (perm)		1614		1149	1660						4532	1323
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	77	17	156	65	0	0	0	0	3	1994	56
RTOR Reduction (vph)	0	9	0	0	0	0	0	0	0	0	0	17
Lane Group Flow (vph)	0	85	0	156	65	0	0	0	0	0	1997	39
Confl. Peds. (#/hr)	4		5	5		4	19		12	12		19
Confl. Bikes (#/hr)			1						4			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)		14.9		14.9	14.9						55.1	55.1
Effective Green, g (s)		14.9		14.9	14.9						55.1	55.1
Actuated g/C Ratio		0.19		0.19	0.19						0.69	0.69
Clearance Time (s)		5.0		5.0	5.0						5.0	5.0
Vehicle Extension (s)		2.0		2.0	2.0						3.0	3.0
Lane Grp Cap (vph)		300		214	309						3121	911
v/s Ratio Prot		0.05			0.04							
v/s Ratio Perm				c0.14							0.44	0.03
v/c Ratio		0.28		0.73	0.21						0.64	0.04
Uniform Delay, d1		28.0		30.6	27.6						6.9	4.0
Progression Factor		1.00		1.00	1.00						0.31	0.06
Incremental Delay, d2		0.2		10.0	0.1						0.6	0.1
Delay (s)		28.2		40.7	27.7						2.8	0.3
Level of Service		C		D	C						A	A
Approach Delay (s/veh)		28.2			36.9			0.0			2.8	
Approach LOS		C			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	6.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	92.1%	ICU Level of Service	F
Analysis Period (min)	15		

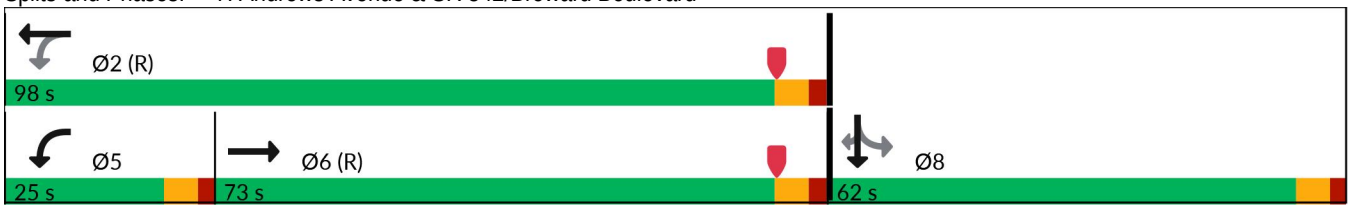
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	1419	240	1595	1268	379
Future Volume (vph)	1419	240	1595	1268	379
Turn Type	NA	pm+pt	NA	NA	Perm
Protected Phases	6	5	2	8	
Permitted Phases		2			8
Detector Phase	6	5	2	8	8
Switch Phase					
Minimum Initial (s)	15.0	5.0	15.0	6.0	6.0
Minimum Split (s)	31.0	11.0	29.0	39.0	39.0
Total Split (s)	73.0	25.0	98.0	62.0	62.0
Total Split (%)	45.6%	15.6%	61.3%	38.8%	38.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	C-Max	None	C-Max	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 125 (78%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 7: Andrews Avenue & SR 842/Broward Boulevard



Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	1932	245	1628	1633	387
v/c Ratio	1.07	1.07	0.62	1.06	0.77
Control Delay (s/veh)	84.5	78.5	37.7	95.4	57.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	84.5	78.5	37.7	95.4	57.5
Queue Length 50th (ft)	~807	~239	578	~679	334
Queue Length 95th (ft)	#900	m169	m448	#769	307
Internal Link Dist (ft)	126		909	606	
Turn Bay Length (ft)					150
Base Capacity (vph)	1813	228	2605	1542	502
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.07	1.07	0.62	1.06	0.77

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

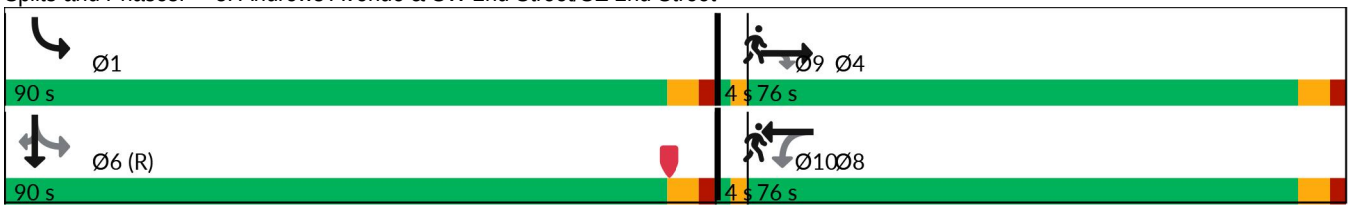
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1419	474	240	1595	0	0	0	0	332	1268	379
Future Volume (veh/h)	0	1419	474	240	1595	0	0	0	0	332	1268	379
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00				1.00		0.93
Parking Bus, Adj	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	
Adj Sat Flow, veh/h/ln	0	1670	1670	1670	1670	1670				1670	1670	1670
Adj Flow Rate, veh/h	0	1448	450	245	1628	0				339	1294	325
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	3	3	3	3	3				3	3	3
Cap, veh/h	0	1434	441	234	2621	0				338	1293	463
Arrive On Green	0.00	0.56	0.56	0.16	0.76	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3574	1052	1590	4709	0				965	3696	1323
Grp Volume(v), veh/h	0	1284	614	245	1628	0				569	1064	325
Grp Sat Flow(s),veh/h/ln	0	1520	1437	1590	1520	0				1622	1520	1323
Q Serve(g_s), s	0.0	67.0	67.0	19.0	25.6	0.0				56.0	56.0	33.9
Cycle Q Clear(g_c), s	0.0	67.0	67.0	19.0	25.6	0.0				56.0	56.0	33.9
Prop In Lane	0.00		0.73	1.00		0.00				0.60		1.00
Lane Grp Cap(c), veh/h	0	1273	602	234	2621	0				568	1064	463
V/C Ratio(X)	0.00	1.01	1.02	1.05	0.62	0.00				1.00	1.00	0.70
Avail Cap(c_a), veh/h	0	1273	602	234	2621	0				568	1064	463
HCM Platoon Ratio	1.00	1.33	1.33	1.33	1.33	1.33				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.09	0.09	0.00				0.72	0.72	0.72
Uniform Delay (d), s/veh	0.0	35.4	35.4	51.7	11.0	0.0				52.0	52.0	44.8
Incr Delay (d2), s/veh	0.0	27.3	42.2	31.7	0.1	0.0				32.8	23.4	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
%ile BackOfQ(50%),veh/ln	0.0	27.6	28.6	6.8	6.8	0.0				27.9	24.7	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	62.8	77.6	83.4	11.1	0.0				84.8	75.4	47.7
LnGrp LOS		F	F	F	B					F	E	D
Approach Vol, veh/h		1898			1873						1958	
Approach Delay, s/veh		67.6			20.6						73.5	
Approach LOS		E			C						E	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		98.0			25.0	73.0		62.0				
Change Period (Y+Rc), s		6.0			6.0	6.0		6.0				
Max Green Setting (Gmax), s		92.0			19.0	67.0		56.0				
Max Q Clear Time (g_c+I1), s		27.6			21.0	69.0		58.0				
Green Ext Time (p_c), s		20.7			0.0	0.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			54.2									
HCM 7th LOS			D									

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR	Ø1	Ø9	Ø10
Lane Configurations									
Traffic Volume (vph)	95	224	270	230	1573	225			
Future Volume (vph)	95	224	270	230	1573	225			
Turn Type	NA	Perm	Perm	NA	NA	Perm			
Protected Phases	4			8	6		1	9	10
Permitted Phases		4	8			6			
Detector Phase	4	4	8	8	6	6			
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	7.0	7.0	4.0	1.0	1.0
Minimum Split (s)	33.0	33.0	33.0	33.0	26.0	26.0	10.0	4.0	4.0
Total Split (s)	76.0	76.0	76.0	76.0	90.0	90.0	90.0	4.0	4.0
Total Split (%)	44.7%	44.7%	44.7%	44.7%	52.9%	52.9%	53%	2%	2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0			
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	None	None	None

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 128 (75%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 8: Andrews Avenue & SW 2nd Street/SE 2nd Street



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	103	243	293	250	1908	245
v/c Ratio	0.19	0.58	0.90	0.47	0.71	0.31
Control Delay (s/veh)	40.0	45.2	84.7	47.4	28.6	12.6
Queue Delay	0.0	4.0	59.1	0.0	3.6	0.0
Total Delay (s/veh)	40.0	49.2	143.7	47.4	32.1	12.6
Queue Length 50th (ft)	83	195	312	222	543	74
Queue Length 95th (ft)	118	257	401	272	732	160
Internal Link Dist (ft)	237			243	539	
Turn Bay Length (ft)						150
Base Capacity (vph)	690	526	416	690	2687	802
Starvation Cap Reductn	0	0	0	0	671	0
Spillback Cap Reductn	0	203	164	0	563	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.75	1.16	0.36	0.95	0.31

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	95	224	270	230	0	0	0	0	182	1573	225
Future Volume (vph)	0	95	224	270	230	0	0	0	0	182	1573	225
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		1.00	1.00	1.00	1.00						0.91	1.00
Frpb, ped/bikes		1.00	0.86	1.00	1.00						1.00	0.90
Flpb, ped/bikes		1.00	1.00	0.89	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.99	1.00
Satd. Flow (prot)		1676	1231	1421	1676						4553	1288
Flt Permitted		1.00	1.00	0.68	1.00						0.99	1.00
Satd. Flow (perm)		1676	1231	1014	1676						4553	1288
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	103	243	293	250	0	0	0	0	198	1710	245
RTOR Reduction (vph)	0	0	23	0	0	0	0	0	0	0	0	42
Lane Group Flow (vph)	0	103	220	293	250	0	0	0	0	0	1908	203
Confl. Peds. (#/hr)	61		67	67		61	18		44	44		18
Confl. Bikes (#/hr)						1			3			2
Turn Type		NA	Perm	Perm	NA					pm+pt	NA	Perm
Protected Phases		4			8					1	6	
Permitted Phases			4	8						6		6
Actuated Green, G (s)		54.5	54.5	54.5	54.5						99.9	99.9
Effective Green, g (s)		54.5	54.5	54.5	54.5						99.9	99.9
Actuated g/C Ratio		0.32	0.32	0.32	0.32						0.59	0.59
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0	2.0						0.2	0.2
Lane Grp Cap (vph)		537	394	325	537						2675	756
v/s Ratio Prot		0.06			0.15						c0.42	
v/s Ratio Perm			0.18	c0.29								0.16
v/c Ratio		0.19	0.56	0.90	0.47						0.71	0.27
Uniform Delay, d1		41.8	47.8	55.2	46.1						24.9	17.2
Progression Factor		1.00	1.00	1.00	1.00						1.00	1.00
Incremental Delay, d2		0.1	1.0	26.1	0.2						0.8	0.9
Delay (s)		41.9	48.8	81.3	46.4						25.6	18.0
Level of Service		D	D	F	D						C	B
Approach Delay (s/veh)		46.7			65.2			0.0			24.8	
Approach LOS		D			E			A			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	34.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	91.7%	ICU Level of Service	F
Analysis Period (min)	15		

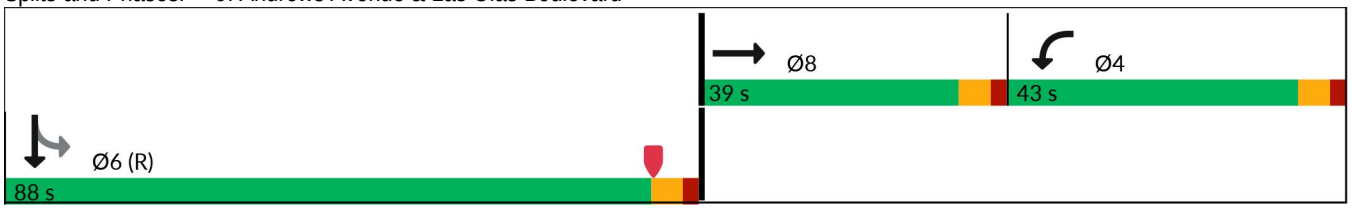
c Critical Lane Group

Lane Group	EBT	WBL	SBT
Lane Configurations			
Traffic Volume (vph)	6	657	1722
Future Volume (vph)	6	657	1722
Turn Type	NA	Prot	NA
Protected Phases	8	4	6
Permitted Phases			
Detector Phase	8	4	6
Switch Phase			
Minimum Initial (s)	6.0	5.0	7.0
Minimum Split (s)	39.0	34.0	39.0
Total Split (s)	39.0	43.0	88.0
Total Split (%)	22.9%	25.3%	51.8%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?			
Recall Mode	None	None	C-Max

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 117 (69%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 9: Andrews Avenue & Las Olas Boulevard



Lane Group	EBT	WBL	SBT
Lane Group Flow (vph)	320	755	2372
v/c Ratio	1.34dr	1.05	1.10
Control Delay (s/veh)	75.3	108.9	85.7
Queue Delay	0.0	0.0	0.1
Total Delay (s/veh)	75.3	108.9	85.7
Queue Length 50th (ft)	173	~501	~1104
Queue Length 95th (ft)	223	#600	#1096
Internal Link Dist (ft)	104		322
Turn Bay Length (ft)			
Base Capacity (vph)	474	716	2151
Starvation Cap Reductn	0	0	72
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.68	1.05	1.14

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.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	6	272	657	0	0	0	0	0	342	1722	0
Future Volume (vph)	0	6	272	657	0	0	0	0	0	342	1722	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0							6.0	
Lane Util. Factor		0.95		0.97							0.91	
Frpb, ped/bikes		0.90		1.00							1.00	
Flpb, ped/bikes		1.00		1.00							0.99	
Frt		0.85		1.00							1.00	
Flt Protected		1.00		0.95							0.99	
Satd. Flow (prot)		2421		3060							4459	
Flt Permitted		1.00		0.95							0.99	
Satd. Flow (perm)		2421		3060							4459	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	0	7	313	755	0	0	0	0	0	393	1979	0
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	316	0	755	0	0	0	0	0	0	2372	0
Confl. Peds. (#/hr)	37		57	57		37	40		31	31		40
Confl. Bikes (#/hr)			4			1			4			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)						0						
Turn Type		NA		Prot						Perm	NA	
Protected Phases		8		4							6	
Permitted Phases										6		
Actuated Green, G (s)		30.2		39.8							82.0	
Effective Green, g (s)		30.2		39.8							82.0	
Actuated g/C Ratio		0.18		0.23							0.48	
Clearance Time (s)		6.0		6.0							6.0	
Vehicle Extension (s)		2.0		2.0							1.0	
Lane Grp Cap (vph)		430		716							2150	
v/s Ratio Prot		c0.13		c0.25								
v/s Ratio Perm											0.53	
v/c Ratio		1.34dr		1.05							1.10	
Uniform Delay, d1		66.1		65.1							44.0	
Progression Factor		1.00		1.00							0.78	
Incremental Delay, d2		5.5		48.9							52.5	
Delay (s)		71.6		114.0							86.9	
Level of Service		E		F							F	
Approach Delay (s/veh)		71.6			114.0			0.0			86.9	
Approach LOS		E			F			A			F	

Intersection Summary

HCM 2000 Control Delay (s/veh)	91.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	121.6%	ICU Level of Service	H
Analysis Period (min)	15		

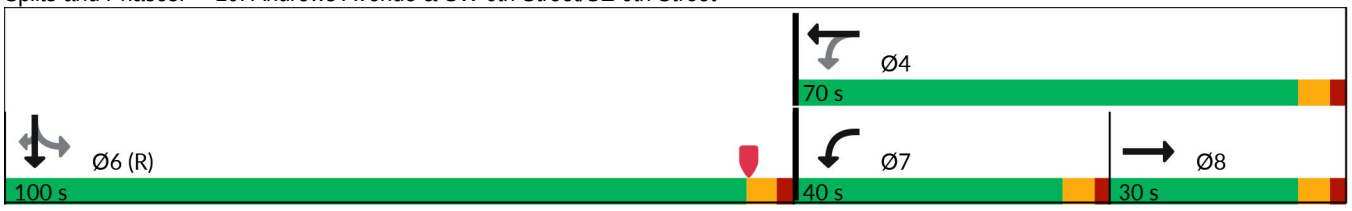
dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	0	338	332	2397	263
Future Volume (vph)	0	338	332	2397	263
Turn Type	NA	pm+pt	NA	NA	Perm
Protected Phases	8	7	4	6	
Permitted Phases		4			6
Detector Phase	8	7	4	6	6
Switch Phase					
Minimum Initial (s)	6.0	6.0	6.0	12.0	12.0
Minimum Split (s)	27.0	27.0	27.0	26.0	26.0
Total Split (s)	30.0	40.0	70.0	100.0	100.0
Total Split (%)	17.6%	23.5%	41.2%	58.8%	58.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 156 (92%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 10: Andrews Avenue & SW 6th Street/SE 6th Street



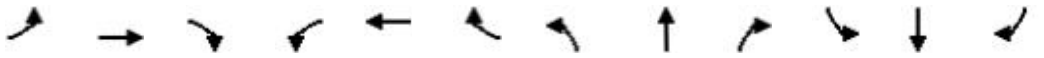
Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	284	384	377	2724	299
v/c Ratio	1.22	1.21	0.60	1.09	0.42
Control Delay (s/veh)	177.9	163.4	47.8	63.5	6.0
Queue Delay	0.1	0.0	0.0	5.5	0.0
Total Delay (s/veh)	177.9	163.4	47.8	69.0	6.0
Queue Length 50th (ft)	~329	~478	339	~1235	65
Queue Length 95th (ft)	#514	#674	443	m#952	m58
Internal Link Dist (ft)	240		899	1642	
Turn Bay Length (ft)					150
Base Capacity (vph)	232	318	624	2505	717
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	1	0	0	136	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.23	1.21	0.60	1.15	0.42

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	250	338	332	0	0	0	0	0	2397	263
Future Volume (vph)	0	0	250	338	332	0	0	0	0	0	2397	263
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	6.0
Lane Util. Factor		1.00		1.00	1.00						0.91	1.00
Frpb, ped/bikes		0.90		1.00	1.00						1.00	0.86
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.87		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		1296		1419	1660						4532	1217
Flt Permitted		1.00		0.13	1.00						1.00	1.00
Satd. Flow (perm)		1296		199	1660						4532	1217
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	0	284	384	377	0	0	0	0	0	2724	299
RTOR Reduction (vph)	0	50	0	0	0	0	0	0	0	0	0	44
Lane Group Flow (vph)	0	234	0	384	377	0	0	0	0	0	2724	255
Confl. Peds. (#/hr)	12		36	36		12	28		19	19		28
Confl. Bikes (#/hr)						2			3			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)				0								
Turn Type		NA		pm+pt	NA						NA	Perm
Protected Phases		8		7	4						6	
Permitted Phases				4						6		6
Actuated Green, G (s)		24.0		64.0	64.0						94.0	94.0
Effective Green, g (s)		24.0		64.0	64.0						94.0	94.0
Actuated g/C Ratio		0.14		0.38	0.38						0.55	0.55
Clearance Time (s)		6.0		6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0		2.0	2.0						3.0	3.0
Lane Grp Cap (vph)		182		318	624						2505	672
v/s Ratio Prot		0.18		c0.24	0.23						c0.60	
v/s Ratio Perm				c0.21								0.21
v/c Ratio		1.29		1.21	0.60						1.09	0.38
Uniform Delay, d1		73.0		54.1	42.8						38.0	21.5
Progression Factor		1.00		1.00	1.00						0.59	0.41
Incremental Delay, d2		164.0		119.2	1.1						40.1	0.1
Delay (s)		237.0		173.3	43.9						62.5	8.9
Level of Service		F		F	D						E	A
Approach Delay (s/veh)		237.0			109.2			0.0			57.2	
Approach LOS		F			F			A			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	79.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.16		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	107.6%	ICU Level of Service	G
Analysis Period (min)	15		

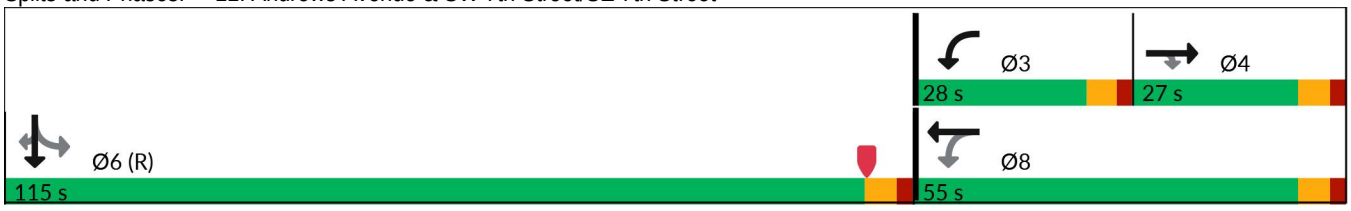
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	73	108	331	420	2456	105
Future Volume (vph)	73	108	331	420	2456	105
Turn Type	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		3	8	6	
Permitted Phases		4	8			6
Detector Phase	4	4	3	8	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	5.0	6.0	12.0	12.0
Minimum Split (s)	27.0	27.0	11.0	27.0	25.0	25.0
Total Split (s)	27.0	27.0	28.0	55.0	115.0	115.0
Total Split (%)	15.9%	15.9%	16.5%	32.4%	67.6%	67.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 11: Andrews Avenue & SW 7th Street/SE 7th Street



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	82	121	372	472	2890	118
v/c Ratio	0.45	0.55	1.09	0.99	1.00	0.14
Control Delay (s/veh)	77.5	46.1	127.9	97.1	14.1	0.8
Queue Delay	0.0	0.0	0.0	0.0	26.9	0.0
Total Delay (s/veh)	77.5	46.1	127.9	97.1	41.0	0.8
Queue Length 50th (ft)	86	66	~435	527	238	1
Queue Length 95th (ft)	146	139	#671	#754	m215	m0
Internal Link Dist (ft)	244			248	562	
Turn Bay Length (ft)		50				150
Base Capacity (vph)	184	222	340	478	2896	839
Starvation Cap Reductn	0	0	0	0	203	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.55	1.09	0.99	1.07	0.14

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	73	108	331	420	0	0	0	0	116	2456	105
Future Volume (vph)	0	73	108	331	420	0	0	0	0	116	2456	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		1.00	1.00	1.00	1.00						0.91	1.00
Frpb, ped/bikes		1.00	0.98	1.00	1.00						1.00	0.90
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						1.00	1.00
Satd. Flow (prot)		1494	1388	1574	1660						4517	1277
Flt Permitted		1.00	1.00	0.52	1.00						1.00	1.00
Satd. Flow (perm)		1494	1388	859	1660						4517	1277
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	82	121	372	472	0	0	0	0	130	2760	118
RTOR Reduction (vph)	0	0	51	0	0	0	0	0	0	0	0	21
Lane Group Flow (vph)	0	82	70	372	472	0	0	0	0	0	2890	97
Confl. Peds. (#/hr)	3		2	2		3	17		6	6		17
Confl. Bikes (#/hr)									4			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)		0										
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	Perm
Protected Phases		4		3	8						6	
Permitted Phases			4	8						6		6
Actuated Green, G (s)		21.0	21.0	49.0	49.0						109.0	109.0
Effective Green, g (s)		21.0	21.0	49.0	49.0						109.0	109.0
Actuated g/C Ratio		0.12	0.12	0.29	0.29						0.64	0.64
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0	2.0	3.0	2.0						3.0	3.0
Lane Grp Cap (vph)		184	171	340	478						2896	818
v/s Ratio Prot		0.05		c0.14	0.28							
v/s Ratio Perm			0.05	c0.17							0.64	0.08
v/c Ratio		0.45	0.41	1.09	0.99						1.00	0.12
Uniform Delay, d1		69.1	68.8	58.2	60.2						30.4	11.8
Progression Factor		1.00	1.00	1.00	1.00						0.27	0.12
Incremental Delay, d2		0.6	0.6	76.4	37.4						4.6	0.0
Delay (s)		69.7	69.4	134.7	97.6						12.9	1.4
Level of Service		E	E	F	F						B	A
Approach Delay (s/veh)		69.5			114.0			0.0			12.4	
Approach LOS		E			F			A			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	36.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	99.0%	ICU Level of Service	F
Analysis Period (min)	15		

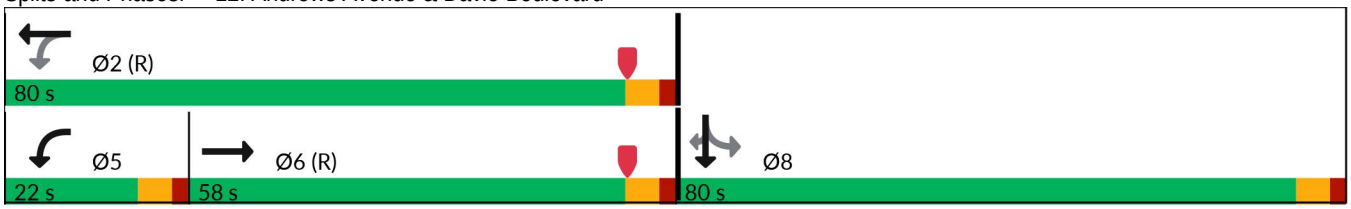
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	1002	295	1010	1595	967
Future Volume (vph)	1002	295	1010	1595	967
Turn Type	NA	pm+pt	NA	NA	Perm
Protected Phases	6	5	2	8	
Permitted Phases		2			8
Detector Phase	6	5	2	8	8
Switch Phase					
Minimum Initial (s)	12.0	4.0	12.0	6.0	6.0
Minimum Split (s)	40.0	10.0	40.0	34.0	34.0
Total Split (s)	58.0	22.0	80.0	80.0	80.0
Total Split (%)	36.3%	13.8%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?					
Recall Mode	C-Min	None	C-Min	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 12: Andrews Avenue & Davie Boulevard



Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	1323	304	1041	1968	997
v/c Ratio	1.20	1.38	0.64	0.85	1.34
Control Delay (s/veh)	142.7	220.5	43.7	42.8	194.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	142.7	220.5	43.7	42.8	194.6
Queue Length 50th (ft)	~875	~380	385	661	~1324
Queue Length 95th (ft)	#1017	m#337	m357	728	#1591
Internal Link Dist (ft)	223		909	1907	
Turn Bay Length (ft)		160			150
Base Capacity (vph)	1106	221	1621	2306	745
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.20	1.38	0.64	0.85	1.34

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

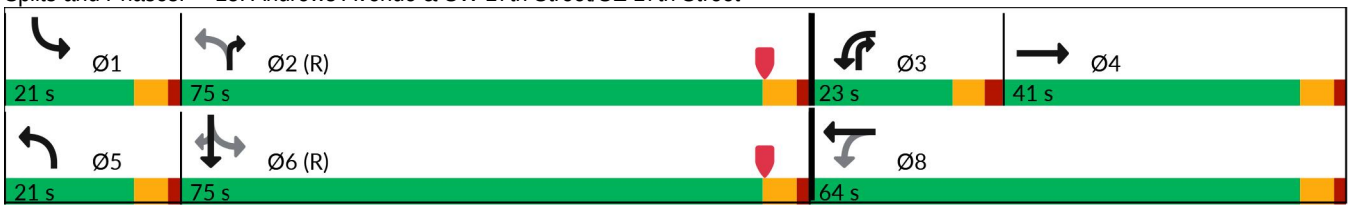
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1002	281	295	1010	0	0	0	0	314	1595	967
Future Volume (veh/h)	0	1002	281	295	1010	0	0	0	0	314	1595	967
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	1033	276	304	1041	0				324	1644	934
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	892	237	222	1631	0				390	2011	724
Arrive On Green	0.00	0.43	0.43	0.13	0.62	0.00				0.46	0.46	0.46
Sat Flow, veh/h	0	2837	729	1767	3618	0				842	4348	1566
Grp Volume(v), veh/h	0	661	648	304	1041	0				698	1270	934
Grp Sat Flow(s),veh/h/ln	0	1763	1710	1767	1763	0				1813	1689	1566
Q Serve(g_s), s	0.0	52.0	52.0	16.0	29.9	0.0				53.8	51.9	74.0
Cycle Q Clear(g_c), s	0.0	52.0	52.0	16.0	29.9	0.0				53.8	51.9	74.0
Prop In Lane	0.00		0.43	1.00		0.00				0.46		1.00
Lane Grp Cap(c), veh/h	0	573	556	222	1631	0				839	1562	724
V/C Ratio(X)	0.00	1.15	1.17	1.37	0.64	0.00				0.83	0.81	1.29
Avail Cap(c_a), veh/h	0	573	556	222	1631	0				839	1562	724
HCM Platoon Ratio	1.00	1.33	1.33	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.09	0.09	0.00				0.11	0.11	0.11
Uniform Delay (d), s/veh	0.0	45.4	45.4	49.5	22.3	0.0				37.6	37.0	43.0
Incr Delay (d2), s/veh	0.0	88.0	92.6	169.7	0.2	0.0				0.8	0.4	131.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	35.6	35.2	15.8	11.4	0.0				24.0	21.4	54.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	133.4	138.1	219.1	22.5	0.0				38.4	37.4	174.4
LnGrp LOS		F	F	F	C					D	D	F
Approach Vol, veh/h		1309			1345						2902	
Approach Delay, s/veh		135.7			66.9						81.7	
Approach LOS		F			E						F	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		80.0			22.0	58.0		80.0				
Change Period (Y+Rc), s		6.0			6.0	6.0		6.0				
Max Green Setting (Gmax), s		74.0			16.0	52.0		74.0				
Max Q Clear Time (g_c+I1), s		31.9			18.0	54.0		76.0				
Green Ext Time (p_c), s		9.7			0.0	0.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			90.9									
HCM 7th LOS			F									

Lane Group	EBT	WBL	WBT	NBL	NBR	SBL	SBT	SBR	Ø2
Lane Configurations									
Traffic Volume (vph)	407	251	446	96	348	373	1400	603	
Future Volume (vph)	407	251	446	96	348	373	1400	603	
Turn Type	NA	pm+pt	NA	pm+pt	pt+ov	pm+pt	NA	Perm	
Protected Phases	4	3	8	5	2 3	1	6		2
Permitted Phases		8		2		6		6	
Detector Phase	4	3	8	5	2 3	1	6	6	
Switch Phase									
Minimum Initial (s)	6.0	5.0	6.0	4.0		4.0	10.0	10.0	10.0
Minimum Split (s)	39.5	11.0	39.5	9.5		9.5	39.5	39.5	39.5
Total Split (s)	41.0	23.0	64.0	21.0		21.0	75.0	75.0	75.0
Total Split (%)	25.6%	14.4%	40.0%	13.1%		13.1%	46.9%	46.9%	47%
Yellow Time (s)	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	2.0	1.5	1.5		1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Total Lost Time (s)	5.5	6.0	5.5	5.5		5.5	5.5	5.5	
Lead/Lag	Lag	Lead		Lead		Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes							
Recall Mode	None	None	None	None		None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 150 (94%), Referenced to phase 2:NBL and 6:SBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 13: Andrews Avenue & SW 17th Street/SE 17th Street



Lane Group	EBT	WBL	WBT	NBL	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	471	259	460	99	359	385	1443	622
v/c Ratio	0.83	1.06	0.43	0.57	0.15	0.35	0.77	0.67
Control Delay (s/veh)	76.5	78.8	34.7	30.5	1.5	9.1	21.7	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	76.5	78.8	34.7	30.5	1.5	9.1	21.7	9.4
Queue Length 50th (ft)	251	~217	140	39	0	96	558	61
Queue Length 95th (ft)	302	m139	m129	84	18	m115	m766	m299
Internal Link Dist (ft)	226		905				2503	
Turn Bay Length (ft)		70		145	105			150
Base Capacity (vph)	768	245	1281	245	2344	1087	1862	925
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	1.06	0.36	0.40	0.15	0.35	0.77	0.67

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	407	49	251	446	0	96	0	348	373	1400	603
Future Volume (vph)	0	407	49	251	446	0	96	0	348	373	1400	603
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5		6.0	5.5		5.5		5.5	5.5	5.5	5.5
Lane Util. Factor		0.95		1.00	0.95		1.00		0.76	1.00	0.95	1.00
Frpb, ped/bikes		1.00		1.00	1.00		1.00		1.00	1.00	1.00	0.98
Flpb, ped/bikes		1.00		1.00	1.00		1.00		1.00	1.00	1.00	1.00
Frt		0.98		1.00	1.00		1.00		0.85	1.00	1.00	0.85
Flt Protected		1.00		0.95	1.00		0.95		1.00	0.95	1.00	1.00
Satd. Flow (prot)		3440		1752	3505		1752		3575	1752	3505	1541
Flt Permitted		1.00		0.15	1.00		0.09		1.00	0.95	1.00	1.00
Satd. Flow (perm)		3440		283	3505		160		3575	1752	3505	1541
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	420	51	259	460	0	99	0	359	385	1443	622
RTOR Reduction (vph)	0	6	0	0	0	0	0	0	138	0	0	107
Lane Group Flow (vph)	0	465	0	259	460	0	99	0	221	385	1443	515
Confl. Peds. (#/hr)	16		5	5		16	3					3
Confl. Bikes (#/hr)			2			4						2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA		pm+pt	NA		pm+pt		pt+ov	pm+pt	NA	Perm
Protected Phases		4		3	8		5		2 3	1	6	
Permitted Phases				8			2			6		6
Actuated Green, G (s)		26.1		49.4	49.4		84.6		98.3	99.6	85.0	85.0
Effective Green, g (s)		26.1		49.4	49.4		84.6		98.3	99.6	85.0	85.0
Actuated g/C Ratio		0.16		0.31	0.31		0.53		0.61	0.62	0.53	0.53
Clearance Time (s)		5.5		6.0	5.5		5.5			5.5	5.5	5.5
Vehicle Extension (s)		2.0		3.0	2.0		1.5			1.5	3.0	3.0
Lane Grp Cap (vph)		561		246	1082		175		2196	1090	1862	818
v/s Ratio Prot		0.14		c0.11	0.13		c0.03		0.06	0.04	c0.41	
v/s Ratio Perm				c0.21			0.27			0.18		0.33
v/c Ratio		0.83		1.05	0.43		0.57		0.10	0.35	0.77	0.63
Uniform Delay, d1		64.8		47.4	44.0		25.8		12.7	14.6	29.9	26.4
Progression Factor		1.00		0.99	0.79		1.00		1.00	0.56	0.64	0.43
Incremental Delay, d2		9.4		33.2	0.0		2.5		0.0	0.0	1.4	1.6
Delay (s)		74.2		80.0	34.9		28.3		12.7	8.2	20.5	12.9
Level of Service		E		F	C		C		B	A	C	B
Approach Delay (s/veh)		74.2			51.2			16.1			16.6	
Approach LOS		E			D			B			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	29.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.5
Intersection Capacity Utilization	90.7%	ICU Level of Service	E
Analysis Period (min)	15		

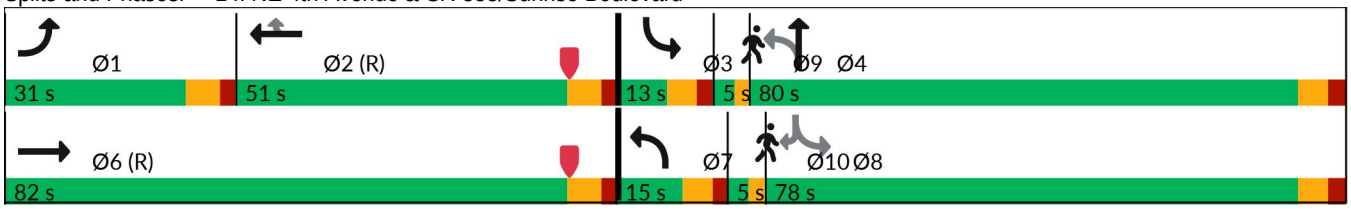
c Critical Lane Group

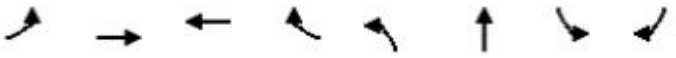
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBR	Ø9	Ø10
Lane Configurations										
Traffic Volume (vph)	312	1479	1308	155	527	1662	145	386		
Future Volume (vph)	312	1479	1308	155	527	1662	145	386		
Turn Type	Prot	NA	NA	Perm	pm+pt	NA	pm+pt	Perm		
Protected Phases	1	6	2		7	4	3		9	10
Permitted Phases				2	4		8	8		
Detector Phase	1	6	2	2	7	4	3	8		
Switch Phase										
Minimum Initial (s)	5.0	12.0	12.0	12.0	4.0	6.0	4.0	6.0	1.0	1.0
Minimum Split (s)	11.5	37.5	35.5	35.5	10.0	48.5	10.0	41.5	5.0	5.0
Total Split (s)	31.0	82.0	51.0	51.0	15.0	80.0	13.0	78.0	5.0	5.0
Total Split (%)	17.2%	45.6%	28.3%	28.3%	8.3%	44.4%	7.2%	43.3%	3%	3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.5	2.0	2.5	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.0	6.5	6.0	6.5		
Lead/Lag	Lead		Lag	Lag	Lead		Lead		Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	C-Min	C-Min	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 14: NE 4th Avenue & SR 838/Sunrise Boulevard





Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBR
Lane Group Flow (vph)	318	1509	1335	158	538	1794	148	394
v/c Ratio	1.33	0.71	1.06	0.34	0.33	1.17	1.35	0.45
Control Delay (s/veh)	235.5	43.4	106.4	20.4	27.3	129.0	233.9	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	235.5	43.4	106.4	20.4	27.3	129.0	233.9	5.1
Queue Length 50th (ft)	~494	312	~632	46	187	~1325	~174	8
Queue Length 95th (ft)	m#532	m334	#730	117	229	#1456	#342	84
Internal Link Dist (ft)		1177	669			489		
Turn Bay Length (ft)	260			210			330	
Base Capacity (vph)	240	2132	1257	464	1655	1531	110	866
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.33	0.71	1.06	0.34	0.33	1.17	1.35	0.45

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	312	1479	0	0	1308	155	527	1662	96	145	0	386
Future Volume (vph)	312	1479	0	0	1308	155	527	1662	96	145	0	386
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5			6.5	6.5	6.0	6.5		6.0		6.5
Lane Util. Factor	1.00	0.91			0.91	1.00	0.97	0.95		1.00		1.00
Frpb, ped/bikes	1.00	1.00			1.00	0.98	1.00	1.00		1.00		0.97
Flpb, ped/bikes	1.00	1.00			1.00	1.00	0.99	1.00		1.00		1.00
Frt	1.00	1.00			1.00	0.85	1.00	0.99		1.00		0.85
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00		0.95		1.00
Satd. Flow (prot)	1770	5085			5085	1545	3383	3506		1770		1535
Flt Permitted	0.95	1.00			1.00	1.00	0.95	1.00		0.05		1.00
Satd. Flow (perm)	1770	5085			5085	1545	3383	3506		99		1535
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	318	1509	0	0	1335	158	538	1696	98	148	0	394
RTOR Reduction (vph)	0	0	0	0	0	83	0	2	0	0	0	222
Lane Group Flow (vph)	318	1509	0	0	1335	75	538	1792	0	148	0	172
Confl. Peds. (#/hr)	4		2	2		4	12		6	6		12
Confl. Bikes (#/hr)			3			5			1			1
Turn Type	Prot	NA			NA	Perm	pm+pt	NA		pm+pt		Perm
Protected Phases	1	6			2		7	4		3		
Permitted Phases						2	4			8		8
Actuated Green, G (s)	24.5	73.9			42.9	42.9	89.1	80.1		82.5		75.5
Effective Green, g (s)	24.5	73.9			42.9	42.9	89.1	80.1		82.5		75.5
Actuated g/C Ratio	0.14	0.41			0.24	0.24	0.50	0.44		0.46		0.42
Clearance Time (s)	6.5	6.5			6.5	6.5	6.0	6.5		6.0		6.5
Vehicle Extension (s)	1.5	3.0			3.0	3.0	1.5	2.0		1.5		2.0
Lane Grp Cap (vph)	240	2087			1211	368	1674	1560		110		643
v/s Ratio Prot	c0.18	0.30			c0.26		0.02	c0.51		c0.05		
v/s Ratio Perm						0.05	0.14			c0.56		0.11
v/c Ratio	1.33	0.72			1.10	0.20	0.32	1.15		1.35		0.27
Uniform Delay, d1	77.8	44.5			68.6	54.9	27.3	50.0		47.7		34.2
Progression Factor	1.54	0.98			1.00	1.00	1.00	1.00		1.00		1.00
Incremental Delay, d2	157.2	0.9			58.6	1.2	0.0	74.8		204.0		0.1
Delay (s)	276.8	44.6			127.2	56.1	27.3	124.8		251.7		34.2
Level of Service	F	D			F	E	C	F		F		C
Approach Delay (s/veh)		85.0			119.7			102.3			93.6	
Approach LOS		F			F			F			F	

Intersection Summary

HCM 2000 Control Delay (s/veh)	100.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.26		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	27.5
Intersection Capacity Utilization	120.9%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	50	0	0	2302	0	0
Future Vol, veh/h	50	0	0	2302	0	0
Conflicting Peds, #/hr	0	0	6	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	0	0	2449	0	0

Major/Minor	Minor2		Major1	
Conflicting Flow All	980	-	-	0
Stage 1	0	-	-	-
Stage 2	980	-	-	-
Critical Hdwy	5.74	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-
Follow-up Hdwy	3.82	-	-	-
Pot Cap-1 Maneuver	318	0	0	-
Stage 1	-	0	0	-
Stage 2	293	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	318	-	-	-
Mov Cap-2 Maneuver	318	-	-	-
Stage 1	-	-	-	-
Stage 2	293	-	-	-

Approach	EB	NB
HCM Control Delay, s/v	18.59	0
HCM LOS	C	

Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	318
HCM Lane V/C Ratio	-	0.167
HCM Control Delay (s/veh)	-	18.6
HCM Lane LOS	-	C
HCM 95th %tile Q(veh)	-	0.6

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	53	8	99	2109	365
Future Volume (vph)	53	8	99	2109	365
Turn Type	Perm	NA	NA	NA	Perm
Protected Phases		4	8	2	
Permitted Phases	4				2
Detector Phase	4	4	8	2	2
Switch Phase					
Minimum Initial (s)	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	38.0	38.0	38.0	45.0	45.0
Total Split (s)	43.0	43.0	43.0	127.0	127.0
Total Split (%)	25.3%	25.3%	25.3%	74.7%	74.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	14.0	14.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	18.0	18.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 85 (50%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 16: NE 3rd Avenue & N Flagler Drive

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	58	9	215	2292	397
v/c Ratio	0.73	0.03	0.82	0.64	0.35
Control Delay (s/veh)	114.0	58.1	90.4	4.7	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	114.0	58.1	90.4	4.7	0.8
Queue Length 50th (ft)	63	9	227	81	1
Queue Length 95th (ft)	117	27	310	m151	m1
Internal Link Dist (ft)		1307	61	1514	
Turn Bay Length (ft)	50				150
Base Capacity (vph)	116	405	381	3609	1143
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.50	0.02	0.56	0.64	0.35

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	8	0	0	99	98	0	2109	365	0	0	0
Future Volume (vph)	53	8	0	0	99	98	0	2109	365	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0			18.0	18.0			
Lane Util. Factor	1.00	1.00			1.00			0.91	1.00			
Frpb, ped/bikes	1.00	1.00			0.99			1.00	0.97			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.93			1.00	0.85			
Flt Protected	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (prot)	1765	1863			1722			5085	1531			
Flt Permitted	0.29	1.00			1.00			1.00	1.00			
Satd. Flow (perm)	534	1863			1722			5085	1531			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	58	9	0	0	108	107	0	2292	397	0	0	0
RTOR Reduction (vph)	0	0	0	0	7	0	0	0	57	0	0	0
Lane Group Flow (vph)	58	9	0	0	208	0	0	2292	340	0	0	0
Confl. Peds. (#/hr)	3		5	5		3	6		4	4		6
Confl. Bikes (#/hr)						1			1			1
Turn Type	Perm	NA			NA			NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4								2			
Actuated Green, G (s)	25.3	25.3			25.3			120.7	120.7			
Effective Green, g (s)	25.3	25.3			25.3			120.7	120.7			
Actuated g/C Ratio	0.15	0.15			0.15			0.71	0.71			
Clearance Time (s)	6.0	6.0			6.0			18.0	18.0			
Vehicle Extension (s)	2.5	2.5			2.5			3.0	3.0			
Lane Grp Cap (vph)	79	277			256			3610	1087			
v/s Ratio Prot		0.00			c0.12			c0.45				
v/s Ratio Perm	0.11								0.22			
v/c Ratio	0.73	0.03			0.81			0.63	0.31			
Uniform Delay, d1	69.1	61.9			70.1			13.0	9.2			
Progression Factor	1.00	1.00			1.00			0.31	0.08			
Incremental Delay, d2	28.0	0.0			17.2			0.4	0.3			
Delay (s)	97.1	61.9			87.3			4.4	1.1			
Level of Service	F	E			F			A	A			
Approach Delay (s/veh)		92.4			87.3			3.9			0.0	
Approach LOS		F			F			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	12.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	83.6%	ICU Level of Service	E
Analysis Period (min)	15		

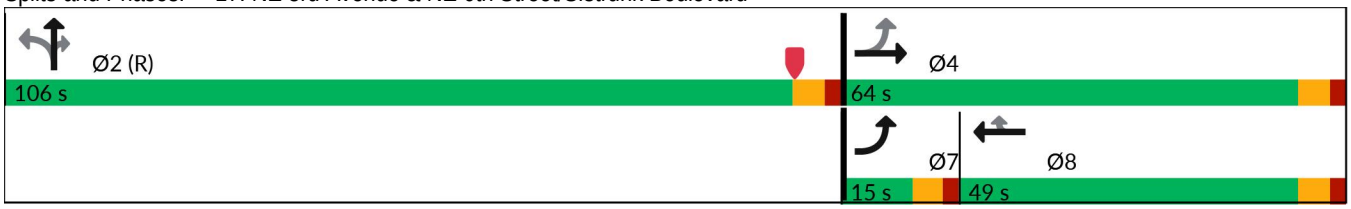
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	137	339	426	127	2098	166
Future Volume (vph)	137	339	426	127	2098	166
Turn Type	pm+pt	NA	NA	Perm	NA	Perm
Protected Phases	7	4	8		2	
Permitted Phases	4			8		2
Detector Phase	7	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	11.0	32.0	32.0	32.0	28.0	28.0
Total Split (s)	15.0	64.0	49.0	49.0	106.0	106.0
Total Split (%)	8.8%	37.6%	28.8%	28.8%	62.4%	62.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 35 (21%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 17: NE 3rd Avenue & NE 6th Street/Sistrunk Boulevard



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	141	349	439	131	2677	171
v/c Ratio	1.15	0.62	1.05	0.33	1.02	0.21
Control Delay (s/veh)	164.7	52.4	116.3	30.9	21.5	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	164.7	52.4	116.3	30.9	21.5	0.2
Queue Length 50th (ft)	~137	325	~528	65	~1142	0
Queue Length 95th (ft)	#293	442	#757	132	m94	m0
Internal Link Dist (ft)		911	651		1288	
Turn Bay Length (ft)	170			115		150
Base Capacity (vph)	123	566	419	394	2615	822
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.15	0.62	1.05	0.33	1.02	0.21

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.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	339	0	0	426	127	499	2098	166	0	0	0
Future Volume (vph)	137	339	0	0	426	127	499	2098	166	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Lane Util. Factor	1.00	1.00			1.00	1.00		0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00	0.96			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		0.99	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (prot)	1577	1660			1660	1388		4449	1354			
Flt Permitted	0.08	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (perm)	138	1660			1660	1388		4449	1354			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	141	349	0	0	439	131	514	2163	171	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	43	0	0	26	0	0	0
Lane Group Flow (vph)	141	349	0	0	439	88	0	2677	145	0	0	0
Confl. Peds. (#/hr)	2		27	27		2	12		5	5		12
Confl. Bikes (#/hr)			1			1			2			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	7	4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)	58.0	58.0			43.0	43.0		100.0	100.0			
Effective Green, g (s)	58.0	58.0			43.0	43.0		100.0	100.0			
Actuated g/C Ratio	0.34	0.34			0.25	0.25		0.59	0.59			
Clearance Time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Vehicle Extension (s)	3.0	2.0			2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)	123	566			419	351		2617	796			
v/s Ratio Prot	c0.06	0.21			0.26							
v/s Ratio Perm	c0.33					0.06		0.60	0.11			
v/c Ratio	1.15	0.62			1.05	0.25		1.02	0.18			
Uniform Delay, d1	47.4	46.7			63.5	50.6		35.0	16.1			
Progression Factor	1.00	1.00			1.00	1.00		0.19	0.02			
Incremental Delay, d2	125.8	1.4			57.0	0.1		12.6	0.0			
Delay (s)	173.2	48.1			120.5	50.8		19.1	0.3			
Level of Service	F	D			F	D		B	A			
Approach Delay (s/veh)		84.1			104.5			18.0			0.0	
Approach LOS		F			F			B			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	38.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	104.6%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	113	184	334	2510	224
Future Volume (vph)	113	184	334	2510	224
Turn Type	pm+pt	NA	NA	NA	Perm
Protected Phases	7	4	8	2	
Permitted Phases	4				2
Detector Phase	7	4	8	2	2
Switch Phase					
Minimum Initial (s)	5.0	6.0	6.0	10.0	10.0
Minimum Split (s)	11.0	32.0	32.0	27.0	27.0
Total Split (s)	11.0	67.0	56.0	103.0	103.0
Total Split (%)	6.5%	39.4%	32.9%	60.6%	60.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 4 (2%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 18: NE 3rd Avenue & NE 4th Street

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	119	194	509	2957	236
v/c Ratio	1.38	0.36	1.22	1.16	0.31
Control Delay (s/veh)	263.0	42.6	168.7	97.4	2.3
Queue Delay	0.0	0.0	0.0	0.1	1.8
Total Delay (s/veh)	263.0	42.6	168.7	97.5	4.0
Queue Length 50th (ft)	~126	160	~693	~1433	19
Queue Length 95th (ft)	#274	235	#934	#1479	m22
Internal Link Dist (ft)		908	191	262	
Turn Bay Length (ft)	120				150
Base Capacity (vph)	86	536	416	2545	769
Starvation Cap Reductn	0	0	0	78	379
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.38	0.36	1.22	1.20	0.61

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	113	184	0	0	334	149	299	2510	224	0	0	0
Future Volume (vph)	113	184	0	0	334	149	299	2510	224	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0			6.0	6.0			
Lane Util. Factor	1.00	1.00			1.00			0.91	1.00			
Frpb, ped/bikes	1.00	1.00			0.98			1.00	0.92			
Flpb, ped/bikes	1.00	1.00			1.00			0.99	1.00			
Frt	1.00	1.00			0.96			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.99	1.00			
Satd. Flow (prot)	1577	1494			1406			4460	1292			
Flt Permitted	0.07	1.00			1.00			0.99	1.00			
Satd. Flow (perm)	123	1494			1406			4460	1292			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	119	194	0	0	352	157	315	2642	236	0	0	0
RTOR Reduction (vph)	0	0	0	0	3	0	0	0	32	0	0	0
Lane Group Flow (vph)	119	194	0	0	506	0	0	2957	204	0	0	0
Confl. Peds. (#/hr)	24		14	14		24	25		30	30		25
Confl. Bikes (#/hr)			2			2			3			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)		0	0		0	0						
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			
Protected Phases	7	4			8			2				
Permitted Phases	4						2		2			
Actuated Green, G (s)	61.0	61.0			50.0			97.0	97.0			
Effective Green, g (s)	61.0	61.0			50.0			97.0	97.0			
Actuated g/C Ratio	0.36	0.36			0.29			0.57	0.57			
Clearance Time (s)	6.0	6.0			6.0			6.0	6.0			
Vehicle Extension (s)	3.0	2.0			2.0			3.0	3.0			
Lane Grp Cap (vph)	86	536			413			2544	737			
v/s Ratio Prot	c0.04	0.13			0.36							
v/s Ratio Perm	c0.45							0.66	0.16			
v/c Ratio	1.38	0.36			1.23			1.16	0.28			
Uniform Delay, d1	51.4	40.2			60.0			36.5	18.6			
Progression Factor	1.00	1.00			1.00			0.56	0.14			
Incremental Delay, d2	229.5	0.2			121.3			75.2	0.4			
Delay (s)	280.9	40.3			181.3			95.7	3.1			
Level of Service	F	D			F			F	A			
Approach Delay (s/veh)		131.8			181.3			88.9			0.0	
Approach LOS		F			F			F			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	103.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.26		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	112.9%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	28	25	71	2735	56
Future Volume (vph)	28	25	71	2735	56
Turn Type	Perm	NA	NA	NA	Perm
Protected Phases		4	8	2	
Permitted Phases	4				2
Detector Phase	4	4	8	2	2
Switch Phase					
Minimum Initial (s)	6.0	6.0	6.0	7.0	7.0
Minimum Split (s)	31.0	31.0	31.0	28.0	28.0
Total Split (s)	50.0	50.0	50.0	120.0	120.0
Total Split (%)	29.4%	29.4%	29.4%	70.6%	70.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 169 (99%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 19: NE 3rd Avenue & NE 3rd Street

Lane Group	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	55	305	2864	58
v/c Ratio	0.25	0.95	0.92	0.07
Control Delay (s/veh)	54.0	100.8	19.4	2.8
Queue Delay	0.0	0.0	45.4	0.0
Total Delay (s/veh)	54.0	100.8	64.8	2.8
Queue Length 50th (ft)	49	328	1064	3
Queue Length 95th (ft)	94	#511	572	m6
Internal Link Dist (ft)	415	157	266	
Turn Bay Length (ft)				150
Base Capacity (vph)	236	342	3109	831
Starvation Cap Reductn	0	0	149	0
Spillback Cap Reductn	0	0	680	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.23	0.89	1.18	0.07

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	25	0	0	71	222	14	2735	56	0	0	0
Future Volume (vph)	28	25	0	0	71	222	14	2735	56	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0	6.0			
Lane Util. Factor		1.00			1.00			0.91	1.00			
Frpb, ped/bikes		1.00			0.98			1.00	0.85			
Flpb, ped/bikes		1.00			1.00			1.00	1.00			
Frt		1.00			0.90			1.00	0.85			
Flt Protected		0.97			1.00			1.00	1.00			
Satd. Flow (prot)		1614			1319			4528	1199			
Flt Permitted		0.55			1.00			1.00	1.00			
Satd. Flow (perm)		914			1319			4528	1199			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	29	26	0	0	74	231	15	2849	58	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	8	0	0	0
Lane Group Flow (vph)	0	55	0	0	303	0	0	2864	50	0	0	0
Confl. Peds. (#/hr)	5		12	12		5	33		34	34		33
Confl. Bikes (#/hr)									3			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)					0	0						
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4						2		2			
Actuated Green, G (s)		41.3			41.3			116.7	116.7			
Effective Green, g (s)		41.3			41.3			116.7	116.7			
Actuated g/C Ratio		0.24			0.24			0.69	0.69			
Clearance Time (s)		6.0			6.0			6.0	6.0			
Vehicle Extension (s)		2.0			2.0			1.0	1.0			
Lane Grp Cap (vph)		222			320			3108	823			
v/s Ratio Prot					c0.23							
v/s Ratio Perm		0.06						0.63	0.04			
v/c Ratio		0.25			0.95			0.92	0.06			
Uniform Delay, d1		51.8			63.3			22.7	8.7			
Progression Factor		1.00			1.00			0.67	0.46			
Incremental Delay, d2		0.2			36.1			3.5	0.1			
Delay (s)		52.1			99.4			18.6	4.1			
Level of Service		D			F			B	A			
Approach Delay (s/veh)		52.1			99.4			18.3			0.0	
Approach LOS		D			F			B			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	26.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	100.4%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	102	27	3	2400	45
Future Volume (vph)	102	27	3	2400	45
Turn Type	Perm	NA	NA	NA	Perm
Protected Phases		4	8	2	
Permitted Phases	4				2
Detector Phase	4	4	8	2	2
Switch Phase					
Minimum Initial (s)	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	33.0	33.0	33.0	25.0	25.0
Total Split (s)	51.0	51.0	51.0	119.0	119.0
Total Split (%)	30.0%	30.0%	30.0%	70.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 4 (2%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 20: NE 3rd Avenue & NE 2nd Street

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	110	29	271	2650	48
v/c Ratio	1.05	0.08	0.90	0.82	0.06
Control Delay (s/veh)	163.5	50.8	94.3	20.5	5.5
Queue Delay	5.0	0.0	0.8	14.1	0.0
Total Delay (s/veh)	168.5	50.8	95.2	34.6	5.5
Queue Length 50th (ft)	~130	26	292	698	8
Queue Length 95th (ft)	#240	54	388	903	26
Internal Link Dist (ft)		909	241	605	
Turn Bay Length (ft)	50				150
Base Capacity (vph)	131	439	377	3235	867
Starvation Cap Reductn	0	0	0	634	0
Spillback Cap Reductn	6	0	17	352	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.88	0.07	0.75	1.02	0.06

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	27	0	0	3	249	64	2400	45	0	0	0
Future Volume (vph)	102	27	0	0	3	249	64	2400	45	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0			6.0	6.0			
Lane Util. Factor	1.00	1.00			1.00			0.91	1.00			
Frpb, ped/bikes	1.00	1.00			0.98			1.00	0.85			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.87			1.00	0.85			
Flt Protected	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (prot)	1574	1660			1416			4508	1202			
Flt Permitted	0.30	1.00			1.00			1.00	1.00			
Satd. Flow (perm)	498	1660			1416			4508	1202			
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	110	29	0	0	3	268	69	2581	48	0	0	0
RTOR Reduction (vph)	0	0	0	0	3	0	0	0	6	0	0	0
Lane Group Flow (vph)	110	29	0	0	268	0	0	2650	42	0	0	0
Confl. Peds. (#/hr)	2		7	7		2	35		29	29		35
Confl. Bikes (#/hr)			1						3			5
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4						2		2			
Actuated Green, G (s)	36.0	36.0			36.0			122.0	122.0			
Effective Green, g (s)	36.0	36.0			36.0			122.0	122.0			
Actuated g/C Ratio	0.21	0.21			0.21			0.72	0.72			
Clearance Time (s)	6.0	6.0			6.0			6.0	6.0			
Vehicle Extension (s)	2.0	2.0			2.0			3.0	3.0			
Lane Grp Cap (vph)	105	351			299			3235	862			
v/s Ratio Prot		0.02			0.19							
v/s Ratio Perm	c0.22							0.59	0.03			
v/c Ratio	1.05	0.08			0.90			0.82	0.05			
Uniform Delay, d1	67.0	53.8			65.2			16.4	7.0			
Progression Factor	1.00	1.00			1.00			1.00	1.00			
Incremental Delay, d2	101.2	0.0			26.5			2.4	0.1			
Delay (s)	168.2	53.8			91.7			18.9	7.1			
Level of Service	F	D			F			B	A			
Approach Delay (s/veh)		144.4			91.7			18.7			0.0	
Approach LOS		F			F			B			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	30.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	92.1%	ICU Level of Service	F
Analysis Period (min)	15		

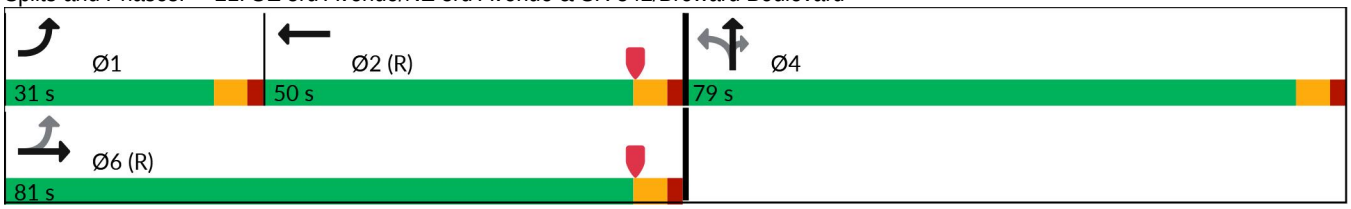
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	416	1292	1155	1852	376
Future Volume (vph)	416	1292	1155	1852	376
Turn Type	pm+pt	NA	NA	NA	Perm
Protected Phases	1	6	2	4	
Permitted Phases	6				4
Detector Phase	1	6	2	4	4
Switch Phase					
Minimum Initial (s)	4.0	7.0	7.0	6.0	6.0
Minimum Split (s)	10.0	40.0	40.0	43.0	43.0
Total Split (s)	31.0	81.0	50.0	79.0	79.0
Total Split (%)	19.4%	50.6%	31.3%	49.4%	49.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 21: SE 3rd Avenue/NE 3rd Avenue & SR 842/Broward Boulevard



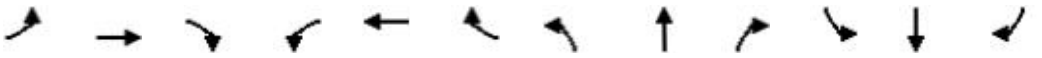
Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	433	1346	1398	2655	392
v/c Ratio	1.51	0.63	1.14	1.32	0.61
Control Delay (s/veh)	268.3	13.9	125.2	182.8	32.1
Queue Delay	0.0	0.0	0.0	0.3	1.1
Total Delay (s/veh)	268.3	13.9	125.2	183.2	33.2
Queue Length 50th (ft)	~573	200	~622	~1308	260
Queue Length 95th (ft)	m#517	m174	#721	#1384	379
Internal Link Dist (ft)		909	213	543	
Turn Bay Length (ft)	140				150
Base Capacity (vph)	287	2124	1222	2014	641
Starvation Cap Reductn	0	0	0	224	91
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.51	0.63	1.14	1.48	0.71

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	416	1292	0	0	1155	187	697	1852	376	0	0	0
Future Volume (veh/h)	416	1292	0	0	1155	187	697	1852	376	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1670	1670	0	0	1670	1670	1670	1670	1670			
Adj Flow Rate, veh/h	433	1346	0	0	1203	181	726	1929	328			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	294	2137	0	0	1095	165	566	1555	622			
Arrive On Green	0.21	0.62	0.00	0.00	0.37	0.37	0.46	0.46	0.46			
Sat Flow, veh/h	1590	4709	0	0	4130	599	1240	3407	1364			
Grp Volume(v), veh/h	433	1346	0	0	919	465	941	1714	328			
Grp Sat Flow(s),veh/h/ln	1590	1520	0	0	1520	1539	1608	1520	1364			
Q Serve(g_s), s	25.0	29.3	0.0	0.0	44.0	44.0	73.0	73.0	27.5			
Cycle Q Clear(g_c), s	25.0	29.3	0.0	0.0	44.0	44.0	73.0	73.0	27.5			
Prop In Lane	1.00		0.00	0.00		0.39	0.77		1.00			
Lane Grp Cap(c), veh/h	294	2137	0	0	836	423	734	1387	622			
V/C Ratio(X)	1.48	0.63	0.00	0.00	1.10	1.10	1.28	1.24	0.53			
Avail Cap(c_a), veh/h	294	2137	0	0	836	423	734	1387	622			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.33	1.33	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	0.09	0.09	0.09			
Uniform Delay (d), s/veh	47.8	21.5	0.0	0.0	50.7	50.7	43.5	43.5	31.1			
Incr Delay (d2), s/veh	215.6	0.1	0.0	0.0	61.8	73.3	128.5	106.7	0.0			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	25.1	9.5	0.0	0.0	23.2	24.9	54.9	47.7	9.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	263.4	21.6	0.0	0.0	112.5	124.1	172.0	150.2	31.2			
LnGrp LOS	F	C			F	F	F	F	C			
Approach Vol, veh/h		1779			1384			2983				
Approach Delay, s/veh		80.5			116.4			144.0				
Approach LOS		F			F			F				
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	31.0	50.0		79.0		81.0						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	25.0	44.0		73.0		75.0						
Max Q Clear Time (g_c+I1), s	27.0	46.0		75.0		31.3						
Green Ext Time (p_c), s	0.0	0.0		0.0		2.4						
Intersection Summary												
HCM 7th Control Delay, s/veh			119.4									
HCM 7th LOS			F									

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	218	144	15	689	1922	138
Future Volume (vph)	218	144	15	689	1922	138
Turn Type	Perm	NA	NA	Perm	NA	Perm
Protected Phases		4	8		2	
Permitted Phases	4			8		2
Detector Phase	4	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	15.0	15.0
Minimum Split (s)	32.0	32.0	34.0	34.0	31.0	31.0
Total Split (s)	34.0	34.0	34.0	34.0	32.0	32.0
Total Split (%)	34.0%	34.0%	34.0%	34.0%	32.0%	32.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 63 (63%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 22: SE 3rd Avenue & SE 2nd Street

Lane Group	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	377	16	718	2245	144
v/c Ratio	7.25	0.03	1.37	1.93	0.35
Control Delay (s/veh)	Error	26.6	201.2	440.7	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	Error	26.6	201.2	440.7	3.6
Queue Length 50th (ft)	~445	7	~515	~810	17
Queue Length 95th (ft)	#629	24	#741	m#802	m16
Internal Link Dist (ft)	583	245		436	
Turn Bay Length (ft)					150
Base Capacity (vph)	52	464	525	1162	411
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	7.25	0.03	1.37	1.93	0.35

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	218	144	0	0	15	689	233	1922	138	0	0	0
Future Volume (vph)	218	144	0	0	15	689	233	1922	138	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0	6.0		6.0	6.0			
Lane Util. Factor		1.00			1.00	1.00		0.91	1.00			
Frpb, ped/bikes		1.00			1.00	0.97		1.00	0.92			
Flpb, ped/bikes		1.00			1.00	1.00		0.99	1.00			
Frt		1.00			1.00	0.85		1.00	0.85			
Flt Protected		0.97			1.00	1.00		0.99	1.00			
Satd. Flow (prot)		1606			1660	1375		4469	1304			
Flt Permitted		0.11			1.00	1.00		0.99	1.00			
Satd. Flow (perm)		189			1660	1375		4469	1304			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	227	150	0	0	16	718	243	2002	144	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	140	0	0	73	0	0	0
Lane Group Flow (vph)	0	377	0	0	16	578	0	2245	71	0	0	0
Confl. Peds. (#/hr)	12		65	65		12	67		27	27		67
Confl. Bikes (#/hr)			1			1			2			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)		28.0			28.0	28.0		26.0	26.0			
Effective Green, g (s)		28.0			28.0	28.0		26.0	26.0			
Actuated g/C Ratio		0.28			0.28	0.28		0.26	0.26			
Clearance Time (s)		6.0			6.0	6.0		6.0	6.0			
Vehicle Extension (s)		2.0			2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)		52			464	385		1161	339			
v/s Ratio Prot					0.01							
v/s Ratio Perm		c1.99				c0.42		0.50	0.05			
v/c Ratio		7.25			0.03	1.50		1.93	0.21			
Uniform Delay, d1		36.0			26.2	36.0		37.0	29.0			
Progression Factor		1.00			1.00	1.00		0.61	0.29			
Incremental Delay, d2		2852.1			0.0	238.4		420.4	0.1			
Delay (s)		2888.1			26.2	274.4		442.9	8.6			
Level of Service		F			C	F		F	A			
Approach Delay (s/veh)		2888.1			268.9			416.7			0.0	
Approach LOS		F			F			F			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	651.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	3.56		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	132.0%	ICU Level of Service	H
Analysis Period (min)	15		

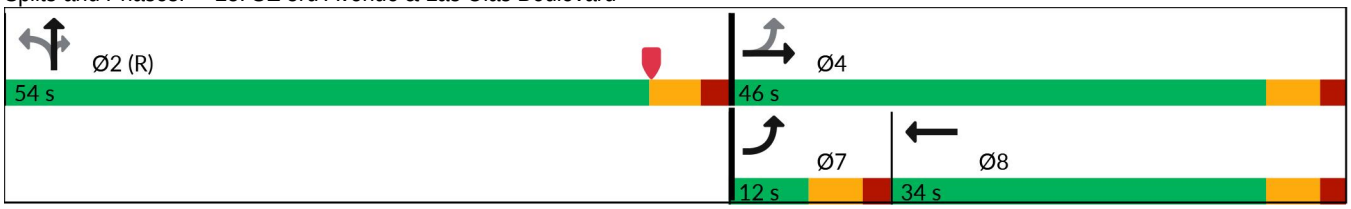
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	175	239	372	1782	503
Future Volume (vph)	175	239	372	1782	503
Turn Type	pm+pt	NA	NA	NA	Perm
Protected Phases	7	4	8	2	
Permitted Phases	4				2
Detector Phase	7	4	8	2	2
Switch Phase					
Minimum Initial (s)	4.0	6.0	6.0	10.0	10.0
Minimum Split (s)	11.0	32.0	32.0	33.0	33.0
Total Split (s)	12.0	46.0	34.0	54.0	54.0
Total Split (%)	12.0%	46.0%	34.0%	54.0%	54.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 52 (52%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 23: SE 3rd Avenue & Las Olas Boulevard



Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	186	254	723	2117	535
v/c Ratio	1.03	0.20	1.06	1.00	0.76
Control Delay (s/veh)	103.6	20.1	85.7	18.7	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	103.6	20.1	85.7	18.7	4.4
Queue Length 50th (ft)	~83	54	~263	326	26
Queue Length 95th (ft)	#216	82	#382	m317	m26
Internal Link Dist (ft)		240	307	1522	
Turn Bay Length (ft)	110				150
Base Capacity (vph)	180	1261	684	2123	706
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.03	0.20	1.06	1.00	0.76

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	175	239	0	0	372	307	208	1782	503	0	0	0
Future Volume (vph)	175	239	0	0	372	307	208	1782	503	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0			6.0	6.0			
Lane Util. Factor	1.00	0.95			0.95			0.91	1.00			
Frpb, ped/bikes	1.00	1.00			0.86			1.00	0.92			
Flpb, ped/bikes	0.99	1.00			1.00			0.98	1.00			
Frt	1.00	1.00			0.93			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.99	1.00			
Satd. Flow (prot)	1564	3154			2403			4423	1295			
Flt Permitted	0.16	1.00			1.00			0.99	1.00			
Satd. Flow (perm)	268	3154			2403			4423	1295			
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	186	254	0	0	396	327	221	1896	535	0	0	0
RTOR Reduction (vph)	0	0	0	0	12	0	0	0	85	0	0	0
Lane Group Flow (vph)	186	254	0	0	711	0	0	2117	450	0	0	0
Confl. Peds. (#/hr)	267		161	161		267	165		64	64		165
Confl. Bikes (#/hr)			9			4			2			3
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)					0	0						
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			
Protected Phases	7	4			8			2				
Permitted Phases	4						2		2			
Actuated Green, G (s)	40.0	40.0			28.0			48.0	48.0			
Effective Green, g (s)	40.0	40.0			28.0			48.0	48.0			
Actuated g/C Ratio	0.40	0.40			0.28			0.48	0.48			
Clearance Time (s)	6.0	6.0			6.0			6.0	6.0			
Vehicle Extension (s)	1.5	2.5			2.5			3.0	3.0			
Lane Grp Cap (vph)	184	1261			672			2123	621			
v/s Ratio Prot	c0.06	0.08			0.30							
v/s Ratio Perm	c0.34							0.48	0.35			
v/c Ratio	1.01	0.20			1.06			1.00	0.72			
Uniform Delay, d1	27.5	19.6			36.0			25.9	20.7			
Progression Factor	1.00	1.00			1.00			0.45	0.23			
Incremental Delay, d2	69.2	0.1			51.0			5.3	0.7			
Delay (s)	96.7	19.6			87.0			16.8	5.5			
Level of Service	F	B			F			B	A			
Approach Delay (s/veh)		52.2			87.0			14.5			0.0	
Approach LOS		D			F			B			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	32.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	121.6%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBT	WBR	NBT	NBR
Lane Configurations				
Traffic Volume (vph)	161	479	1992	92
Future Volume (vph)	161	479	1992	92
Turn Type	NA	Perm	NA	Perm
Protected Phases	8		2	
Permitted Phases		8		2
Detector Phase	8	8	2	2
Switch Phase				
Minimum Initial (s)	6.0	6.0	10.0	10.0
Minimum Split (s)	36.0	36.0	37.0	37.0
Total Split (s)	43.0	43.0	57.0	57.0
Total Split (%)	43.0%	43.0%	57.0%	57.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 16 (16%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 24: SE 6th Street & SE 3rd Avenue

Lane Group	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	175	521	2335	100
v/c Ratio	0.15	0.99	1.01	0.14
Control Delay (s/veh)	21.5	69.0	27.6	0.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.5	69.0	27.6	0.1
Queue Length 50th (ft)	38	311	~90	0
Queue Length 95th (ft)	62	#535	m210	m0
Internal Link Dist (ft)	474		566	
Turn Bay Length (ft)		360		150
Base Capacity (vph)	1166	524	2317	726
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.15	0.99	1.01	0.14

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	161	479	156	1992	92	0	0	0
Future Volume (vph)	0	0	0	0	161	479	156	1992	92	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					6.0	6.0		6.0	6.0			
Lane Util. Factor					0.95	1.00		0.91	1.00			
Frpb, ped/bikes					1.00	0.96		1.00	0.97			
Flpb, ped/bikes					1.00	1.00		1.00	1.00			
Frt					1.00	0.85		1.00	0.85			
Flt Protected					1.00	1.00		1.00	1.00			
Satd. Flow (prot)					3154	1361		4513	1367			
Flt Permitted					1.00	1.00		1.00	1.00			
Satd. Flow (perm)					3154	1361		4513	1367			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	175	521	170	2165	100	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	21	0	16	29	0	0	0
Lane Group Flow (vph)	0	0	0	0	175	500	0	2319	71	0	0	0
Confl. Peds. (#/hr)	24		3	3		24	8		18	18		8
Confl. Bikes (#/hr)									5			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type					NA	Perm	Perm	NA	Perm			
Protected Phases					8			2				
Permitted Phases						8	2		2			
Actuated Green, G (s)					37.0	37.0		51.0	51.0			
Effective Green, g (s)					37.0	37.0		51.0	51.0			
Actuated g/C Ratio					0.37	0.37		0.51	0.51			
Clearance Time (s)					6.0	6.0		6.0	6.0			
Vehicle Extension (s)					2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)					1166	503		2301	697			
v/s Ratio Prot					0.06							
v/s Ratio Perm						c0.37		0.51	0.05			
v/c Ratio					0.15	0.99		1.01	0.10			
Uniform Delay, d1					21.0	31.4		24.5	12.7			
Progression Factor					1.00	1.00		0.53	0.00			
Incremental Delay, d2					0.0	38.4		13.1	0.1			
Delay (s)					21.0	69.8		26.1	0.1			
Level of Service					C	E		C	A			
Approach Delay (s/veh)		0.0			57.6			25.0			0.0	
Approach LOS		A			E			C			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	32.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	107.6%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	NBT	NBR
Lane Configurations				
Traffic Volume (vph)	152	126	1861	77
Future Volume (vph)	152	126	1861	77
Turn Type	NA	NA	NA	Perm
Protected Phases	4	8	2	
Permitted Phases				2
Detector Phase	4	8	2	2
Switch Phase				
Minimum Initial (s)	5.0	5.0	10.0	10.0
Minimum Split (s)	33.0	33.0	25.0	25.0
Total Split (s)	33.0	33.0	34.0	34.0
Total Split (%)	33.0%	33.0%	34.0%	34.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 125
Control Type: Actuated-Coordinated

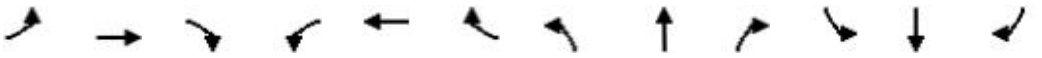
Splits and Phases: 25: SE 3rd Avenue & SE 7th Street

Lane Group	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	259	265	2121	79
v/c Ratio	0.78	0.79	1.11	0.13
Control Delay (s/veh)	53.4	47.4	87.2	4.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	53.4	47.4	87.2	4.2
Queue Length 50th (ft)	157	132	~574	0
Queue Length 95th (ft)	228	203	#824	25
Internal Link Dist (ft)	568	243	1897	
Turn Bay Length (ft)				150
Base Capacity (vph)	439	451	1912	629
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.59	0.59	1.11	0.13

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	152	0	0	126	131	196	1861	77	0	0	0
Future Volume (vph)	99	152	0	0	126	131	196	1861	77	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0	6.0			
Lane Util. Factor		1.00			1.00			0.91	1.00			
Frpb, ped/bikes		1.00			0.99			1.00	0.96			
Flpb, ped/bikes		1.00			1.00			1.00	1.00			
Frt		1.00			0.93			1.00	0.85			
Flt Protected		0.98			1.00			1.00	1.00			
Satd. Flow (prot)		1628			1533			4505	1351			
Flt Permitted		0.98			1.00			1.00	1.00			
Satd. Flow (perm)		1628			1533			4505	1351			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	102	157	0	0	130	135	202	1919	79	0	0	0
RTOR Reduction (vph)	0	0	0	0	41	0	0	0	45	0	0	0
Lane Group Flow (vph)	0	259	0	0	224	0	0	2121	34	0	0	0
Confl. Peds. (#/hr)	4		4	4		4	5		7	7		5
Confl. Bikes (#/hr)									5			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Split	NA			NA		Perm	NA	Perm			
Protected Phases	4	4			8			2				
Permitted Phases							2		2			
Actuated Green, G (s)		20.4			19.1			42.5	42.5			
Effective Green, g (s)		20.4			19.1			42.5	42.5			
Actuated g/C Ratio		0.20			0.19			0.43	0.43			
Clearance Time (s)		6.0			6.0			6.0	6.0			
Vehicle Extension (s)		2.5			2.5			3.0	3.0			
Lane Grp Cap (vph)		332			292			1914	574			
v/s Ratio Prot		c0.16			c0.15							
v/s Ratio Perm								0.47	0.02			
v/c Ratio		0.78			0.77			1.11	0.06			
Uniform Delay, d1		37.7			38.3			28.7	17.0			
Progression Factor		1.00			1.00			1.00	1.00			
Incremental Delay, d2		10.9			10.9			56.9	0.2			
Delay (s)		48.6			49.2			85.7	17.1			
Level of Service		D			D			F	B			
Approach Delay (s/veh)		48.6			49.2			83.2			0.0	
Approach LOS		D			D			F			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	76.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	94.7%	ICU Level of Service	F
Analysis Period (min)	15		

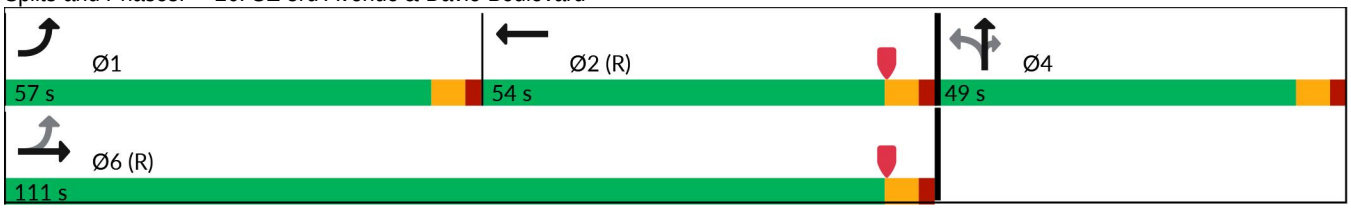
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	666	659	863	1060	193
Future Volume (vph)	666	659	863	1060	193
Turn Type	pm+pt	NA	NA	NA	Perm
Protected Phases	1	6	2	4	
Permitted Phases	6				4
Detector Phase	1	6	2	4	4
Switch Phase					
Minimum Initial (s)	4.0	12.0	12.0	6.0	6.0
Minimum Split (s)	10.0	33.0	33.0	33.0	33.0
Total Split (s)	57.0	111.0	54.0	49.0	49.0
Total Split (%)	35.6%	69.4%	33.8%	30.6%	30.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 26: SE 3rd Avenue & Davie Boulevard



Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	687	679	1119	1470	199
v/c Ratio	1.14	0.30	1.09	1.10	0.42
Control Delay (s/veh)	120.1	18.9	105.8	104.6	28.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	120.1	18.9	105.8	104.6	28.7
Queue Length 50th (ft)	~805	182	~683	~636	102
Queue Length 95th (ft)	m#677	m160	#825	m#671	m118
Internal Link Dist (ft)		909	222	2382	
Turn Bay Length (ft)	140				150
Base Capacity (vph)	604	2300	1028	1334	470
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.14	0.30	1.09	1.10	0.42

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	666	659	0	0	863	222	366	1060	193	0	0	0
Future Volume (vph)	666	659	0	0	863	222	366	1060	193	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0			6.0	6.0			
Lane Util. Factor	1.00	0.95			0.95			0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	0.98			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.97			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.99	1.00			
Satd. Flow (prot)	1752	3505			3383			4965	1534			
Flt Permitted	0.07	1.00			1.00			0.99	1.00			
Satd. Flow (perm)	137	3505			3383			4965	1534			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	687	679	0	0	890	229	377	1093	199	0	0	0
RTOR Reduction (vph)	0	0	0	0	14	0	0	0	59	0	0	0
Lane Group Flow (vph)	687	679	0	0	1105	0	0	1470	141	0	0	0
Confl. Peds. (#/hr)	3		2	2		3	3		5	5		3
Confl. Bikes (#/hr)			3			4			1			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			
Protected Phases	1	6			2			4				
Permitted Phases	6						4		4			
Actuated Green, G (s)	105.0	105.0			48.0			43.0	43.0			
Effective Green, g (s)	105.0	105.0			48.0			43.0	43.0			
Actuated g/C Ratio	0.66	0.66			0.30			0.27	0.27			
Clearance Time (s)	6.0	6.0			6.0			6.0	6.0			
Vehicle Extension (s)	1.5	3.0			3.0			2.0	2.0			
Lane Grp Cap (vph)	604	2300			1014			1334	412			
v/s Ratio Prot	c0.36	0.19			0.33							
v/s Ratio Perm	c0.38							0.30	0.09			
v/c Ratio	1.14	0.30			1.09			1.10	0.34			
Uniform Delay, d1	48.2	11.7			56.0			58.5	47.1			
Progression Factor	1.42	1.60			1.00			0.96	0.95			
Incremental Delay, d2	64.0	0.0			55.9			53.5	0.1			
Delay (s)	132.2	18.8			111.9			109.7	44.6			
Level of Service	F	B			F			F	D			
Approach Delay (s/veh)		75.8			111.9			102.0			0.0	
Approach LOS		E			F			F			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	96.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.15		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	110.8%	ICU Level of Service	H
Analysis Period (min)	15		

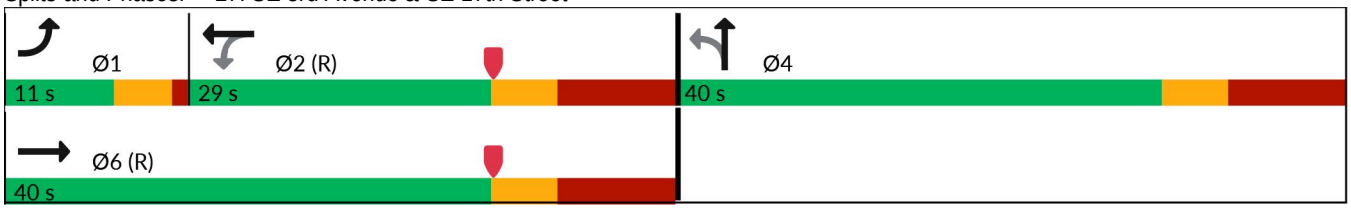
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT
Lane Configurations						
Traffic Volume (vph)	300	879	84	793	8	559
Future Volume (vph)	300	879	84	793	8	559
Turn Type	Prot	NA	Perm	NA	Perm	NA
Protected Phases	1	6		2		4
Permitted Phases			2		4	
Detector Phase	1	6	2	2	4	4
Switch Phase						
Minimum Initial (s)	5.0	12.0	12.0	12.0	6.0	6.0
Minimum Split (s)	9.5	36.0	36.0	36.0	43.0	43.0
Total Split (s)	11.0	40.0	29.0	29.0	40.0	40.0
Total Split (%)	13.8%	50.0%	36.3%	36.3%	50.0%	50.0%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	7.0	7.0	7.0	7.0	7.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	11.0	11.0	11.0	11.0	11.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Min	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 27: SE 3rd Avenue & SE 17th Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT
Lane Group Flow (vph)	319	941	89	1234	9	610
v/c Ratio	1.02	0.72	0.71	1.08	0.01	0.94
Control Delay (s/veh)	91.0	21.6	60.9	78.7	16.5	50.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	91.0	21.6	60.9	78.7	16.5	50.7
Queue Length 50th (ft)	~115	271	41	~240	3	285
Queue Length 95th (ft)	#221	293	#117	#330	12	#490
Internal Link Dist (ft)		905		220		753
Turn Bay Length (ft)	125		50		60	
Base Capacity (vph)	314	1308	126	1147	633	667
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.02	0.72	0.71	1.08	0.01	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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	300	879	6	84	793	367	8	559	14	0	0	0
Future Volume (vph)	300	879	6	84	793	367	8	559	14	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	11.0		11.0	11.0		11.0	11.0				
Lane Util. Factor	0.97	0.95		1.00	0.91		1.00	1.00				
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00				
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00				
Frt	1.00	1.00		1.00	0.95		1.00	1.00				
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00				
Satd. Flow (prot)	3400	3501		1749	4756		1747	1837				
Flt Permitted	0.95	1.00		0.30	1.00		0.95	1.00				
Satd. Flow (perm)	3400	3501		559	4756		1747	1837				
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	319	935	6	89	844	390	9	595	15	0	0	0
RTOR Reduction (vph)	0	1	0	0	77	0	0	1	0	0	0	0
Lane Group Flow (vph)	319	940	0	89	1157	0	9	609	0	0	0	0
Confl. Peds. (#/hr)	11		5	5		11	4		5	5		4
Confl. Bikes (#/hr)			2			5						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA		Perm	NA		Perm	NA				
Protected Phases	1	6			2			4				
Permitted Phases				2			4					
Actuated Green, G (s)	7.4	29.9		18.0	18.0		28.1	28.1				
Effective Green, g (s)	7.4	29.9		18.0	18.0		28.1	28.1				
Actuated g/C Ratio	0.09	0.37		0.23	0.23		0.35	0.35				
Clearance Time (s)	4.5	11.0		11.0	11.0		11.0	11.0				
Vehicle Extension (s)	3.0	2.5		2.5	2.5		2.0	2.0				
Lane Grp Cap (vph)	314	1308		125	1070		613	645				
v/s Ratio Prot	c0.09	0.27			c0.24			c0.33				
v/s Ratio Perm				0.16			0.01					
v/c Ratio	1.02	0.72		0.71	1.08		0.01	0.94				
Uniform Delay, d1	36.3	21.5		28.6	31.0		16.9	25.2				
Progression Factor	0.93	0.84		1.00	1.00		1.00	1.00				
Incremental Delay, d2	53.6	3.3		29.1	52.3		0.0	22.2				
Delay (s)	87.4	21.3		57.7	83.3		16.9	47.4				
Level of Service	F	C		E	F		B	D				
Approach Delay (s/veh)		38.0			81.6			47.0			0.0	
Approach LOS		D			F			D			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	57.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	26.5
Intersection Capacity Utilization	92.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Network Totals

Number of Intersections	27
Total Delay (hr)	2246
Stops (#)	63579
Average Speed (mph)	6
Total Travel Time (hr)	2811
Distance Traveled (mi)	16941
Fuel Consumed (gal)	2695
Fuel Economy (mpg)	6.3
Unserved Vehicles (#)	5775
Vehicles in dilemma zone (#)	0
Performance Index	2422.9

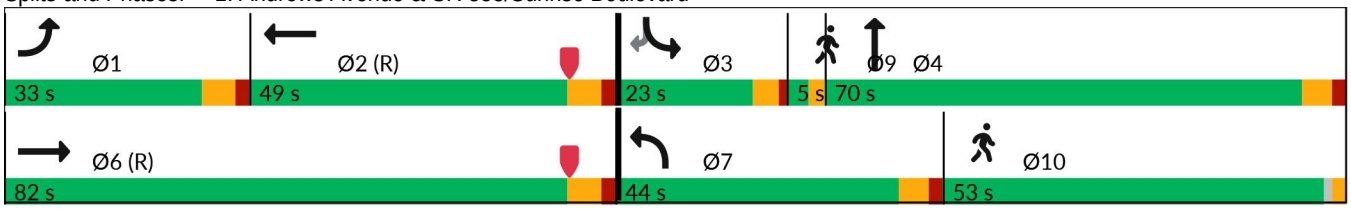
Scenario 2

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBR	Ø9	Ø10
Lane Configurations									
Traffic Volume (vph)	440	2301	1087	527	1662	327	165		
Future Volume (vph)	440	2301	1087	527	1662	327	165		
Turn Type	Prot	NA	NA	Prot	NA	Prot	Perm		
Protected Phases	1	6	2	7	4	3		9	10
Permitted Phases							3		
Detector Phase	1	6	2	7	4	3	3		
Switch Phase									
Minimum Initial (s)	5.0	12.0	12.0	4.0	6.0	5.0	5.0	1.0	1.0
Minimum Split (s)	11.5	36.5	37.5	10.0	43.0	22.5	22.5	5.0	5.0
Total Split (s)	33.0	82.0	49.0	44.0	70.0	23.0	23.0	5.0	53.0
Total Split (%)	18.3%	45.6%	27.2%	24.4%	38.9%	12.8%	12.8%	3%	29%
Yellow Time (s)	4.5	4.5	4.5	4.0	4.0	3.5	3.5	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	1.0	1.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.5	6.5	6.5	6.0	6.0	4.5	4.5		
Lead/Lag	Lead		Lag	Lead		Lead	Lead	Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes		
Recall Mode	None	C-Min	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 1: Andrews Avenue & SR 838/Sunrise Boulevard



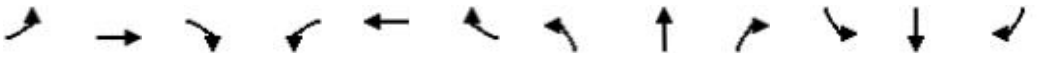
Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBR
Lane Group Flow (vph)	458	2397	1406	549	1831	341	172
v/c Ratio	1.76	1.12	1.19	0.35	1.36	0.97	0.56
Control Delay (s/veh)	397.5	109.9	142.3	37.1	208.6	119.2	16.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	397.5	109.9	142.3	37.1	208.6	119.2	16.6
Queue Length 50th (ft)	~801	~1191	~473	191	~1495	210	0
Queue Length 95th (ft)	#1036	#1267	m#585	389	#1625	#318	81
Internal Link Dist (ft)		645	1177		1806		
Turn Bay Length (ft)	475					95	
Base Capacity (vph)	260	2132	1183	1548	1346	352	307
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	1.76	1.12	1.19	0.35	1.36	0.97	0.56

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	440	2301	0	0	1087	263	527	1662	96	327	0	165
Future Volume (vph)	440	2301	0	0	1087	263	527	1662	96	327	0	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5			6.5		6.0	6.0		4.5		4.5
Lane Util. Factor	1.00	0.91			0.91		0.97	0.95		0.97		1.00
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00		0.94
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00		1.00
Frt	1.00	1.00			0.97		1.00	0.99		1.00		0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95		1.00
Satd. Flow (prot)	1770	5085			4915		3433	3506		3433		1491
Flt Permitted	0.95	1.00			1.00		0.95	1.00		0.95		1.00
Satd. Flow (perm)	1770	5085			4915		3433	3506		3433		1491
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	458	2397	0	0	1132	274	549	1731	100	341	0	172
RTOR Reduction (vph)	0	0	0	0	23	0	0	2	0	0	0	154
Lane Group Flow (vph)	458	2397	0	0	1383	0	549	1829	0	341	0	18
Confl. Peds. (#/hr)	4		4	4		4	13		5	5		13
Confl. Bikes (#/hr)			2			4			1			4
Turn Type	Prot	NA			NA		Prot	NA		Prot		Perm
Protected Phases	1	6			2		7	4		3		
Permitted Phases												3
Actuated Green, G (s)	26.5	73.9			40.9		81.2	70.6		18.5		18.5
Effective Green, g (s)	26.5	73.9			40.9		81.2	70.6		18.5		18.5
Actuated g/C Ratio	0.15	0.41			0.23		0.45	0.39		0.10		0.10
Clearance Time (s)	6.5	6.5			6.5		6.0	6.0		4.5		4.5
Vehicle Extension (s)	1.5	3.0			3.0		1.5	2.0		3.0		3.0
Lane Grp Cap (vph)	260	2087			1116		1548	1375		352		153
v/s Ratio Prot	c0.26	0.47			c0.28		0.16	c0.52		c0.10		
v/s Ratio Perm												0.01
v/c Ratio	1.76	1.15			1.24		0.35	1.33		0.97		0.12
Uniform Delay, d1	76.8	53.1			69.6		32.3	54.7		80.5		73.3
Progression Factor	1.00	1.00			0.92		1.00	1.00		1.00		1.00
Incremental Delay, d2	358.0	73.0			112.9		0.1	153.5		39.2		0.3
Delay (s)	434.8	126.0			176.7		32.3	208.2		119.6		73.7
Level of Service	F	F			F		C	F		F		E
Approach Delay (s/veh)		175.5			176.7			167.7			104.2	
Approach LOS		F			F			F			F	

Intersection Summary

HCM 2000 Control Delay (s/veh)	168.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.35		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	25.5
Intersection Capacity Utilization	129.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	20	0	0	20	43	10	2263	29	0	0	0
Future Vol, veh/h	0	20	0	0	20	43	10	2263	29	0	0	0
Conflicting Peds, #/hr	3	0	2	2	0	3	10	0	4	4	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	25	-	0	-	-	20	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	22	0	0	22	47	11	2487	32	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1041	2555	-	-	2523	1250	10	0	0
Stage 1	10	10	-	-	2513	-	-	-	-
Stage 2	1031	2545	-	-	10	-	-	-	-
Critical Hdwy	6.46	3.1	-	-	3.1	3.7	3.7	-	-
Critical Hdwy Stg 1	-	3.1	-	-	3.1	-	-	-	-
Critical Hdwy Stg 2	6.76	3.1	-	-	3.1	-	-	-	-
Follow-up Hdwy	3.83	3	-	-	3	2	2.9	-	-
Pot Cap-1 Maneuver	240	321	0	0	327	691	1234	-	-
Stage 1	-	1195	0	0	329	-	-	-	-
Stage 2	223	323	0	0	1195	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	203	312	-	-	318	688	1222	-	-
Mov Cap-2 Maneuver	203	312	-	-	318	-	-	-	-
Stage 1	-	1183	-	-	323	-	-	-	-
Stage 2	191	317	-	-	1183	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	12.7	0.16
HCM LOS	A	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2
Capacity (veh/h)	24	-	-	-	318	688
HCM Lane V/C Ratio	0.009	-	-	-	0.069	0.069
HCM Control Delay (s/veh)	8	0.1	-	0	17.2	10.6
HCM Lane LOS	A	A	-	A	C	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.2

Intersection						
Int Delay, s/veh	0.4					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	98	2109	365	0	0
Future Vol, veh/h	0	98	2109	365	0	0
Conflicting Peds, #/hr	1	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	109	2343	406	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	-	1177	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	3.7	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	2	-	-
Pot Cap-1 Maneuver	0	732	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	728	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s/v	10.8	0
HCM LOS	B	

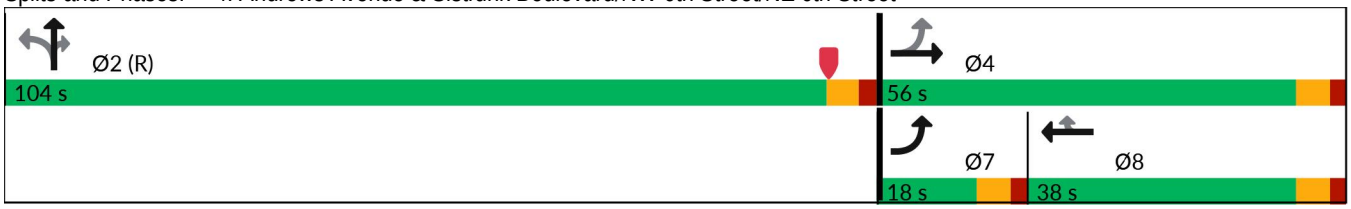
Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	728
HCM Lane V/C Ratio	-	-	0.15
HCM Control Delay (s/veh)	-	-	10.8
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.5

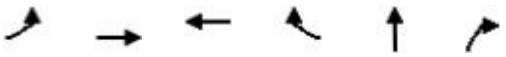
Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	137	440	573	127	2098	166
Future Volume (vph)	137	440	573	127	2098	166
Turn Type	pm+pt	NA	NA	Perm	NA	Perm
Protected Phases	7	4	8		2	
Permitted Phases	4			8		2
Detector Phase	7	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	11.0	28.0	28.0	28.0	29.0	29.0
Total Split (s)	18.0	56.0	38.0	38.0	104.0	104.0
Total Split (%)	11.3%	35.0%	23.8%	23.8%	65.0%	65.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 105 (66%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 4: Andrews Avenue & Sistrunk Boulevard/NW 6th Street/NE 6th Street





Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	149	478	623	138	2822	180
v/c Ratio	0.84	0.85	0.92	0.41	0.92	0.19
Control Delay (s/veh)	78.8	67.1	83.1	34.5	7.7	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	78.8	67.1	83.1	34.5	7.7	0.3
Queue Length 50th (ft)	118	466	337	69	410	1
Queue Length 95th (ft)	#231	#629	#440	141	m281	m0
Internal Link Dist (ft)		294	911		1290	
Turn Bay Length (ft)	155			130		150
Base Capacity (vph)	177	576	701	350	3078	944
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.83	0.89	0.39	0.92	0.19

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	440	0	0	573	127	499	2098	166	0	0	0
Future Volume (vph)	137	440	0	0	573	127	499	2098	166	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Lane Util. Factor	1.00	1.00			0.95	1.00		0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00	0.96		1.00	0.94			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (prot)	1752	1845			3505	1505		4970	1480			
Flt Permitted	0.11	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (perm)	201	1845			3505	1505		4970	1480			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	149	478	0	0	623	138	542	2280	180	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	49	0	0	27	0	0	0
Lane Group Flow (vph)	149	478	0	0	623	89	0	2822	153	0	0	0
Confl. Peds. (#/hr)	12		5	5		12	9		10	10		9
Confl. Bikes (#/hr)			2			2			3			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	4	0	0	0	0	0	0	0	0	0
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	7	4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)	48.8	48.8			30.8	30.8		99.2	99.2			
Effective Green, g (s)	48.8	48.8			30.8	30.8		99.2	99.2			
Actuated g/C Ratio	0.31	0.31			0.19	0.19		0.62	0.62			
Clearance Time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Vehicle Extension (s)	3.0	2.0			2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)	177	562			674	289		3081	917			
v/s Ratio Prot	0.06	c0.26			c0.18							
v/s Ratio Perm	0.19					0.06		0.57	0.10			
v/c Ratio	0.84	0.85			0.92	0.31		0.92	0.17			
Uniform Delay, d1	45.3	52.2			63.5	55.4		26.7	12.9			
Progression Factor	1.00	1.00			1.00	1.00		0.25	0.03			
Incremental Delay, d2	28.7	11.4			18.2	0.2		0.6	0.0			
Delay (s)	74.0	63.6			81.7	55.7		7.2	0.5			
Level of Service	E	E			F	E		A	A			
Approach Delay (s/veh)		66.0			76.9			6.8			0.0	
Approach LOS		E			E			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	27.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	92.1%	ICU Level of Service	F
Analysis Period (min)	15		

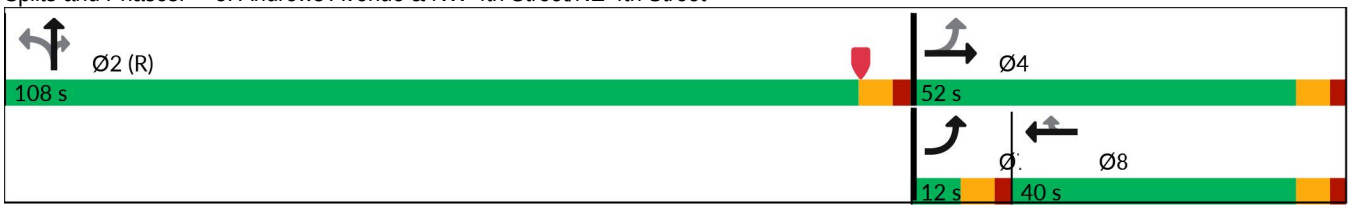
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	113	236	313	149	2510	224
Future Volume (vph)	113	236	313	149	2510	224
Turn Type	pm+pt	NA	NA	Perm	NA	Perm
Protected Phases	7	4	8		2	
Permitted Phases	4			8		2
Detector Phase	7	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	11.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	12.0	52.0	40.0	40.0	108.0	108.0
Total Split (%)	7.5%	32.5%	25.0%	25.0%	67.5%	67.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 74 (46%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 5: Andrews Avenue & NW 4th Street/NE 4th Street



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	127	265	352	167	3156	252
v/c Ratio	1.13	0.56	1.11	0.54	1.10	0.28
Control Delay (s/veh)	169.2	53.6	139.3	42.3	68.7	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	169.2	53.6	139.3	42.3	68.7	3.2
Queue Length 50th (ft)	~120	237	~419	99	~1361	18
Queue Length 95th (ft)	#257	331	#616	181	#1401	m18
Internal Link Dist (ft)		119	908		605	
Turn Bay Length (ft)	100					150
Base Capacity (vph)	112	477	317	308	2861	886
Starvation Cap Reductn	0	0	0	0	38	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.13	0.56	1.11	0.54	1.12	0.28

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	113	236	0	0	313	149	299	2510	224	0	0	0
Future Volume (vph)	113	236	0	0	313	149	299	2510	224	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Lane Util. Factor	1.00	1.00			1.00	1.00		0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00	0.96		1.00	0.95			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (prot)	1577	1660			1494	1225		4488	1336			
Flt Permitted	0.13	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (perm)	214	1660			1494	1225		4488	1336			
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	127	265	0	0	352	167	336	2820	252	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	48	0	0	34	0	0	0
Lane Group Flow (vph)	127	265	0	0	352	119	0	3156	218	0	0	0
Confl. Peds. (#/hr)	9		7	7		9	10		8	8		10
Confl. Bikes (#/hr)			2			1			1			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)					0	0						
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	7	4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)	46.0	46.0			34.0	34.0		102.0	102.0			
Effective Green, g (s)	46.0	46.0			34.0	34.0		102.0	102.0			
Actuated g/C Ratio	0.29	0.29			0.21	0.21		0.64	0.64			
Clearance Time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Vehicle Extension (s)	3.0	2.0			2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)	112	477			317	260		2861	851			
v/s Ratio Prot	c0.04	0.16			0.24							
v/s Ratio Perm	c0.28					0.10		0.70	0.16			
v/c Ratio	1.13	0.56			1.11	0.46		1.10	0.26			
Uniform Delay, d1	55.1	48.3			63.0	55.0		29.0	12.6			
Progression Factor	1.00	1.00			1.00	1.00		0.56	0.35			
Incremental Delay, d2	125.6	0.8			83.6	0.5		50.2	0.4			
Delay (s)	180.6	49.1			146.6	55.4		66.4	4.9			
Level of Service	F	D			F	E		E	A			
Approach Delay (s/veh)		91.7			117.3			61.9			0.0	
Approach LOS		F			F			E			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	71.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.13		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	103.1%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

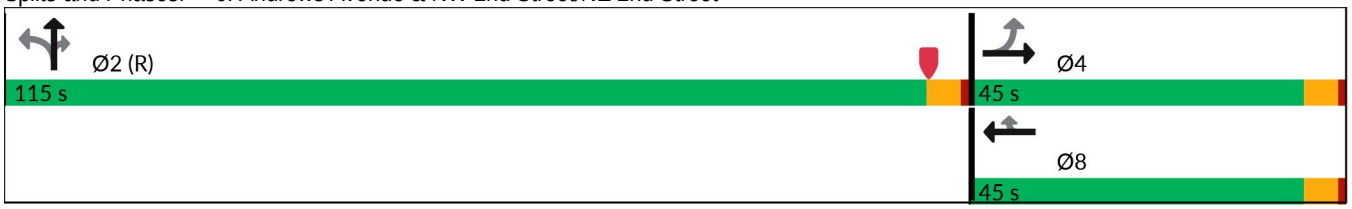
6: Andrews Avenue & NW 2nd Street/NE 2nd Street

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	102	3	42	249	2400	45
Future Volume (vph)	102	3	42	249	2400	45
Turn Type	Perm	NA	NA	Perm	NA	Perm
Protected Phases		4	8		2	
Permitted Phases	4			8		2
Detector Phase	4	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	45.0	45.0	45.0	45.0	115.0	115.0
Total Split (%)	28.1%	28.1%	28.1%	28.1%	71.9%	71.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 59 (37%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 6: Andrews Avenue & NW 2nd Street/NE 2nd Street



Lane Group	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	119	48	283	2800	51
v/c Ratio	0.48	0.13	0.91	0.86	0.05
Control Delay (s/veh)	60.4	49.2	90.2	13.3	2.7
Queue Delay	0.0	0.0	0.1	8.6	0.0
Total Delay (s/veh)	60.4	49.2	90.3	22.0	2.7
Queue Length 50th (ft)	108	40	275	277	3
Queue Length 95th (ft)	169	75	#393	m280	m4
Internal Link Dist (ft)	113	909		606	
Turn Bay Length (ft)					150
Base Capacity (vph)	286	415	355	3254	947
Starvation Cap Reductn	0	0	0	138	0
Spillback Cap Reductn	0	0	1	458	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.42	0.12	0.80	1.00	0.05

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	3	0	0	42	249	64	2400	45	0	0	0
Future Volume (vph)	102	3	0	0	42	249	64	2400	45	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0	5.0		5.0	5.0			
Lane Util. Factor		1.00			1.00	1.00		0.91	1.00			
Frpb, ped/bikes		1.00			1.00	0.98		1.00	0.93			
Flpb, ped/bikes		0.99			1.00	1.00		1.00	1.00			
Frt		1.00			1.00	0.85		1.00	0.85			
Flt Protected		0.95			1.00	1.00		1.00	1.00			
Satd. Flow (prot)		1568			1660	1379		4516	1306			
Flt Permitted		0.70			1.00	1.00		1.00	1.00			
Satd. Flow (perm)		1145			1660	1379		4516	1306			
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	116	3	0	0	48	283	73	2727	51	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	11	0	0	7	0	0	0
Lane Group Flow (vph)	0	119	0	0	48	272	0	2800	44	0	0	0
Confl. Peds. (#/hr)	4		5	5		4	19		12	12		19
Confl. Bikes (#/hr)			1						4			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)		34.7			34.7	34.7		115.3	115.3			
Effective Green, g (s)		34.7			34.7	34.7		115.3	115.3			
Actuated g/C Ratio		0.22			0.22	0.22		0.72	0.72			
Clearance Time (s)		5.0			5.0	5.0		5.0	5.0			
Vehicle Extension (s)		2.0			2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)		248			360	299		3254	941			
v/s Ratio Prot					0.03							
v/s Ratio Perm		0.10				c0.20		0.62	0.03			
v/c Ratio		0.48			0.13	0.91		0.86	0.05			
Uniform Delay, d1		54.8			50.5	61.1		16.4	6.5			
Progression Factor		1.00			1.00	1.00		0.66	0.58			
Incremental Delay, d2		0.5			0.1	29.0		1.5	0.0			
Delay (s)		55.3			50.6	90.2		12.3	3.8			
Level of Service		E			D	F		B	A			
Approach Delay (s/veh)		55.3			84.4			12.2			0.0	
Approach LOS		E			F			B			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	21.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	90.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	416	1477	1277	187	697	1852	376
Future Volume (vph)	416	1477	1277	187	697	1852	376
Turn Type	pm+pt	NA	NA	Perm	Perm	NA	Perm
Protected Phases	1	6	2			4	
Permitted Phases	6			2	4		4
Detector Phase	1	6	2	2	4	4	4
Switch Phase							
Minimum Initial (s)	4.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	10.0	31.0	29.0	29.0	41.0	41.0	41.0
Total Split (s)	37.0	87.0	50.0	50.0	73.0	73.0	73.0
Total Split (%)	23.1%	54.4%	31.3%	31.3%	45.6%	45.6%	45.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?							
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 125 (78%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 7: Andrews Avenue & SR 842/Broward Boulevard

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	424	1507	1303	191	711	1890	384
v/c Ratio	1.22	0.66	1.05	0.47	1.13	1.00	0.67
Control Delay (s/veh)	165.2	30.9	81.8	24.1	119.7	65.7	38.2
Queue Delay	0.0	0.0	0.0	0.0	0.9	37.9	0.7
Total Delay (s/veh)	165.2	30.9	81.8	24.1	120.6	103.6	38.9
Queue Length 50th (ft)	~499	419	~543	117	~859	717	276
Queue Length 95th (ft)	#725	472	#643	m205	#1110	#839	406
Internal Link Dist (ft)		126	909			539	
Turn Bay Length (ft)	80			160	150		150
Base Capacity (vph)	347	2294	1246	406	629	1897	570
Starvation Cap Reductn	0	0	0	0	76	271	41
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.22	0.66	1.05	0.47	1.29	1.16	0.73

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	416	1477	0	0	1277	187	697	1852	376	0	0	0
Future Volume (veh/h)	416	1477	0	0	1277	187	697	1852	376	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.96	1.00		0.94			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1670	1670	0	0	1670	1670	1670	1670	1670			
Adj Flow Rate, veh/h	424	1507	0	0	1303	129	711	1890	322			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	353	2308	0	0	1254	373	666	1909	559			
Arrive On Green	0.26	0.67	0.00	0.00	0.37	0.37	0.42	0.42	0.42			
Sat Flow, veh/h	1590	4709	0	0	4709	1357	1590	4559	1335			
Grp Volume(v), veh/h	424	1507	0	0	1303	129	711	1890	322			
Grp Sat Flow(s),veh/h/ln	1590	1520	0	0	1520	1357	1590	1520	1335			
Q Serve(g_s), s	31.0	30.8	0.0	0.0	44.0	11.0	67.0	65.9	29.6			
Cycle Q Clear(g_c), s	31.0	30.8	0.0	0.0	44.0	11.0	67.0	65.9	29.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	353	2308	0	0	1254	373	666	1909	559			
V/C Ratio(X)	1.20	0.65	0.00	0.00	1.04	0.35	1.07	0.99	0.58			
Avail Cap(c_a), veh/h	353	2308	0	0	1254	373	666	1909	559			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.33	1.33	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.83	0.83	0.09	0.09	0.09			
Uniform Delay (d), s/veh	46.8	17.9	0.0	0.0	50.7	40.3	46.5	46.2	35.6			
Incr Delay (d2), s/veh	114.4	1.5	0.0	0.0	34.0	2.1	33.9	4.2	0.1			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	30.1	15.0	0.0	0.0	27.3	6.7	37.4	27.9	11.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	161.2	19.4	0.0	0.0	84.8	42.4	80.4	50.4	35.7			
LnGrp LOS	F	B			F	D	F	D	D			
Approach Vol, veh/h		1931			1432			2923				
Approach Delay, s/veh		50.5			81.0			56.1				
Approach LOS		D			F			E				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	37.0	50.0		73.0		87.0			
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0			
Max Green Setting (Gmax), s	31.0	44.0		67.0		81.0			
Max Q Clear Time (g_c+I1), s	33.0	46.0		69.0		32.8			
Green Ext Time (p_c), s	0.0	0.0		0.0		16.9			

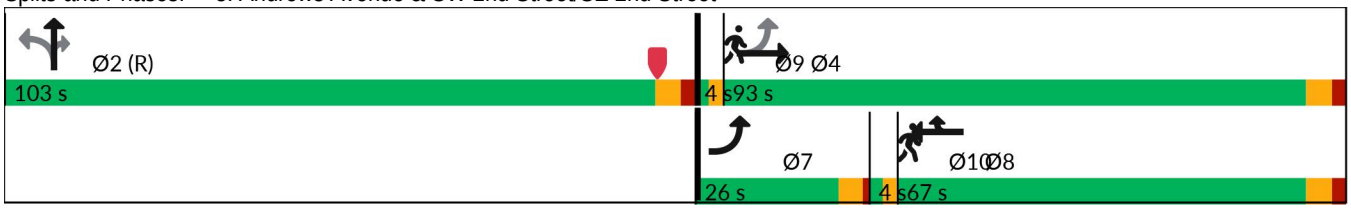
Intersection Summary			
HCM 7th Control Delay, s/veh		60.0	
HCM 7th LOS		E	

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR	Ø9	Ø10
Lane Configurations								
Traffic Volume (vph)	218	101	222	689	1922	138		
Future Volume (vph)	218	101	222	689	1922	138		
Turn Type	pm+pt	NA	NA	Prot	NA	Perm		
Protected Phases	7	4	8	8	2		9	10
Permitted Phases	4					2		
Detector Phase	7	4	8	8	2	2		
Switch Phase								
Minimum Initial (s)	5.0	6.0	6.0	6.0	7.0	7.0	1.0	1.0
Minimum Split (s)	9.5	33.0	33.0	33.0	26.0	26.0	4.0	4.0
Total Split (s)	26.0	93.0	67.0	67.0	103.0	103.0	4.0	4.0
Total Split (%)	13.0%	46.5%	33.5%	33.5%	51.5%	51.5%	2%	2%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.5	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lead							Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 200
Actuated Cycle Length: 200
Offset: 194 (97%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 8: Andrews Avenue & SW 2nd Street/SE 2nd Street



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	237	110	511	479	2342	150
v/c Ratio	1.16	0.15	1.18	1.05	1.07	0.27
Control Delay (s/veh)	164.3	34.9	156.4	111.4	68.6	10.8
Queue Delay	0.0	0.0	0.0	0.0	12.5	1.0
Total Delay (s/veh)	164.3	34.9	156.4	111.4	81.1	11.8
Queue Length 50th (ft)	~318	88	~816	~654	~1230	17
Queue Length 95th (ft)	#519	136	#1080	#915	#1304	m47
Internal Link Dist (ft)		237	243		322	
Turn Bay Length (ft)	80					150
Base Capacity (vph)	205	729	433	456	2187	559
Starvation Cap Reductn	0	0	0	0	136	231
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.16	0.15	1.18	1.05	1.14	0.46

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	218	101	0	0	222	689	233	1922	138	0	0	0
Future Volume (vph)	218	101	0	0	222	689	233	1922	138	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.0			6.0	6.0		6.0	6.0			
Lane Util. Factor	1.00	1.00			0.95	0.95		0.91	1.00			
Frpb, ped/bikes	1.00	1.00			0.92	1.00		1.00	0.76			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		0.99	1.00			
Frt	1.00	1.00			0.92	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (prot)	1593	1676			1354	1354		4508	1087			
Flt Permitted	0.06	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (perm)	96	1676			1354	1354		4508	1087			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	237	110	0	0	241	749	253	2089	150	0	0	0
RTOR Reduction (vph)	0	0	0	0	20	44	0	0	32	0	0	0
Lane Group Flow (vph)	237	110	0	0	491	435	0	2342	118	0	0	0
Confl. Peds. (#/hr)	61		67	67		61	18		44	44		18
Confl. Bikes (#/hr)						1			3			2
Turn Type	pm+pt	NA			NA	Prot	Perm	NA	Perm			
Protected Phases	7	4			8	8		2				
Permitted Phases	4						2		2			
Actuated Green, G (s)	91.0	87.0			61.0	61.0		97.0	97.0			
Effective Green, g (s)	91.0	87.0			61.0	61.0		97.0	97.0			
Actuated g/C Ratio	0.46	0.44			0.31	0.31		0.49	0.49			
Clearance Time (s)	4.5	6.0			6.0	6.0		6.0	6.0			
Vehicle Extension (s)	3.0	2.0			2.0	2.0		0.2	0.2			
Lane Grp Cap (vph)	204	729			412	412		2186	527			
v/s Ratio Prot	c0.12	0.07			0.36	0.32						
v/s Ratio Perm	c0.40							0.52	0.11			
v/c Ratio	1.16	0.15			1.19	1.06		1.07	0.22			
Uniform Delay, d1	68.9	34.2			69.5	69.5		51.5	29.7			
Progression Factor	1.00	1.00			1.00	1.00		0.60	0.59			
Incremental Delay, d2	113.5	0.0			107.8	60.0		38.0	0.5			
Delay (s)	182.3	34.2			177.3	129.5		69.0	18.0			
Level of Service	F	C			F	F		E	B			
Approach Delay (s/veh)		135.4			154.2			66.0			0.0	
Approach LOS		F			F			E			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	95.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.14		
Actuated Cycle Length (s)	200.0	Sum of lost time (s)	18.5
Intersection Capacity Utilization	109.8%	ICU Level of Service	H
Analysis Period (min)	15		

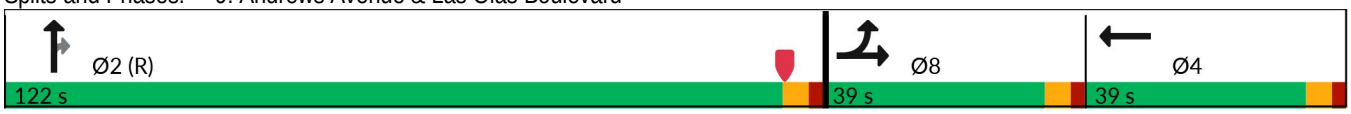
c Critical Lane Group

Lane Group	EBT	WBT	NBT	NBR
Lane Configurations				
Traffic Volume (vph)	74	0	1991	503
Future Volume (vph)	74	0	1991	503
Turn Type	NA	NA	NA	Perm
Protected Phases	8	4	2	
Permitted Phases				2
Detector Phase	8	4	2	2
Switch Phase				
Minimum Initial (s)	6.0	6.0	7.0	7.0
Minimum Split (s)	39.0	39.0	39.0	39.0
Total Split (s)	39.0	39.0	122.0	122.0
Total Split (%)	19.5%	19.5%	61.0%	61.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		
Lead-Lag Optimize?				
Recall Mode	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 200
Actuated Cycle Length: 200
Offset: 16 (8%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 9: Andrews Avenue & Las Olas Boulevard



Lane Group	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	286	114	2289	578
v/c Ratio	0.86dl	0.44	0.85	0.67
Control Delay (s/veh)	85.9	46.0	17.1	3.7
Queue Delay	0.8	3.2	4.0	0.0
Total Delay (s/veh)	86.6	49.2	21.1	3.7
Queue Length 50th (ft)	185	73	774	39
Queue Length 95th (ft)	233	141	m505	m29
Internal Link Dist (ft)	104	375	1642	
Turn Bay Length (ft)				150
Base Capacity (vph)	502	261	2700	867
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	59	79	336	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.65	0.63	0.97	0.67

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	175	74	0	0	0	99	0	1991	503	0	0	0
Future Volume (vph)	175	74	0	0	0	99	0	1991	503	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0	6.0			
Lane Util. Factor		0.95			1.00			0.91	1.00			
Frpb, ped/bikes		1.00			0.92			1.00	0.93			
Flpb, ped/bikes		1.00			1.00			1.00	1.00			
Frt		1.00			0.87			1.00	0.85			
Flt Protected		0.97			1.00			1.00	1.00			
Satd. Flow (prot)		3047			1322			4532	1314			
Flt Permitted		0.97			1.00			1.00	1.00			
Satd. Flow (perm)		3047			1322			4532	1314			
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	201	85	0	0	0	114	0	2289	578	0	0	0
RTOR Reduction (vph)	0	0	0	0	43	0	0	0	84	0	0	0
Lane Group Flow (vph)	0	286	0	0	71	0	0	2289	494	0	0	0
Confl. Peds. (#/hr)	37		57	57		37	40		31	31		40
Confl. Bikes (#/hr)			4			1			4			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)						0						
Turn Type	Split	NA			NA			NA	Perm			
Protected Phases	8	8			4			2				
Permitted Phases									2			
Actuated Green, G (s)		29.8			33.0			119.2	119.2			
Effective Green, g (s)		29.8			33.0			119.2	119.2			
Actuated g/C Ratio		0.15			0.17			0.60	0.60			
Clearance Time (s)		6.0			6.0			6.0	6.0			
Vehicle Extension (s)		2.0			2.0			1.0	1.0			
Lane Grp Cap (vph)		454			218			2701	783			
v/s Ratio Prot		c0.09			c0.05			c0.51				
v/s Ratio Perm									0.38			
v/c Ratio		0.86dl			0.32			0.85	0.63			
Uniform Delay, d1		79.9			73.7			33.0	26.2			
Progression Factor		1.00			1.00			0.49	0.19			
Incremental Delay, d2		2.0			0.3			0.3	0.4			
Delay (s)		81.9			74.0			16.5	5.4			
Level of Service		F			E			B	A			
Approach Delay (s/veh)		81.9			74.0			14.3			0.0	
Approach LOS		F			E			B			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	22.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	200.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	78.7%	ICU Level of Service	D
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Lane Group	EBL	WBT	WBR	NBT
Lane Configurations				
Traffic Volume (vph)	250	439	479	2084
Future Volume (vph)	250	439	479	2084
Turn Type	Prot	NA	Perm	NA
Protected Phases	8	4		2
Permitted Phases			4	
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	6.0	6.0	6.0	12.0
Minimum Split (s)	29.0	27.0	27.0	26.0
Total Split (s)	29.0	66.0	66.0	105.0
Total Split (%)	14.5%	33.0%	33.0%	52.5%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Min

Intersection Summary

Cycle Length: 200
Actuated Cycle Length: 200
Offset: 158 (79%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 10: Andrews Avenue & SW 6th Street/SE 6th Street

Lane Group	EBL	WBT	WBR	NBT
Lane Group Flow (vph)	284	499	544	2545
v/c Ratio	0.85	0.98	1.23	1.16
Control Delay (s/veh)	109.8	103.1	169.1	113.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	109.8	103.1	169.1	113.5
Queue Length 50th (ft)	191	~666	~841	~1450
Queue Length 95th (ft)	#246	#890	#1055	#1437
Internal Link Dist (ft)		899		562
Turn Bay Length (ft)				
Base Capacity (vph)	351	507	444	2197
Starvation Cap Reductn	0	0	0	42
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.81	0.98	1.23	1.18

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	0	0	0	439	479	156	2084	0	0	0	0
Future Volume (vph)	250	0	0	0	439	479	156	2084	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0				6.0	6.0		6.0				
Lane Util. Factor	0.97				1.00	1.00		0.91				
Frpb, ped/bikes	1.00				1.00	0.95		1.00				
Flpb, ped/bikes	1.00				1.00	1.00		0.99				
Frt	1.00				1.00	0.85		1.00				
Flt Protected	0.95				1.00	1.00		1.00				
Satd. Flow (prot)	3060				1660	1345		4437				
Flt Permitted	0.95				1.00	1.00		1.00				
Satd. Flow (perm)	3060				1660	1345		4437				
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	284	0	0	0	499	544	177	2368	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	34	0	0	0	0	0	0
Lane Group Flow (vph)	284	0	0	0	499	510	0	2545	0	0	0	0
Confl. Peds. (#/hr)	12		36	36		12	28		19	19		28
Confl. Bikes (#/hr)						2			3			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	6	0	0	0	0
Parking (#/hr)				0								
Turn Type	Prot				NA	Perm	Perm	NA				
Protected Phases	8				4			2				
Permitted Phases						4	2					
Actuated Green, G (s)	21.9				61.1	61.1		99.0				
Effective Green, g (s)	21.9				61.1	61.1		99.0				
Actuated g/C Ratio	0.11				0.31	0.31		0.50				
Clearance Time (s)	6.0				6.0	6.0		6.0				
Vehicle Extension (s)	2.0				2.0	2.0		3.0				
Lane Grp Cap (vph)	335				507	410		2196				
v/s Ratio Prot	c0.09				0.30							
v/s Ratio Perm						c0.38		0.57				
v/c Ratio	0.85				0.98	1.24		1.16				
Uniform Delay, d1	87.4				69.0	69.5		50.5				
Progression Factor	1.00				1.00	1.00		0.83				
Incremental Delay, d2	17.1				35.5	128.8		75.6				
Delay (s)	104.5				104.5	198.3		117.3				
Level of Service	F				F	F		F				
Approach Delay (s/veh)		104.5			153.4			117.3			0.0	
Approach LOS		F			F			F			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	126.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.15		
Actuated Cycle Length (s)	200.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	105.4%	ICU Level of Service	G
Analysis Period (min)	15		

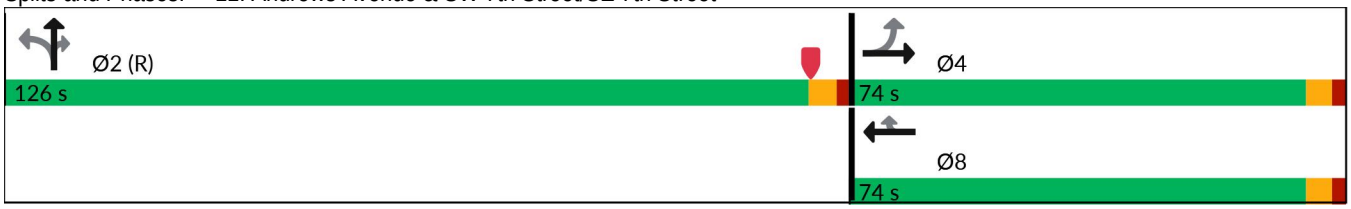
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	99	81	330	131	1861	77
Future Volume (vph)	99	81	330	131	1861	77
Turn Type	Perm	NA	NA	Perm	NA	Perm
Protected Phases		4	8		2	
Permitted Phases	4			8		2
Detector Phase	4	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	12.0	12.0
Minimum Split (s)	27.0	27.0	27.0	27.0	25.0	25.0
Total Split (s)	74.0	74.0	74.0	74.0	126.0	126.0
Total Split (%)	37.0%	37.0%	37.0%	37.0%	63.0%	63.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 200
Actuated Cycle Length: 200
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 11: Andrews Avenue & SW 7th Street/SE 7th Street



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	111	91	371	147	2311	87
v/c Ratio	1.32	0.24	0.87	0.40	0.76	0.09
Control Delay (s/veh)	258.9	57.7	90.8	55.8	24.6	8.6
Queue Delay	38.1	0.0	0.0	0.7	1.5	0.0
Total Delay (s/veh)	297.0	57.7	90.8	56.5	26.1	8.6
Queue Length 50th (ft)	~190	97	477	146	685	22
Queue Length 95th (ft)	#297	136	539	195	936	57
Internal Link Dist (ft)		244	248		1907	
Turn Bay Length (ft)	95					150
Base Capacity (vph)	111	507	564	480	3053	922
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	32	0	0	136	518	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.41	0.18	0.66	0.43	0.91	0.09

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	81	0	0	330	131	196	1861	77	0	0	0
Future Volume (vph)	99	81	0	0	330	131	196	1861	77	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Lane Util. Factor	1.00	1.00			1.00	1.00		0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00	0.95			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		0.99	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		1.00	1.00			
Satd. Flow (prot)	1577	1494			1660	1382		4472	1336			
Flt Permitted	0.20	1.00			1.00	1.00		1.00	1.00			
Satd. Flow (perm)	329	1494			1660	1382		4472	1336			
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	111	91	0	0	371	147	220	2091	87	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	12	0	0	10	0	0	0
Lane Group Flow (vph)	111	91	0	0	371	135	0	2311	77	0	0	0
Confl. Peds. (#/hr)	3		2	2		3	17		6	6		17
Confl. Bikes (#/hr)									4			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)		0										
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)	51.4	51.4			51.4	51.4		136.6	136.6			
Effective Green, g (s)	51.4	51.4			51.4	51.4		136.6	136.6			
Actuated g/C Ratio	0.26	0.26			0.26	0.26		0.68	0.68			
Clearance Time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Vehicle Extension (s)	2.0	2.0			2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)	84	383			426	355		3054	912			
v/s Ratio Prot		0.06			0.22							
v/s Ratio Perm	c0.34					0.10		0.52	0.06			
v/c Ratio	1.32	0.24			0.87	0.38		0.76	0.08			
Uniform Delay, d1	74.3	58.8			71.1	61.2		20.8	10.7			
Progression Factor	1.00	1.00			1.00	1.00		1.00	1.00			
Incremental Delay, d2	206.4	0.1			16.9	0.2		1.8	0.2			
Delay (s)	280.7	58.9			88.0	61.4		22.6	10.8			
Level of Service	F	E			F	E		C	B			
Approach Delay (s/veh)		180.8			80.5			22.2			0.0	
Approach LOS		F			F			C			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	42.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	200.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	87.0%	ICU Level of Service	E
Analysis Period (min)	15		

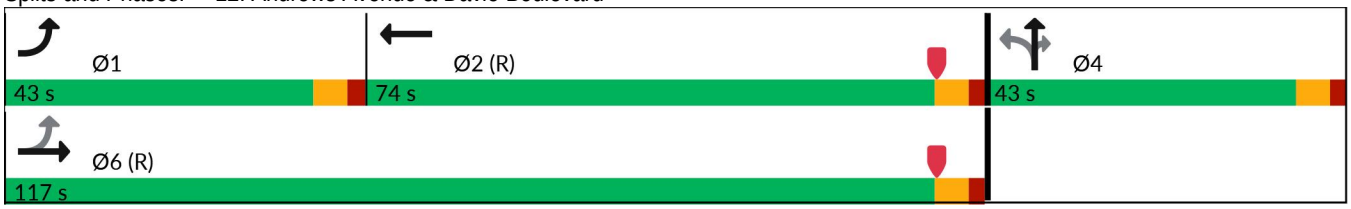
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	666	616	1611	1060	193
Future Volume (vph)	666	616	1611	1060	193
Turn Type	pm+pt	NA	NA	NA	Perm
Protected Phases	1	6	2	4	
Permitted Phases	6				4
Detector Phase	1	6	2	4	4
Switch Phase					
Minimum Initial (s)	4.0	12.0	12.0	6.0	6.0
Minimum Split (s)	12.0	40.0	40.0	34.0	34.0
Total Split (s)	43.0	117.0	74.0	43.0	43.0
Total Split (%)	26.9%	73.1%	46.3%	26.9%	26.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?					
Recall Mode	None	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 107 (67%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 12: Andrews Avenue & Davie Boulevard



Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	687	635	1890	1470	199
v/c Ratio	1.52	0.26	1.29	1.28	0.48
Control Delay (s/veh)	282.0	9.5	170.7	181.2	36.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	282.0	9.5	170.7	181.2	36.7
Queue Length 50th (ft)	~955	122	~1338	~711	111
Queue Length 95th (ft)	#1209	150	m#1242	#808	197
Internal Link Dist (ft)		223	909	2503	
Turn Bay Length (ft)	140				150
Base Capacity (vph)	451	2431	1464	1147	412
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.52	0.26	1.29	1.28	0.48

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.

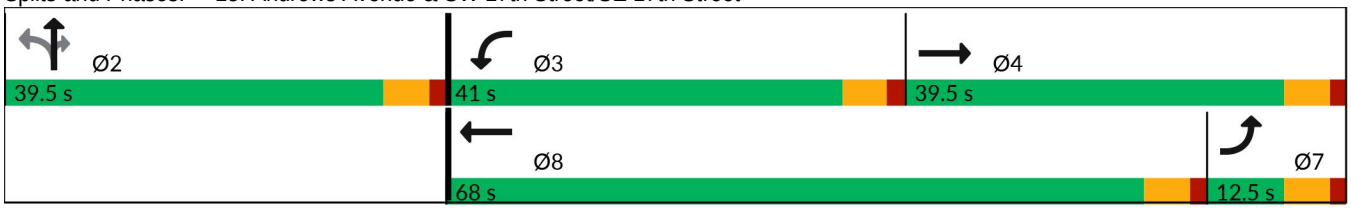
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	666	616	0	0	1611	222	366	1060	193	0	0	0
Future Volume (veh/h)	666	616	0	0	1611	222	366	1060	193	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	687	635	0	0	1661	217	377	1093	121			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	454	2446	0	0	1332	170	306	888	355			
Arrive On Green	0.31	0.92	0.00	0.00	0.57	0.57	0.23	0.23	0.23			
Sat Flow, veh/h	1767	3618	0	0	3228	401	1325	3842	1537			
Grp Volume(v), veh/h	687	635	0	0	918	960	509	961	121			
Grp Sat Flow(s),veh/h/ln	1767	1763	0	0	1763	1773	1789	1689	1537			
Q Serve(g_s), s	37.0	2.9	0.0	0.0	68.0	68.0	37.0	37.0	10.5			
Cycle Q Clear(g_c), s	37.0	2.9	0.0	0.0	68.0	68.0	37.0	37.0	10.5			
Prop In Lane	1.00		0.00	0.00		0.23	0.74		1.00			
Lane Grp Cap(c), veh/h	454	2446	0	0	749	754	414	781	355			
V/C Ratio(X)	1.51	0.26	0.00	0.00	1.23	1.27	1.23	1.23	0.34			
Avail Cap(c_a), veh/h	454	2446	0	0	749	754	414	781	355			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.33	1.33	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.29	0.29	0.59	0.59	0.59			
Uniform Delay (d), s/veh	48.3	2.0	0.0	0.0	34.8	34.8	61.5	61.5	51.3			
Incr Delay (d2), s/veh	242.6	0.3	0.0	0.0	105.0	126.5	116.0	110.4	0.1			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	70.9	1.8	0.0	0.0	63.6	71.2	41.7	38.8	6.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	290.9	2.3	0.0	0.0	139.8	161.3	177.5	171.9	51.4			
LnGrp LOS	F	A			F	F	F	F	D			
Approach Vol, veh/h		1322			1878			1591				
Approach Delay, s/veh		152.3			150.7			164.6				
Approach LOS		F			F			F				
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	43.0	74.0		43.0		117.0						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	37.0	68.0		37.0		111.0						
Max Q Clear Time (g_c+I1), s	39.0	70.0		39.0		4.9						
Green Ext Time (p_c), s	0.0	0.0		0.0		5.2						
Intersection Summary												
HCM 7th Control Delay, s/veh			155.8									
HCM 7th LOS			F									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	127	279	1092	1049	96	732	175
Future Volume (vph)	127	279	1092	1049	96	732	175
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm
Protected Phases	7	4	3	8		2	
Permitted Phases					2		2
Detector Phase	7	4	3	8	2	2	2
Switch Phase							
Minimum Initial (s)	5.0	6.0	5.0	6.0	10.0	10.0	10.0
Minimum Split (s)	10.5	39.5	10.5	39.5	39.5	39.5	39.5
Total Split (s)	12.5	39.5	41.0	68.0	39.5	39.5	39.5
Total Split (%)	10.4%	32.9%	34.2%	56.7%	32.9%	32.9%	32.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	None	None	None	Min	Min	Min

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 105.9
Natural Cycle: 120
Control Type: Actuated-Uncoordinated

Splits and Phases: 13: Andrews Avenue & SW 17th Street/SE 17th Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	131	339	1126	1459	99	755	180
v/c Ratio	0.53	0.44	0.97	0.88	0.20	0.78	0.35
Control Delay (s/veh)	59.9	35.0	56.4	30.8	32.5	42.5	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.9	35.0	56.4	30.8	32.5	42.5	13.7
Queue Length 50th (ft)	48	102	~455	464	53	257	30
Queue Length 95th (ft)	#92	147	#650	580	105	355	94
Internal Link Dist (ft)		226		905		784	
Turn Bay Length (ft)	60		70		145		105
Base Capacity (vph)	247	1133	1165	2031	575	1151	589
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	0.53	0.30	0.97	0.72	0.17	0.66	0.31

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	127	279	49	1092	1049	367	96	732	175	0	0	0
Future Volume (vph)	127	279	49	1092	1049	367	96	732	175	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5			
Lane Util. Factor	0.97	0.95		0.97	0.95		1.00	0.95	1.00			
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00	0.98			
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00			
Frt	1.00	0.98		1.00	0.96		1.00	1.00	0.85			
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00			
Satd. Flow (prot)	3400	3417		3400	3345		1751	3505	1543			
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00			
Satd. Flow (perm)	3400	3417		3400	3345		1751	3505	1543			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	131	288	51	1126	1081	378	99	755	180	0	0	0
RTOR Reduction (vph)	0	13	0	0	17	0	0	0	89	0	0	0
Lane Group Flow (vph)	131	326	0	1126	1442	0	99	755	91	0	0	0
Confl. Peds. (#/hr)	14		3	3		14	1		2	2		1
Confl. Bikes (#/hr)			2			4			3			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA		Prot	NA		Perm	NA	Perm			
Protected Phases	7	4		3	8			2				
Permitted Phases							2		2			
Actuated Green, G (s)	7.7	23.4		36.3	52.0		29.3	29.3	29.3			
Effective Green, g (s)	7.7	23.4		36.3	52.0		29.3	29.3	29.3			
Actuated g/C Ratio	0.07	0.22		0.34	0.49		0.28	0.28	0.28			
Clearance Time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5			
Vehicle Extension (s)	3.0	2.0		3.0	2.0		3.0	3.0	3.0			
Lane Grp Cap (vph)	248	757		1169	1648		486	973	428			
v/s Ratio Prot	0.04	c0.10		c0.33	c0.43			c0.22				
v/s Ratio Perm							0.06		0.06			
v/c Ratio	0.53	0.43		0.96	0.88		0.20	0.78	0.21			
Uniform Delay, d1	47.1	35.3		33.9	23.9		29.2	35.1	29.2			
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00			
Incremental Delay, d2	2.0	0.1		18.1	5.4		0.2	3.9	0.3			
Delay (s)	49.2	35.5		52.0	29.2		29.4	39.0	29.5			
Level of Service	D	D		D	C		C	D	C			
Approach Delay (s/veh)		39.3			39.1			36.4			0.0	
Approach LOS		D			D			D			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	38.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	105.5	Sum of lost time (s)	16.5
Intersection Capacity Utilization	79.8%	ICU Level of Service	D
Analysis Period (min)	15		

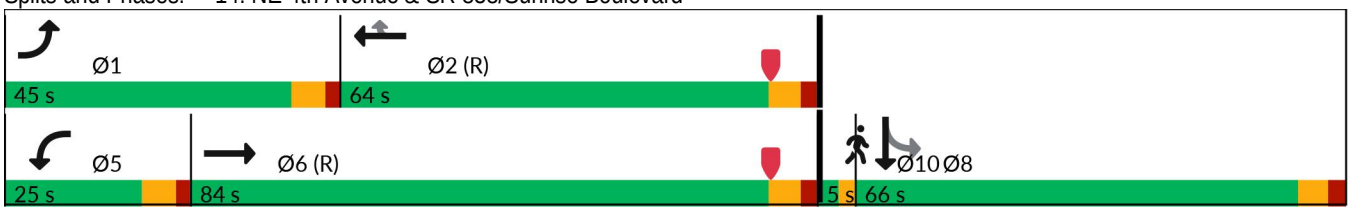
c Critical Lane Group

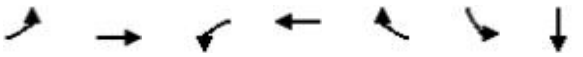
Lane Group	EBL	EBT	WBL	WBT	WBR	SBL	SBT	Ø10
Lane Configurations								
Traffic Volume (vph)	312	1576	186	1122	155	145	1017	
Future Volume (vph)	312	1576	186	1122	155	145	1017	
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	
Protected Phases	1	6	5	2			8	10
Permitted Phases					2	8		
Detector Phase	1	6	5	2	2	8	8	
Switch Phase								
Minimum Initial (s)	5.0	12.0	5.0	12.0	12.0	6.0	6.0	1.0
Minimum Split (s)	11.5	37.5	11.5	35.5	35.5	41.5	41.5	5.0
Total Split (s)	45.0	84.0	25.0	64.0	64.0	66.0	66.0	5.0
Total Split (%)	25.0%	46.7%	13.9%	35.6%	35.6%	36.7%	36.7%	3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.5	2.5	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag			
Lead-Lag Optimize?								
Recall Mode	None	C-Min	None	C-Min	C-Min	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 10 (6%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 14: NE 4th Avenue & SR 838/Sunrise Boulevard





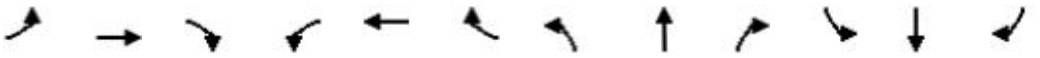
Lane Group	EBL	EBT	WBL	WBT	WBR	SBL	SBT
Lane Group Flow (vph)	318	2325	190	1145	158	148	1283
v/c Ratio	0.93	1.10	1.05	0.66	0.26	0.24	1.06
Control Delay (s/veh)	107.7	78.0	176.8	29.6	2.8	42.9	95.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	107.7	78.0	176.8	29.6	2.8	42.9	95.7
Queue Length 50th (ft)	396	~1094	~247	447	22	123	~850
Queue Length 95th (ft)	m356	m364	m#418	507	m38	193	#1053
Internal Link Dist (ft)		1177		617			380
Turn Bay Length (ft)	260		190		210	330	
Base Capacity (vph)	378	2118	181	1727	599	618	1215
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	0.84	1.10	1.05	0.66	0.26	0.24	1.06

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	312	1576	703	186	1122	155	0	0	0	145	1017	240
Future Volume (vph)	312	1576	703	186	1122	155	0	0	0	145	1017	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5	6.5				6.5	6.5	
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00				1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.98				1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00				0.99	1.00	
Frt	1.00	0.95		1.00	1.00	0.85				1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00				0.95	1.00	
Satd. Flow (prot)	1770	4825		1770	5085	1548				1753	3418	
Flt Permitted	0.95	1.00		0.95	1.00	1.00				0.95	1.00	
Satd. Flow (perm)	1770	4825		1770	5085	1548				1753	3418	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	318	1608	717	190	1145	158	0	0	0	148	1038	245
RTOR Reduction (vph)	0	41	0	0	0	75	0	0	0	0	11	0
Lane Group Flow (vph)	318	2284	0	190	1145	83	0	0	0	148	1272	0
Confl. Peds. (#/hr)	4		2	2		4	12		6	6		12
Confl. Bikes (#/hr)			3			5			1			1
Turn Type	Prot	NA		Prot	NA	Perm				Perm	NA	
Protected Phases	1	6		5	2						8	
Permitted Phases						2				8		
Actuated Green, G (s)	34.9	75.9		18.5	59.5	59.5				63.5	63.5	
Effective Green, g (s)	34.9	75.9		18.5	59.5	59.5				63.5	63.5	
Actuated g/C Ratio	0.19	0.42		0.10	0.33	0.33				0.35	0.35	
Clearance Time (s)	6.5	6.5		6.5	6.5	6.5				6.5	6.5	
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0				2.0	2.0	
Lane Grp Cap (vph)	343	2034		181	1680	511				618	1205	
v/s Ratio Prot	c0.18	c0.47		0.11	0.23						c0.37	
v/s Ratio Perm						0.05				0.08		
v/c Ratio	0.93	1.12		1.05	0.68	0.16				0.24	1.06	
Uniform Delay, d1	71.3	52.1		80.8	52.1	42.6				41.2	58.2	
Progression Factor	1.46	0.69		1.43	0.54	0.13				1.00	1.00	
Incremental Delay, d2	4.5	56.0		75.2	1.9	0.6				0.1	41.9	
Delay (s)	109.0	91.8		190.7	30.1	6.2				41.3	100.2	
Level of Service	F	F		F	C	A				D	F	
Approach Delay (s/veh)		93.9			48.0			0.0			94.1	
Approach LOS		F			D			A			F	

Intersection Summary

HCM 2000 Control Delay (s/veh)	81.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	108.8%	ICU Level of Service	G
Analysis Period (min)	15		

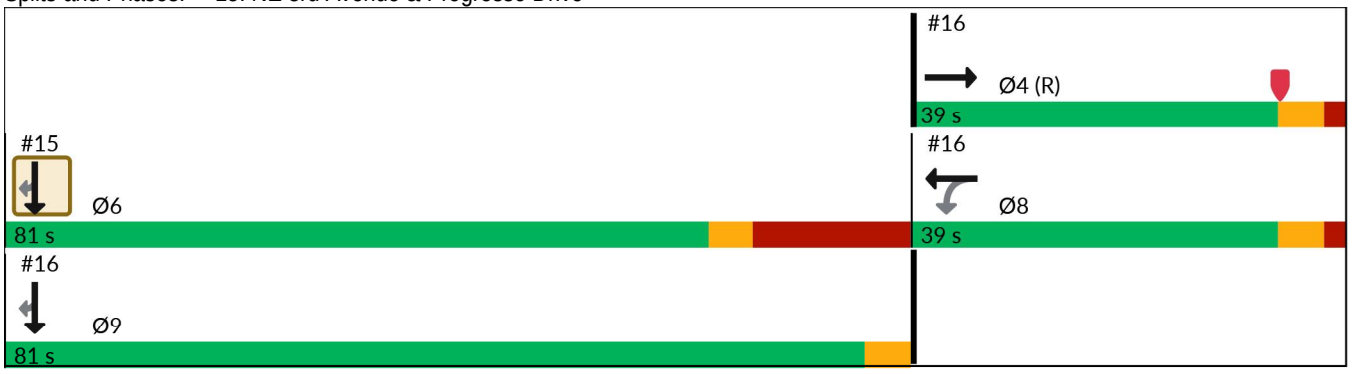
c Critical Lane Group

Lane Group	EBR	SBT	SBR	Ø4	Ø8	Ø9
Lane Configurations						
Traffic Volume (vph)	50	1727	8			
Future Volume (vph)	50	1727	8			
Turn Type	Free	NA	Perm			
Protected Phases		6		4	8	9
Permitted Phases	Free		6			
Detector Phase		6	6			
Switch Phase						
Minimum Initial (s)		10.0	10.0	6.0	6.0	10.0
Minimum Split (s)		45.0	45.0	38.0	38.0	31.0
Total Split (s)		81.0	81.0	39.0	39.0	81.0
Total Split (%)		67.5%	67.5%	33%	33%	68%
Yellow Time (s)		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)		14.0	14.0	2.0	2.0	0.0
Lost Time Adjust (s)		0.0	0.0			
Total Lost Time (s)		18.0	18.0			
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		Min	Min	C-Max	None	Min

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 68 (57%), Referenced to phase 4:EBT, Start of Yellow
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 15: NE 3rd Avenue & Progresso Drive



Lane Group	EBR	SBT	SBR
Lane Group Flow (vph)	53	1837	9
v/c Ratio	0.03	0.99	0.01
Control Delay (s/veh)	0.0	47.0	10.9
Queue Delay	0.0	1.2	0.0
Total Delay (s/veh)	0.0	48.2	10.9
Queue Length 50th (ft)	0	712	2
Queue Length 95th (ft)	0	#909	10
Internal Link Dist (ft)		209	
Turn Bay Length (ft)			150
Base Capacity (vph)	1611	1857	832
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	50	11	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.03	1.00	0.01

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	50	0	0	1727	8
Future Volume (vph)	0	50	0	0	1727	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			18.0	18.0
Lane Util. Factor		1.00			0.95	1.00
Frpb, ped/bikes		1.00			1.00	1.00
Flpb, ped/bikes		1.00			1.00	1.00
Frt		0.87			1.00	0.85
Flt Protected		1.00			1.00	1.00
Satd. Flow (prot)		1611			3539	1583
Flt Permitted		1.00			1.00	1.00
Satd. Flow (perm)		1611			3539	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	53	0	0	1837	9
RTOR Reduction (vph)	0	0	0	0	0	2
Lane Group Flow (vph)	0	53	0	0	1837	7
Confl. Peds. (#/hr)			6			
Confl. Bikes (#/hr)				2		
Turn Type		Free			NA	Perm
Protected Phases					6	
Permitted Phases		Free				6
Actuated Green, G (s)		120.0			63.0	63.0
Effective Green, g (s)		120.0			63.0	63.0
Actuated g/C Ratio		1.00			0.53	0.53
Clearance Time (s)					18.0	18.0
Vehicle Extension (s)					3.0	3.0
Lane Grp Cap (vph)		1611			1857	831
v/s Ratio Prot					c0.52	
v/s Ratio Perm		c0.03				0.00
v/c Ratio		0.03			0.99	0.01
Uniform Delay, d1		0.0			28.2	13.6
Progression Factor		1.00			1.00	1.00
Incremental Delay, d2		0.0			18.2	0.0
Delay (s)		0.0			46.3	13.6
Level of Service		A			D	B
Approach Delay (s/veh)	0.0			0.0	46.2	
Approach LOS	A			A	D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	44.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	62.7%	ICU Level of Service	B
Analysis Period (min)	15		

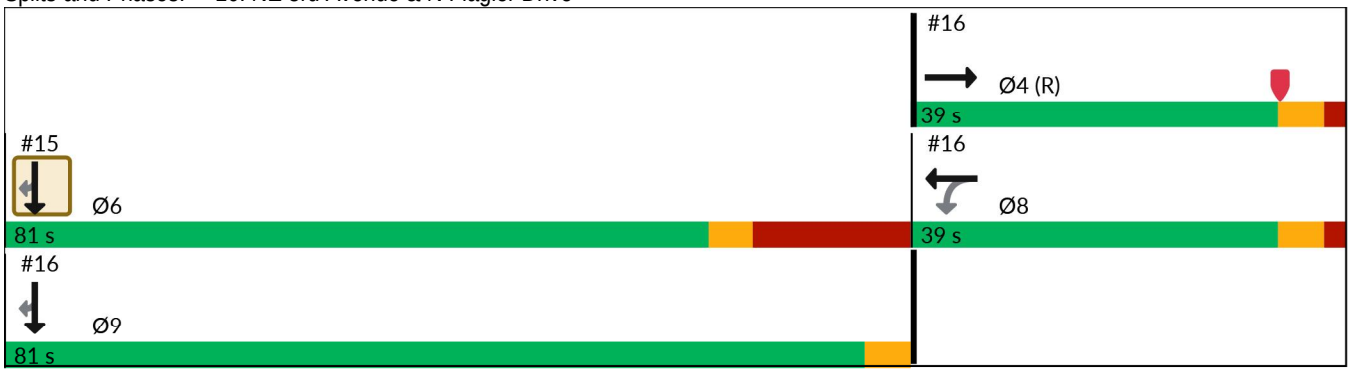
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR	Ø6
Lane Configurations						
Traffic Volume (vph)	254	154	43	1822	27	
Future Volume (vph)	254	154	43	1822	27	
Turn Type	NA	Perm	NA	NA	Perm	
Protected Phases	4		8	9		6
Permitted Phases		8			9	
Detector Phase	4	8	8	9	9	
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	10.0	10.0	10.0
Minimum Split (s)	38.0	38.0	38.0	31.0	31.0	45.0
Total Split (s)	39.0	39.0	39.0	81.0	81.0	81.0
Total Split (%)	32.5%	32.5%	32.5%	67.5%	67.5%	68%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	0.0	0.0	14.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	4.0	4.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max	None	None	Min	Min	Min

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 68 (57%), Referenced to phase 4:EBT, Start of Yellow
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 16: NE 3rd Avenue & N Flagler Drive



Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	334	167	47	1980	29
v/c Ratio	0.66	1.01	0.09	0.87	0.03
Control Delay (s/veh)	44.8	116.0	33.1	5.5	0.0
Queue Delay	0.0	0.0	0.0	5.4	0.0
Total Delay (s/veh)	44.8	116.0	33.1	10.9	0.0
Queue Length 50th (ft)	224	~131	27	25	0
Queue Length 95th (ft)	328	#277	58	m31	m0
Internal Link Dist (ft)	1118		202	145	
Turn Bay Length (ft)		165			25
Base Capacity (vph)	505	166	512	2270	991
Starvation Cap Reductn	0	0	0	246	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.66	1.01	0.09	0.98	0.03

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	254	53	154	43	0	0	0	0	0	1822	27
Future Volume (vph)	0	254	53	154	43	0	0	0	0	0	1822	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						4.0	4.0
Lane Util. Factor		1.00		1.00	1.00						0.95	1.00
Frpb, ped/bikes		1.00		1.00	1.00						1.00	0.97
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.98		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		1814		1765	1863						3539	1530
Flt Permitted		1.00		0.33	1.00						1.00	1.00
Satd. Flow (perm)		1814		604	1863						3539	1530
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	276	58	167	47	0	0	0	0	0	1980	29
RTOR Reduction (vph)	0	7	0	0	0	0	0	0	0	0	0	10
Lane Group Flow (vph)	0	327	0	167	47	0	0	0	0	0	1980	19
Confl. Peds. (#/hr)	3		5	5		3	6		4	4		6
Confl. Bikes (#/hr)						1			1			1
Turn Type		NA		Perm	NA						NA	Perm
Protected Phases		4			8						9	
Permitted Phases				8								9
Actuated Green, G (s)		33.0		33.0	33.0						77.0	77.0
Effective Green, g (s)		33.0		33.0	33.0						77.0	77.0
Actuated g/C Ratio		0.28		0.28	0.28						0.64	0.64
Clearance Time (s)		6.0		6.0	6.0						4.0	4.0
Vehicle Extension (s)		2.5		2.5	2.5						3.0	3.0
Lane Grp Cap (vph)		498		166	512						2270	981
v/s Ratio Prot		0.18			0.03						c0.56	
v/s Ratio Perm				c0.28								0.01
v/c Ratio		0.66		1.01	0.09						0.87	0.02
Uniform Delay, d1		38.5		43.5	32.4						17.5	7.8
Progression Factor		1.00		1.00	1.00						0.18	0.00
Incremental Delay, d2		6.7		71.4	0.1						1.7	0.0
Delay (s)		45.2		114.9	32.4						4.9	0.0
Level of Service		D		F	C						A	A
Approach Delay (s/veh)		45.2			96.8			0.0			4.8	
Approach LOS		D			F			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	17.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	98.9%	ICU Level of Service	F
Analysis Period (min)	15		

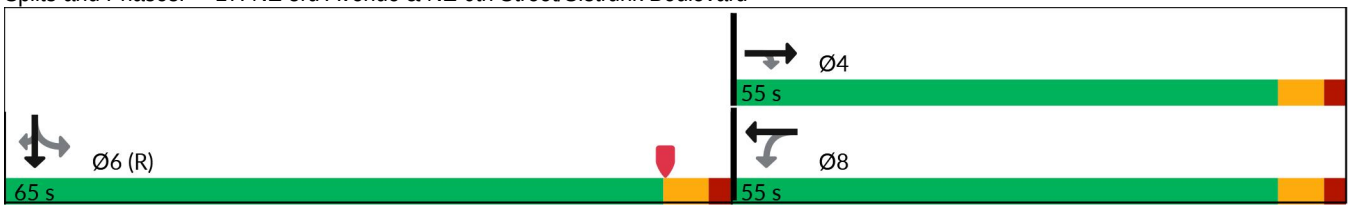
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	331	217	105	448	1447	249
Future Volume (vph)	331	217	105	448	1447	249
Turn Type	NA	Perm	Perm	NA	NA	Perm
Protected Phases	4			8	6	
Permitted Phases		4	8			6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	28.0	28.0
Total Split (s)	55.0	55.0	55.0	55.0	65.0	65.0
Total Split (%)	45.8%	45.8%	45.8%	45.8%	54.2%	54.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 17: NE 3rd Avenue & NE 6th Street/Sistrunk Boulevard



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	341	224	108	462	1672	257
v/c Ratio	0.64	0.50	0.55	0.86	0.64	0.30
Control Delay (s/veh)	39.2	31.1	43.2	53.7	30.2	13.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.2	31.1	43.2	53.7	30.2	13.5
Queue Length 50th (ft)	224	122	69	334	435	99
Queue Length 95th (ft)	284	175	118	413	m482	m119
Internal Link Dist (ft)	911			651	1514	
Turn Bay Length (ft)		140	140			150
Base Capacity (vph)	677	563	246	677	2596	844
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.40	0.44	0.68	0.64	0.30

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	331	217	105	448	0	0	0	0	175	1447	249
Future Volume (vph)	0	331	217	105	448	0	0	0	0	175	1447	249
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		1.00	1.00	1.00	1.00						0.91	1.00
Frpb, ped/bikes		1.00	0.95	1.00	1.00						1.00	0.95
Flpb, ped/bikes		1.00	1.00	0.98	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.99	1.00
Satd. Flow (prot)		1660	1342	1550	1660						4501	1338
Flt Permitted		1.00	1.00	0.37	1.00						0.99	1.00
Satd. Flow (perm)		1660	1342	603	1660						4501	1338
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	341	224	108	462	0	0	0	0	180	1492	257
RTOR Reduction (vph)	0	0	18	0	0	0	0	0	0	0	0	73
Lane Group Flow (vph)	0	341	206	108	462	0	0	0	0	0	1672	184
Confl. Peds. (#/hr)	2		27	27		2	12		5	5		12
Confl. Bikes (#/hr)			1			1			2			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4	8						6		6
Actuated Green, G (s)		38.8	38.8	38.8	38.8						69.2	69.2
Effective Green, g (s)		38.8	38.8	38.8	38.8						69.2	69.2
Actuated g/C Ratio		0.32	0.32	0.32	0.32						0.58	0.58
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0	2.0						3.0	3.0
Lane Grp Cap (vph)		536	433	194	536						2595	771
v/s Ratio Prot		0.21			c0.28							
v/s Ratio Perm			0.15	0.18							0.37	0.14
v/c Ratio		0.64	0.48	0.56	0.86						0.64	0.24
Uniform Delay, d1		34.6	32.5	33.5	38.1						17.1	12.5
Progression Factor		1.00	1.00	1.00	1.00						1.59	2.44
Incremental Delay, d2		1.8	0.3	2.0	13.0						0.6	0.3
Delay (s)		36.4	32.8	35.5	51.1						27.8	30.7
Level of Service		D	C	D	D						C	C
Approach Delay (s/veh)		35.0			48.1			0.0			28.2	
Approach LOS		C			D			A			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	33.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	79.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	307	127	356	1516	141
Future Volume (vph)	307	127	356	1516	141
Turn Type	NA	pm+pt	NA	NA	Perm
Protected Phases	4	3	8	6	
Permitted Phases		8			6
Detector Phase	4	3	8	6	6
Switch Phase					
Minimum Initial (s)	6.0	5.0	6.0	10.0	10.0
Minimum Split (s)	32.0	11.0	32.0	27.0	27.0
Total Split (s)	50.0	13.0	63.0	57.0	57.0
Total Split (%)	41.7%	10.8%	52.5%	47.5%	47.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 66 (55%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 18: NE 3rd Avenue & NE 4th Street

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	464	134	375	1702	148
v/c Ratio	0.94	0.59	0.56	0.84	0.24
Control Delay (s/veh)	64.2	31.0	27.5	43.4	17.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	64.2	31.0	27.5	43.4	17.6
Queue Length 50th (ft)	319	58	198	508	65
Queue Length 95th (ft)	#515	98	292	555	m114
Internal Link Dist (ft)	908		191	1288	
Turn Bay Length (ft)		90			150
Base Capacity (vph)	533	226	709	2030	625
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.87	0.59	0.53	0.84	0.24

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	307	134	127	356	0	0	0	0	101	1516	141
Future Volume (vph)	0	307	134	127	356	0	0	0	0	101	1516	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	6.0
Lane Util. Factor		1.00		1.00	1.00						0.91	1.00
Frpb, ped/bikes		0.99		1.00	1.00						1.00	0.91
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.96		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		1419		1577	1494						4504	1282
Flt Permitted		1.00		0.20	1.00						1.00	1.00
Satd. Flow (perm)		1419		338	1494						4504	1282
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	323	141	134	375	0	0	0	0	106	1596	148
RTOR Reduction (vph)	0	14	0	0	0	0	0	0	0	0	0	48
Lane Group Flow (vph)	0	450	0	134	375	0	0	0	0	0	1702	100
Confl. Peds. (#/hr)	24		14	14		24	25		30	30		25
Confl. Bikes (#/hr)			2			2			3			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)		0	0		0	0						
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		4		3	8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)		40.7		53.9	53.9						54.1	54.1
Effective Green, g (s)		40.7		53.9	53.9						54.1	54.1
Actuated g/C Ratio		0.34		0.45	0.45						0.45	0.45
Clearance Time (s)		6.0		6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0		3.0	2.0						3.0	3.0
Lane Grp Cap (vph)		481		226	671						2030	577
v/s Ratio Prot		c0.32		0.04	c0.25							
v/s Ratio Perm				0.23							0.38	0.08
v/c Ratio		0.94		0.59	0.56						0.84	0.17
Uniform Delay, d1		38.4		23.7	24.3						29.1	19.6
Progression Factor		1.00		1.00	1.00						1.33	1.76
Incremental Delay, d2		25.4		4.1	0.6						3.5	0.5
Delay (s)		63.8		27.8	24.9						42.2	35.1
Level of Service		E		C	C						D	D
Approach Delay (s/veh)		63.8			25.7			0.0			41.6	
Approach LOS		E			C			A			D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	42.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	87.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	25	56	71	1708	17
Future Volume (vph)	25	56	71	1708	17
Turn Type	NA	Perm	NA	NA	Perm
Protected Phases	4		8	6	
Permitted Phases		8			6
Detector Phase	4	8	8	6	6
Switch Phase					
Minimum Initial (s)	6.0	6.0	6.0	7.0	7.0
Minimum Split (s)	31.0	31.0	31.0	28.0	28.0
Total Split (s)	35.0	35.0	35.0	85.0	85.0
Total Split (%)	29.2%	29.2%	29.2%	70.8%	70.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 96 (80%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 19: NE 3rd Avenue & NE 3rd Street

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	48	58	74	1820	18
v/c Ratio	0.27	0.48	0.48	0.49	0.02
Control Delay (s/veh)	32.3	60.8	58.8	1.2	0.0
Queue Delay	0.0	0.0	0.0	0.2	0.0
Total Delay (s/veh)	32.3	60.8	58.8	1.4	0.0
Queue Length 50th (ft)	19	44	56	26	0
Queue Length 95th (ft)	50	78	93	53	m0
Internal Link Dist (ft)	415		157	262	
Turn Bay Length (ft)		160			150
Base Capacity (vph)	388	286	361	3734	1043
Starvation Cap Reductn	0	0	0	893	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.12	0.20	0.20	0.64	0.02

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	25	21	56	71	0	0	0	0	39	1708	17
Future Volume (vph)	0	25	21	56	71	0	0	0	0	39	1708	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	6.0
Lane Util. Factor		1.00		1.00	1.00						0.91	1.00
Frpb, ped/bikes		0.99		1.00	1.00						1.00	0.89
Flpb, ped/bikes		1.00		0.98	1.00						1.00	1.00
Frt		0.94		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		1537		1552	1494						4518	1257
Flt Permitted		1.00		0.73	1.00						1.00	1.00
Satd. Flow (perm)		1537		1185	1494						4518	1257
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	26	22	58	74	0	0	0	0	41	1779	18
RTOR Reduction (vph)	0	20	0	0	0	0	0	0	0	0	0	3
Lane Group Flow (vph)	0	28	0	58	74	0	0	0	0	0	1820	15
Confl. Peds. (#/hr)	5		12	12		5	33		34	34		33
Confl. Bikes (#/hr)									3			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)					0	0						
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)		11.2		11.2	11.2						96.8	96.8
Effective Green, g (s)		11.2		11.2	11.2						96.8	96.8
Actuated g/C Ratio		0.09		0.09	0.09						0.81	0.81
Clearance Time (s)		6.0		6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0		2.0	2.0						1.0	1.0
Lane Grp Cap (vph)		143		110	139						3644	1013
v/s Ratio Prot		0.02			c0.05							
v/s Ratio Perm				0.05							0.40	0.01
v/c Ratio		0.20		0.53	0.53						0.50	0.01
Uniform Delay, d1		50.2		51.9	51.9						3.8	2.3
Progression Factor		1.00		1.00	1.00						0.20	0.00
Incremental Delay, d2		0.2		2.1	2.0						0.3	0.0
Delay (s)		50.5		54.0	53.9						1.0	0.0
Level of Service		D		D	D						A	A
Approach Delay (s/veh)		50.5			53.9			0.0			1.0	
Approach LOS		D			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	5.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	27	137	3	1696	49
Future Volume (vph)	27	137	3	1696	49
Turn Type	NA	Perm	NA	NA	Perm
Protected Phases	4		8	6	
Permitted Phases		8			6
Detector Phase	4	8	8	6	6
Switch Phase					
Minimum Initial (s)	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	33.0	33.0	33.0	25.0	25.0
Total Split (s)	38.0	38.0	38.0	82.0	82.0
Total Split (%)	31.7%	31.7%	31.7%	68.3%	68.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 102 (85%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 20: NE 3rd Avenue & NE 2nd Street

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	109	147	3	1872	53
v/c Ratio	0.42	0.80	0.01	0.57	0.06
Control Delay (s/veh)	39.8	76.1	37.0	2.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.8	76.1	37.0	2.8	0.1
Queue Length 50th (ft)	62	111	2	36	0
Queue Length 95th (ft)	110	172	10	34	1
Internal Link Dist (ft)	909		241	266	
Turn Bay Length (ft)		105			150
Base Capacity (vph)	406	294	442	3311	910
Starvation Cap Reductn	0	0	0	93	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.27	0.50	0.01	0.58	0.06

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	27	74	137	3	0	0	0	0	45	1696	49
Future Volume (vph)	0	27	74	137	3	0	0	0	0	45	1696	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	6.0
Lane Util. Factor		1.00		1.00	1.00						0.91	1.00
Frpb, ped/bikes		0.98		1.00	1.00						1.00	0.87
Flpb, ped/bikes		1.00		0.99	1.00						1.00	1.00
Frt		0.90		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		1471		1565	1660						4516	1227
Flt Permitted		1.00		0.67	1.00						1.00	1.00
Satd. Flow (perm)		1471		1106	1660						4516	1227
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	29	80	147	3	0	0	0	0	48	1824	53
RTOR Reduction (vph)	0	16	0	0	0	0	0	0	0	0	0	12
Lane Group Flow (vph)	0	93	0	147	3	0	0	0	0	0	1872	41
Confl. Peds. (#/hr)	2		7	7		2	35		29	29		35
Confl. Bikes (#/hr)			1						3			5
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)		20.0		20.0	20.0						88.0	88.0
Effective Green, g (s)		20.0		20.0	20.0						88.0	88.0
Actuated g/C Ratio		0.17		0.17	0.17						0.73	0.73
Clearance Time (s)		6.0		6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0		2.0	2.0						3.0	3.0
Lane Grp Cap (vph)		245		184	276						3311	899
v/s Ratio Prot		0.06			0.00							
v/s Ratio Perm				c0.13							0.41	0.03
v/c Ratio		0.38		0.80	0.01						0.57	0.05
Uniform Delay, d1		44.5		48.1	41.7						7.3	4.4
Progression Factor		1.00		1.00	1.00						0.26	0.01
Incremental Delay, d2		0.4		19.8	0.0						0.6	0.1
Delay (s)		44.8		67.8	41.7						2.5	0.1
Level of Service		D		E	D						A	A
Approach Delay (s/veh)		44.8			67.3			0.0			2.5	
Approach LOS		D			E			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	9.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.2%	ICU Level of Service	C
Analysis Period (min)	15		

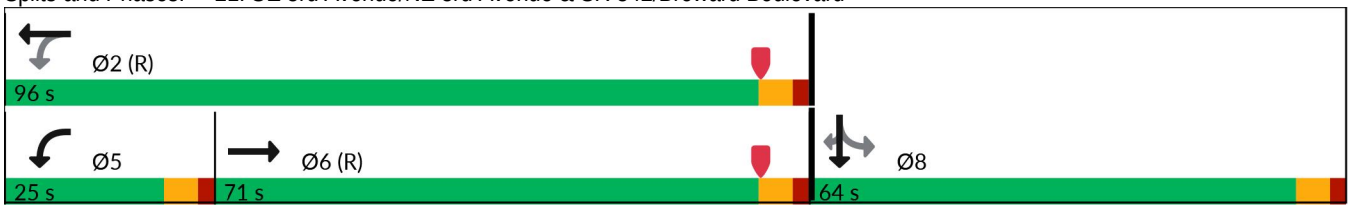
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	1335	240	1102	1268	379
Future Volume (vph)	1335	240	1102	1268	379
Turn Type	NA	pm+pt	NA	NA	Perm
Protected Phases	6	5	2	8	
Permitted Phases		2			8
Detector Phase	6	5	2	8	8
Switch Phase					
Minimum Initial (s)	7.0	4.0	7.0	6.0	6.0
Minimum Split (s)	40.0	10.0	40.0	39.0	39.0
Total Split (s)	71.0	25.0	96.0	64.0	64.0
Total Split (%)	44.4%	15.6%	60.0%	40.0%	40.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	C-Max	None	C-Max	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 134 (84%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 21: SE 3rd Avenue/NE 3rd Avenue & SR 842/Broward Boulevard

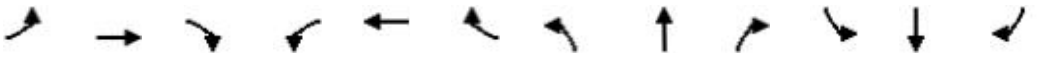


Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	1885	250	1148	1667	395
v/c Ratio	1.06	1.10	0.45	1.04	0.76
Control Delay (s/veh)	67.6	132.8	21.2	81.4	47.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	67.6	132.8	21.2	81.4	47.7
Queue Length 50th (ft)	~791	~249	250	~684	309
Queue Length 95th (ft)	#885	#438	287	#779	453
Internal Link Dist (ft)	909		213	269	
Turn Bay Length (ft)		175			150
Base Capacity (vph)	1772	228	2549	1609	520
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.06	1.10	0.45	1.04	0.76

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



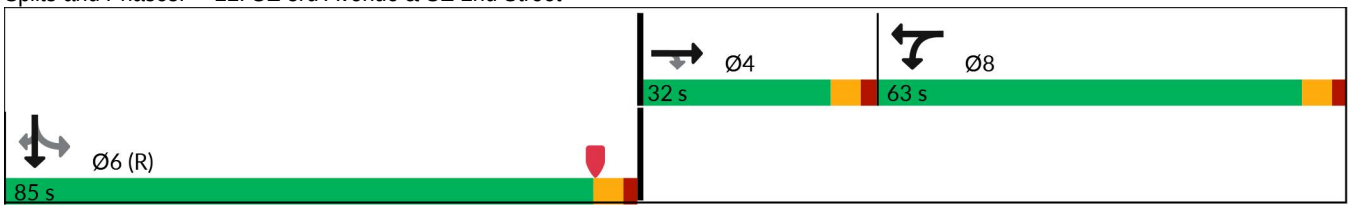
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1335	474	240	1102	0	0	0	0	332	1268	379
Future Volume (veh/h)	0	1335	474	240	1102	0	0	0	0	332	1268	379
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1670	1670	1670	1670	0				1670	1670	1670
Adj Flow Rate, veh/h	0	1391	462	250	1148	0				346	1321	325
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	1370	451	234	2564	0				350	1340	490
Arrive On Green	0.00	0.54	0.54	0.16	0.75	0.00				0.36	0.36	0.36
Sat Flow, veh/h	0	3522	1110	1590	4709	0				965	3696	1353
Grp Volume(v), veh/h	0	1253	600	250	1148	0				581	1086	325
Grp Sat Flow(s),veh/h/ln	0	1520	1442	1590	1520	0				1622	1520	1353
Q Serve(g_s), s	0.0	65.0	65.0	19.0	15.3	0.0				57.0	56.7	32.3
Cycle Q Clear(g_c), s	0.0	65.0	65.0	19.0	15.3	0.0				57.0	56.7	32.3
Prop In Lane	0.00		0.77	1.00		0.00				0.60		1.00
Lane Grp Cap(c), veh/h	0	1235	586	234	2564	0				588	1102	490
V/C Ratio(X)	0.00	1.01	1.02	1.07	0.45	0.00				0.99	0.99	0.66
Avail Cap(c_a), veh/h	0	1235	586	234	2564	0				588	1102	490
HCM Platoon Ratio	1.00	1.33	1.33	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.70	0.70	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	36.8	36.8	51.3	10.7	0.0				50.7	50.6	42.8
Incr Delay (d2), s/veh	0.0	25.1	37.6	78.3	0.6	0.0				34.2	23.4	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
%ile BackOfQ(95%),veh/ln	0.0	34.0	35.1	15.4	7.8	0.0				37.4	33.3	16.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	61.9	74.3	129.6	11.3	0.0				84.9	74.0	45.5
LnGrp LOS		F	F	F	B					F	E	D
Approach Vol, veh/h		1853			1398						1992	
Approach Delay, s/veh		65.9			32.5						72.5	
Approach LOS		E			C						E	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		96.0			25.0	71.0		64.0				
Change Period (Y+Rc), s		6.0			6.0	6.0		6.0				
Max Green Setting (Gmax), s		90.0			19.0	65.0		58.0				
Max Q Clear Time (g_c+I1), s		17.3			21.0	67.0		59.0				
Green Ext Time (p_c), s		2.0			0.0	0.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			59.5									
HCM 7th LOS			E									

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	101	224	270	390	1573	225
Future Volume (vph)	101	224	270	390	1573	225
Turn Type	NA	Perm	Split	NA	NA	Perm
Protected Phases	4		8	8	6	
Permitted Phases		4				6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	15.0	15.0
Minimum Split (s)	32.0	32.0	34.0	34.0	31.0	31.0
Total Split (s)	32.0	32.0	63.0	63.0	85.0	85.0
Total Split (%)	17.8%	17.8%	35.0%	35.0%	47.2%	47.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 151 (84%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 22: SE 3rd Avenue & SE 2nd Street



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	105	233	253	434	1829	234
v/c Ratio	0.44	0.78	0.58	0.94	0.89	0.39
Control Delay (s/veh)	76.8	45.2	59.2	91.1	51.0	22.2
Queue Delay	0.0	2.4	0.0	0.0	46.7	0.0
Total Delay (s/veh)	76.8	47.6	59.2	91.1	97.7	22.2
Queue Length 50th (ft)	115	102	262	516	741	115
Queue Length 95th (ft)	185	#237	366	#717	821	196
Internal Link Dist (ft)	583			245	543	
Turn Bay Length (ft)						150
Base Capacity (vph)	239	299	474	497	2063	598
Starvation Cap Reductn	0	0	0	0	409	0
Spillback Cap Reductn	0	18	0	0	569	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.83	0.53	0.87	1.22	0.39

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	101	224	270	390	0	0	0	0	182	1573	225
Future Volume (vph)	0	101	224	270	390	0	0	0	0	182	1573	225
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		1.00	1.00	0.95	0.95						0.91	1.00
Frpb, ped/bikes		1.00	0.85	1.00	1.00						1.00	0.85
Flpb, ped/bikes		1.00	1.00	1.00	1.00						0.99	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.99	1.00
Satd. Flow (prot)		1660	1206	1498	1572						4463	1193
Flt Permitted		1.00	1.00	0.95	1.00						0.99	1.00
Satd. Flow (perm)		1660	1206	1498	1572						4463	1193
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	105	233	281	406	0	0	0	0	190	1639	234
RTOR Reduction (vph)	0	0	126	0	0	0	0	0	0	0	0	47
Lane Group Flow (vph)	0	105	107	253	434	0	0	0	0	0	1829	187
Confl. Peds. (#/hr)	12		65	65		12	67		27	27		67
Confl. Bikes (#/hr)			1			1			2			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA	Perm	Split	NA					Perm	NA	Perm
Protected Phases		4		8	8						6	
Permitted Phases			4							6		6
Actuated Green, G (s)		26.0	26.0	52.8	52.8						83.2	83.2
Effective Green, g (s)		26.0	26.0	52.8	52.8						83.2	83.2
Actuated g/C Ratio		0.14	0.14	0.29	0.29						0.46	0.46
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0	2.0						3.0	3.0
Lane Grp Cap (vph)		239	174	439	461						2062	551
v/s Ratio Prot		0.06		0.17	c0.28							
v/s Ratio Perm			c0.09								0.41	0.16
v/c Ratio		0.44	0.62	0.58	0.94						0.89	0.34
Uniform Delay, d1		70.3	72.3	54.1	62.1						44.1	30.9
Progression Factor		1.00	1.00	1.00	1.00						1.00	1.00
Incremental Delay, d2		0.5	4.5	1.1	27.4						6.1	1.7
Delay (s)		70.8	76.8	55.2	89.5						50.2	32.5
Level of Service		E	E	E	F						D	C
Approach Delay (s/veh)		75.0			76.9			0.0			48.2	
Approach LOS		E			E			A			D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	57.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	97.3%	ICU Level of Service	F
Analysis Period (min)	15		

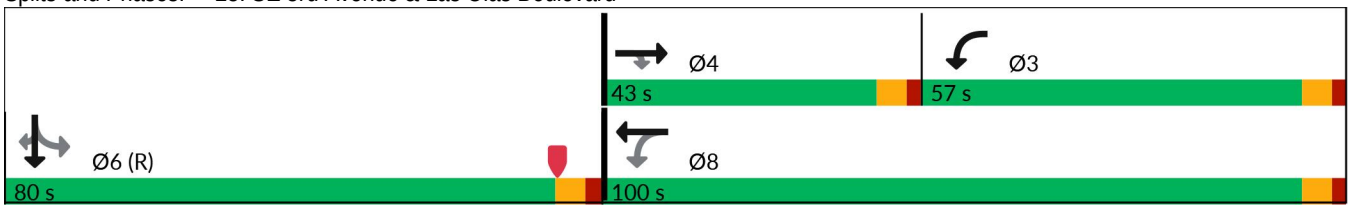
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	400	272	657	22	1722	82
Future Volume (vph)	400	272	657	22	1722	82
Turn Type	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		3	8	6	
Permitted Phases		4	8			6
Detector Phase	4	4	3	8	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	4.0	6.0	10.0	10.0
Minimum Split (s)	32.0	32.0	11.0	32.0	33.0	33.0
Total Split (s)	43.0	43.0	57.0	100.0	80.0	80.0
Total Split (%)	23.9%	23.9%	31.7%	55.6%	44.4%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 162 (90%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 23: SE 3rd Avenue & Las Olas Boulevard



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	426	289	699	23	2109	87
v/c Ratio	0.66	1.20	1.24	0.01	1.16	0.20
Control Delay (s/veh)	71.2	168.5	168.0	20.8	103.6	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0
Total Delay (s/veh)	71.2	168.5	168.0	20.8	103.7	1.8
Queue Length 50th (ft)	246	~358	~878	6	~1082	2
Queue Length 95th (ft)	311	#566	#1137	15	#1146	m2
Internal Link Dist (ft)	459			308	436	
Turn Bay Length (ft)		110				150
Base Capacity (vph)	648	241	563	1565	1819	431
Starvation Cap Reductn	0	0	0	0	75	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.66	1.20	1.24	0.01	1.21	0.20

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	400	272	657	22	0	0	0	0	260	1722	82
Future Volume (vph)	0	400	272	657	22	0	0	0	0	260	1722	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		0.95	1.00	1.00	0.95						0.91	1.00
Frpb, ped/bikes		1.00	0.68	1.00	1.00						1.00	0.69
Flpb, ped/bikes		1.00	1.00	0.96	1.00						0.98	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.99	1.00
Satd. Flow (prot)		3154	963	1519	2997						4427	970
Flt Permitted		1.00	1.00	0.34	1.00						0.99	1.00
Satd. Flow (perm)		3154	963	536	2997						4427	970
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	426	289	699	23	0	0	0	0	277	1832	87
RTOR Reduction (vph)	0	0	44	0	0	0	0	0	0	0	0	32
Lane Group Flow (vph)	0	426	245	699	23	0	0	0	0	0	2109	55
Confl. Peds. (#/hr)	267		161	161		267	165		64	64		165
Confl. Bikes (#/hr)			9			4			2			3
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)					0	0						
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	Perm
Protected Phases		4		3	8						6	
Permitted Phases			4	8						6		6
Actuated Green, G (s)		37.0	37.0	94.0	94.0						74.0	74.0
Effective Green, g (s)		37.0	37.0	94.0	94.0						74.0	74.0
Actuated g/C Ratio		0.21	0.21	0.52	0.52						0.41	0.41
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.5	2.5	1.5	2.5						3.0	3.0
Lane Grp Cap (vph)		648	197	558	1565						1819	398
v/s Ratio Prot		0.14		c0.35	0.01							
v/s Ratio Perm			0.25	c0.30							0.48	0.06
v/c Ratio		0.66	1.25	1.25	0.01						1.16	0.14
Uniform Delay, d1		65.7	71.5	48.4	20.7						53.0	33.1
Progression Factor		1.00	1.00	1.00	1.00						0.53	0.09
Incremental Delay, d2		2.2	145.5	127.9	0.0						75.5	0.4
Delay (s)		67.8	217.0	176.4	20.7						103.6	3.2
Level of Service		E	F	F	C						F	A
Approach Delay (s/veh)		128.1			171.4			0.0			99.7	
Approach LOS		F			F			A			F	

Intersection Summary

HCM 2000 Control Delay (s/veh)	119.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.24		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	124.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBL	WBT	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	338	302	2161	263
Future Volume (vph)	338	302	2161	263
Turn Type	Perm	NA	NA	Perm
Protected Phases		8	6	
Permitted Phases	8			6
Detector Phase	8	8	6	6
Switch Phase				
Minimum Initial (s)	6.0	6.0	10.0	10.0
Minimum Split (s)	36.0	36.0	37.0	37.0
Total Split (s)	59.0	59.0	121.0	121.0
Total Split (%)	32.8%	32.8%	67.2%	67.2%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 40 (22%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 24: SE 6th Street & SE 3rd Avenue

Lane Group	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	367	328	2606	286
v/c Ratio	0.91	0.41	0.86	0.30
Control Delay (s/veh)	91.7	56.1	13.8	2.7
Queue Delay	0.0	0.0	15.5	0.0
Total Delay (s/veh)	91.7	56.1	29.3	2.7
Queue Length 50th (ft)	420	168	346	26
Queue Length 95th (ft)	542	211	m315	m18
Internal Link Dist (ft)		474	1522	
Turn Bay Length (ft)	160			150
Base Capacity (vph)	461	928	3041	967
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	495	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.80	0.35	1.02	0.30

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	338	302	0	0	0	0	236	2161	263
Future Volume (vph)	0	0	0	338	302	0	0	0	0	236	2161	263
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				6.0	6.0						6.0	6.0
Lane Util. Factor				1.00	0.95						0.91	1.00
Frpb, ped/bikes				1.00	1.00						1.00	0.97
Flpb, ped/bikes				0.99	1.00						1.00	1.00
Frt				1.00	1.00						1.00	0.85
Flt Protected				0.95	1.00						1.00	1.00
Satd. Flow (prot)				1569	3154						4496	1374
Flt Permitted				0.95	1.00						1.00	1.00
Satd. Flow (perm)				1569	3154						4496	1374
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	367	328	0	0	0	0	257	2349	286
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	38
Lane Group Flow (vph)	0	0	0	367	328	0	0	0	0	0	2606	248
Confl. Peds. (#/hr)	24		3	3		24	8		18	18		8
Confl. Bikes (#/hr)									5			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type				Perm	NA					Perm	NA	Perm
Protected Phases					8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)				46.2	46.2						121.8	121.8
Effective Green, g (s)				46.2	46.2						121.8	121.8
Actuated g/C Ratio				0.26	0.26						0.68	0.68
Clearance Time (s)				6.0	6.0						6.0	6.0
Vehicle Extension (s)				2.0	2.0						3.0	3.0
Lane Grp Cap (vph)				402	809						3042	929
v/s Ratio Prot					0.10							
v/s Ratio Perm				c0.23							0.58	0.18
v/c Ratio				0.91	0.41						0.86	0.27
Uniform Delay, d1				64.9	55.5						22.4	11.5
Progression Factor				1.00	1.00						0.56	0.35
Incremental Delay, d2				24.3	0.1						0.3	0.1
Delay (s)				89.2	55.6						12.9	4.1
Level of Service				F	E						B	A
Approach Delay (s/veh)		0.0			73.4			0.0			12.0	
Approach LOS		A			E			A			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	23.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	84.7%	ICU Level of Service	E
Analysis Period (min)	15		

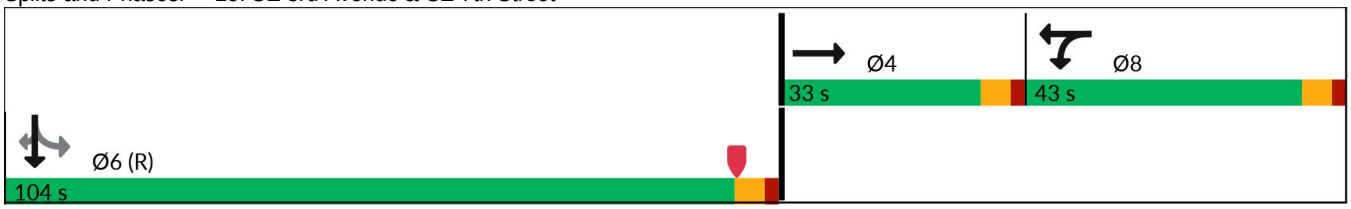
c Critical Lane Group

Lane Group	EBT	WBT	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	113	13	2456	105
Future Volume (vph)	113	13	2456	105
Turn Type	NA	NA	NA	Perm
Protected Phases	4	8	6	
Permitted Phases				6
Detector Phase	4	8	6	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	10.0	10.0
Minimum Split (s)	33.0	33.0	25.0	25.0
Total Split (s)	33.0	43.0	104.0	104.0
Total Split (%)	18.3%	23.9%	57.8%	57.8%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 33 (18%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 25: SE 3rd Avenue & SE 7th Street



Lane Group	EBT	WBT	SBT	SBR
Lane Group Flow (vph)	227	354	2652	108
v/c Ratio	0.94	1.06	1.08	0.14
Control Delay (s/veh)	111.6	130.9	64.0	4.7
Queue Delay	0.0	0.0	9.1	0.0
Total Delay (s/veh)	111.6	130.9	73.1	4.7
Queue Length 50th (ft)	243	~468	~1264	2
Queue Length 95th (ft)	#415	#685	#1336	m16
Internal Link Dist (ft)	568	243	566	
Turn Bay Length (ft)				150
Base Capacity (vph)	249	334	2458	759
Starvation Cap Reductn	0	0	147	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.91	1.06	1.15	0.14

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	113	108	331	13	0	0	0	0	116	2456	105
Future Volume (vph)	0	113	108	331	13	0	0	0	0	116	2456	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0						6.0	6.0
Lane Util. Factor		1.00			1.00						0.91	1.00
Frpb, ped/bikes		0.99			1.00						1.00	0.96
Flpb, ped/bikes		1.00			1.00						1.00	1.00
Frt		0.93			1.00						1.00	0.85
Flt Protected		1.00			0.95						1.00	1.00
Satd. Flow (prot)		1536			1584						4515	1349
Flt Permitted		1.00			0.95						1.00	1.00
Satd. Flow (perm)		1536			1584						4515	1349
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	116	111	341	13	0	0	0	0	120	2532	108
RTOR Reduction (vph)	0	20	0	0	0	0	0	0	0	0	0	25
Lane Group Flow (vph)	0	207	0	0	354	0	0	0	0	0	2652	83
Confl. Peds. (#/hr)	4		4	4		4	5		7	7		5
Confl. Bikes (#/hr)									5			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA		Split	NA					Perm	NA	Perm
Protected Phases		4		8	8						6	
Permitted Phases										6		6
Actuated Green, G (s)		26.0			38.0						98.0	98.0
Effective Green, g (s)		26.0			38.0						98.0	98.0
Actuated g/C Ratio		0.14			0.21						0.54	0.54
Clearance Time (s)		6.0			6.0						6.0	6.0
Vehicle Extension (s)		2.5			2.5						3.0	3.0
Lane Grp Cap (vph)		221			334						2458	734
v/s Ratio Prot		c0.14			c0.22							
v/s Ratio Perm											0.59	0.06
v/c Ratio		0.94			1.06						1.08	0.11
Uniform Delay, d1		76.2			71.0						41.0	19.9
Progression Factor		1.00			1.00						0.56	0.45
Incremental Delay, d2		43.1			65.9						40.1	0.2
Delay (s)		119.3			136.9						63.1	9.0
Level of Service		F			F						E	A
Approach Delay (s/veh)		119.3			136.9			0.0			61.0	
Approach LOS		F			F			A			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	73.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	109.1%	ICU Level of Service	H
Analysis Period (min)	15		

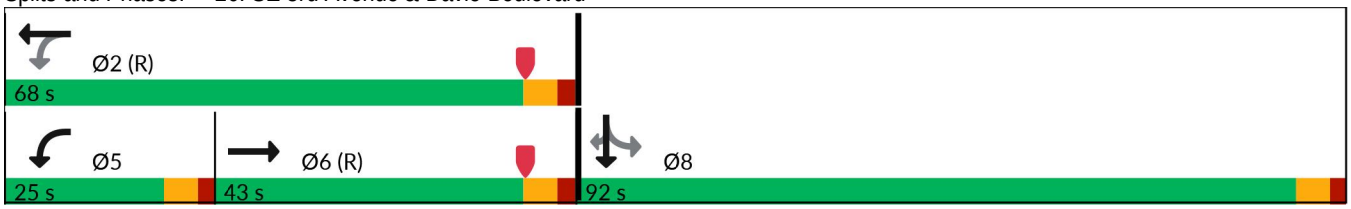
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	538	295	791	1595	967
Future Volume (vph)	538	295	791	1595	967
Turn Type	NA	pm+pt	NA	NA	Perm
Protected Phases	6	5	2	8	
Permitted Phases		2			8
Detector Phase	6	5	2	8	8
Switch Phase					
Minimum Initial (s)	12.0	4.0	12.0	6.0	6.0
Minimum Split (s)	33.0	10.0	33.0	33.0	33.0
Total Split (s)	43.0	25.0	68.0	92.0	92.0
Total Split (%)	26.9%	15.6%	42.5%	57.5%	57.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	C-Min	None	C-Min	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 84 (53%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 26: SE 3rd Avenue & Davie Boulevard



Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	845	304	815	1968	997
v/c Ratio	1.08	1.20	0.60	0.73	1.16
Control Delay (s/veh)	105.9	160.8	41.4	30.3	118.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	105.9	160.8	41.4	30.3	118.6
Queue Length 50th (ft)	~507	~333	356	563	~1202
Queue Length 95th (ft)	#648	#535	428	619	#1470
Internal Link Dist (ft)	909		222	1897	
Turn Bay Length (ft)		185			150
Base Capacity (vph)	784	254	1358	2681	857
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.08	1.20	0.60	0.73	1.16

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	538	281	295	791	0	0	0	0	314	1595	967
Future Volume (vph)	0	538	281	295	791	0	0	0	0	314	1595	967
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	6.0
Lane Util. Factor		0.95		1.00	0.95						0.91	1.00
Frpb, ped/bikes		0.99		1.00	1.00						1.00	0.98
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.95		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						0.99	1.00
Satd. Flow (prot)		3303		1752	3505						4987	1541
Flt Permitted		1.00		0.09	1.00						0.99	1.00
Satd. Flow (perm)		3303		172	3505						4987	1541
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	555	290	304	815	0	0	0	0	324	1644	997
RTOR Reduction (vph)	0	20	0	0	0	0	0	0	0	0	0	30
Lane Group Flow (vph)	0	825	0	304	815	0	0	0	0	0	1968	967
Confl. Peds. (#/hr)	3		2	2		3	3		5	5		3
Confl. Bikes (#/hr)			3			4			1			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		6		5	2						8	
Permitted Phases				2						8		8
Actuated Green, G (s)		37.0		62.0	62.0						86.0	86.0
Effective Green, g (s)		37.0		62.0	62.0						86.0	86.0
Actuated g/C Ratio		0.23		0.39	0.39						0.54	0.54
Clearance Time (s)		6.0		6.0	6.0						6.0	6.0
Vehicle Extension (s)		3.0		1.5	3.0						2.0	2.0
Lane Grp Cap (vph)		763		254	1358						2680	828
v/s Ratio Prot		0.25		c0.14	0.23							
v/s Ratio Perm				c0.32							0.39	c0.63
v/c Ratio		1.08		1.20	0.60						0.73	1.17
Uniform Delay, d1		61.5		50.6	39.1						28.3	37.0
Progression Factor		0.93		1.00	1.00						1.00	1.00
Incremental Delay, d2		56.3		120.3	2.0						0.9	88.7
Delay (s)		113.4		170.9	41.1						29.2	125.7
Level of Service		F		F	D						C	F
Approach Delay (s/veh)		113.4			76.3			0.0			61.6	
Approach LOS		F			E			A			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	73.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.20		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	94.7%	ICU Level of Service	F
Analysis Period (min)	15		

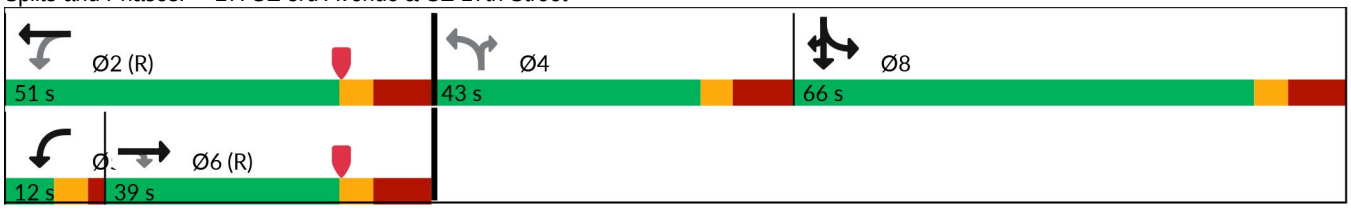
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	506	6	84	1161	8	14	373	559	1444
Future Volume (vph)	506	6	84	1161	8	14	373	559	1444
Turn Type	NA	Perm	pm+pt	NA	Perm	Perm	Split	NA	Prot
Protected Phases	6		5	2			8	8	8
Permitted Phases		6	2		4	4			
Detector Phase	6	6	5	2	4	4	8	8	8
Switch Phase									
Minimum Initial (s)	12.0	12.0	5.0	12.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	36.0	36.0	11.0	36.0	43.0	43.0	43.0	43.0	43.0
Total Split (s)	39.0	39.0	12.0	51.0	43.0	43.0	66.0	66.0	66.0
Total Split (%)	24.4%	24.4%	7.5%	31.9%	26.9%	26.9%	41.3%	41.3%	41.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	7.0	7.0	2.0	7.0	7.0	7.0	7.0	7.0	7.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	11.0	11.0	6.0	11.0	11.0	11.0	11.0	11.0	11.0
Lead/Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes						
Recall Mode	C-Min	C-Min	None	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 27: SE 3rd Avenue & SE 17th Street



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	538	6	89	1235	9	15	397	595	1536
v/c Ratio	0.68	0.01	0.45	0.80	0.16	0.05	0.50	0.71	0.89
Control Delay (s/veh)	63.1	0.0	49.4	56.6	70.5	0.4	34.3	41.7	23.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.1	0.0	49.4	56.6	70.5	0.4	34.3	41.7	23.1
Queue Length 50th (ft)	292	0	71	474	9	0	339	556	536
Queue Length 95th (ft)	#388	0	122	#578	27	0	m438	m701	m634
Internal Link Dist (ft)	905			223				2382	
Turn Bay Length (ft)			50		60		150		150
Base Capacity (vph)	793	471	196	1543	148	443	793	835	1731
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.01	0.45	0.80	0.06	0.03	0.50	0.71	0.89

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	506	6	84	1161	0	8	0	14	373	559	1444
Future Volume (vph)	0	506	6	84	1161	0	8	0	14	373	559	1444
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		11.0	11.0	6.0	11.0		11.0		11.0	11.0	11.0	11.0
Lane Util. Factor		0.95	1.00	1.00	0.91		1.00		1.00	1.00	1.00	0.88
Frpb, ped/bikes		1.00	0.96	1.00	1.00		1.00		0.98	1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00		1.00		0.85	1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00		0.95		1.00	0.95	1.00	1.00
Satd. Flow (prot)		3505	1506	1751	5036		1749		1538	1752	1845	2760
Flt Permitted		1.00	1.00	0.23	1.00		0.40		1.00	0.95	1.00	1.00
Satd. Flow (perm)		3505	1506	415	5036		744		1538	1752	1845	2760
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	538	6	89	1235	0	9	0	15	397	595	1536
RTOR Reduction (vph)	0	0	5	0	0	0	0	0	14	0	0	481
Lane Group Flow (vph)	0	538	1	89	1235	0	9	0	1	397	595	1055
Confl. Peds. (#/hr)	11		5	5		11	4		5	5		4
Confl. Bikes (#/hr)			2			5						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA	Perm	pm+pt	NA		Perm		Perm	Split	NA	Prot
Protected Phases		6		5	2					8	8	8
Permitted Phases			6	2			4		4			
Actuated Green, G (s)		31.8	31.8	44.6	44.6		9.9		9.9	72.5	72.5	72.5
Effective Green, g (s)		31.8	31.8	44.6	44.6		9.9		9.9	72.5	72.5	72.5
Actuated g/C Ratio		0.20	0.20	0.28	0.28		0.06		0.06	0.45	0.45	0.45
Clearance Time (s)		11.0	11.0	6.0	11.0		11.0		11.0	11.0	11.0	11.0
Vehicle Extension (s)		2.5	2.5	3.0	2.5		2.0		2.0	2.0	2.0	2.0
Lane Grp Cap (vph)		696	299	172	1403		46		95	793	836	1250
v/s Ratio Prot		0.15		0.02	c0.25					0.23	0.32	c0.38
v/s Ratio Perm			0.00	0.12			c0.01		0.00			
v/c Ratio		0.77	0.00	0.52	0.88		0.20		0.01	0.50	0.71	0.84
Uniform Delay, d1		60.7	51.4	45.1	55.1		71.3		70.4	30.9	35.3	38.7
Progression Factor		1.00	1.00	1.00	1.00		1.00		1.00	1.02	1.04	1.11
Incremental Delay, d2		8.2	0.0	2.6	8.2		0.8		0.0	0.1	1.6	3.4
Delay (s)		68.8	51.4	47.7	63.3		72.0		70.5	31.6	38.3	46.6
Level of Service		E	D	D	E		E		E	C	D	D
Approach Delay (s/veh)		68.6			62.3			71.1			42.3	
Approach LOS		E			E			E			D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	51.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	39.0
Intersection Capacity Utilization	99.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Network Totals

Number of Intersections	32
Total Delay (hr)	2010
Stops (#)	74237
Average Speed (mph)	7
Total Travel Time (hr)	2649
Distance Traveled (mi)	19185
Fuel Consumed (gal)	2673
Fuel Economy (mpg)	7.2
Unserved Vehicles (#)	5762
Vehicles in dilemma zone (#)	0
Performance Index	2216.0

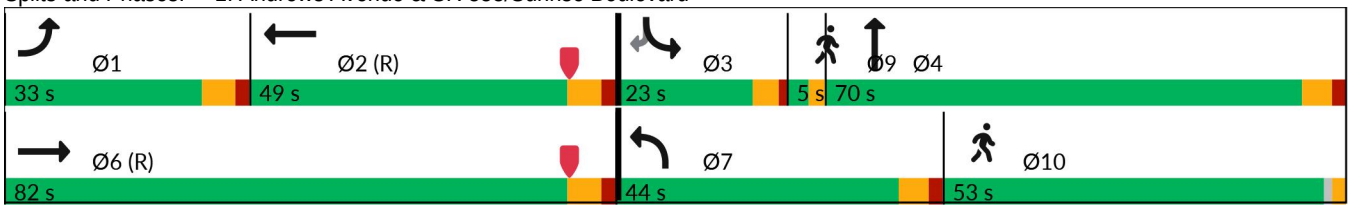
Scenario 3

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBR	Ø9	Ø10
Lane Configurations									
Traffic Volume (vph)	440	2301	1289	324	1106	479	165		
Future Volume (vph)	440	2301	1289	324	1106	479	165		
Turn Type	Prot	NA	NA	Prot	NA	Prot	Perm		
Protected Phases	1	6	2	7	4	3		9	10
Permitted Phases							3		
Detector Phase	1	6	2	7	4	3	3		
Switch Phase									
Minimum Initial (s)	5.0	12.0	12.0	4.0	6.0	5.0	5.0	1.0	1.0
Minimum Split (s)	11.5	36.5	37.5	10.0	43.0	22.5	22.5	5.0	5.0
Total Split (s)	33.0	82.0	49.0	44.0	70.0	23.0	23.0	5.0	53.0
Total Split (%)	18.3%	45.6%	27.2%	24.4%	38.9%	12.8%	12.8%	3%	29%
Yellow Time (s)	4.5	4.5	4.5	4.0	4.0	3.5	3.5	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	1.0	1.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.5	6.5	6.5	6.0	6.0	4.5	4.5		
Lead/Lag	Lead		Lag	Lead		Lead	Lead	Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes		
Recall Mode	None	C-Min	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 1: Andrews Avenue & SR 838/Sunrise Boulevard



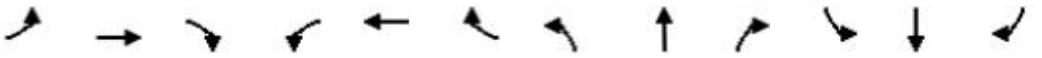
Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBR
Lane Group Flow (vph)	458	2397	1617	338	1312	499	172
v/c Ratio	1.76	1.12	1.37	0.22	0.98	1.42	0.57
Control Delay (s/veh)	397.5	109.9	211.7	37.4	74.8	256.6	19.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	397.5	109.9	211.7	37.4	74.8	256.6	19.3
Queue Length 50th (ft)	~801	~1191	~875	110	804	~406	9
Queue Length 95th (ft)	#1036	#1267	m#732	255	#966	#529	91
Internal Link Dist (ft)		645	1177		1806		
Turn Bay Length (ft)	475					95	
Base Capacity (vph)	260	2132	1183	1548	1334	352	300
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	1.76	1.12	1.37	0.22	0.98	1.42	0.57

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	440	2301	0	0	1289	263	324	1106	154	479	0	165
Future Volume (vph)	440	2301	0	0	1289	263	324	1106	154	479	0	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5			6.5		6.0	6.0		4.5		4.5
Lane Util. Factor	1.00	0.91			0.91		0.97	0.95		0.97		1.00
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00		0.94
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00		1.00
Frt	1.00	1.00			0.97		1.00	0.98		1.00		0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95		1.00
Satd. Flow (prot)	1770	5085			4937		3433	3466		3433		1491
Flt Permitted	0.95	1.00			1.00		0.95	1.00		0.95		1.00
Satd. Flow (perm)	1770	5085			4937		3433	3466		3433		1491
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	458	2397	0	0	1343	274	338	1152	160	499	0	172
RTOR Reduction (vph)	0	0	0	0	18	0	0	5	0	0	0	147
Lane Group Flow (vph)	458	2397	0	0	1599	0	338	1307	0	499	0	25
Confl. Peds. (#/hr)	4		4	4		4	13		5	5		13
Confl. Bikes (#/hr)			2			4			1			4
Turn Type	Prot	NA			NA		Prot	NA		Prot		Perm
Protected Phases	1	6			2		7	4		3		
Permitted Phases												3
Actuated Green, G (s)	26.5	73.9			40.9		79.0	70.6		18.5		18.5
Effective Green, g (s)	26.5	73.9			40.9		79.0	70.6		18.5		18.5
Actuated g/C Ratio	0.15	0.41			0.23		0.44	0.39		0.10		0.10
Clearance Time (s)	6.5	6.5			6.5		6.0	6.0		4.5		4.5
Vehicle Extension (s)	1.5	3.0			3.0		1.5	2.0		3.0		3.0
Lane Grp Cap (vph)	260	2087			1121		1506	1359		352		153
v/s Ratio Prot	c0.26	0.47			c0.32		0.10	c0.38		c0.15		
v/s Ratio Perm												0.02
v/c Ratio	1.76	1.15			1.43		0.22	0.96		1.42		0.16
Uniform Delay, d1	76.8	53.1			69.6		31.4	53.4		80.8		73.7
Progression Factor	1.00	1.00			0.95		1.00	1.00		1.00		1.00
Incremental Delay, d2	358.0	73.0			192.5		0.0	16.0		203.9		0.5
Delay (s)	434.8	126.0			258.7		31.5	69.3		284.7		74.2
Level of Service	F	F			F		C	E		F		E
Approach Delay (s/veh)		175.5			258.7			61.6			230.7	
Approach LOS		F			F			E			F	

Intersection Summary

HCM 2000 Control Delay (s/veh)	173.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.29		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	25.5
Intersection Capacity Utilization	123.6%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	20	0	0	20	43	10	2263	29	0	0	0
Future Vol, veh/h	0	20	0	0	20	43	10	2263	29	0	0	0
Conflicting Peds, #/hr	3	0	2	2	0	3	10	0	4	4	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	25	-	0	-	-	20	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	22	0	0	22	47	11	2487	32	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1041	2555	-	-	2523	1250	10	0	0
Stage 1	10	10	-	-	2513	-	-	-	-
Stage 2	1031	2545	-	-	10	-	-	-	-
Critical Hdwy	6.46	3.1	-	-	3.1	3.7	3.7	-	-
Critical Hdwy Stg 1	-	3.1	-	-	3.1	-	-	-	-
Critical Hdwy Stg 2	6.76	3.1	-	-	3.1	-	-	-	-
Follow-up Hdwy	3.83	3	-	-	3	2	2.9	-	-
Pot Cap-1 Maneuver	240	321	0	0	327	691	1234	-	-
Stage 1	-	1195	0	0	329	-	-	-	-
Stage 2	223	323	0	0	1195	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	203	312	-	-	318	688	1222	-	-
Mov Cap-2 Maneuver	203	312	-	-	318	-	-	-	-
Stage 1	-	1183	-	-	323	-	-	-	-
Stage 2	191	317	-	-	1183	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	12.7	0.16
HCM LOS	A	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2
Capacity (veh/h)	24	-	-	-	318	688
HCM Lane V/C Ratio	0.009	-	-	-	0.069	0.069
HCM Control Delay (s/veh)	8	0.1	-	0	17.2	10.6
HCM Lane LOS	A	A	-	A	C	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.2

Intersection						
Int Delay, s/veh	0.3					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	68	2109	365	0	0
Future Vol, veh/h	0	68	2109	365	0	0
Conflicting Peds, #/hr	1	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	76	2343	406	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	-	1177	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	3.7	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	2	-	-
Pot Cap-1 Maneuver	0	732	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	728	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s/v	10.52	0
HCM LOS	B	

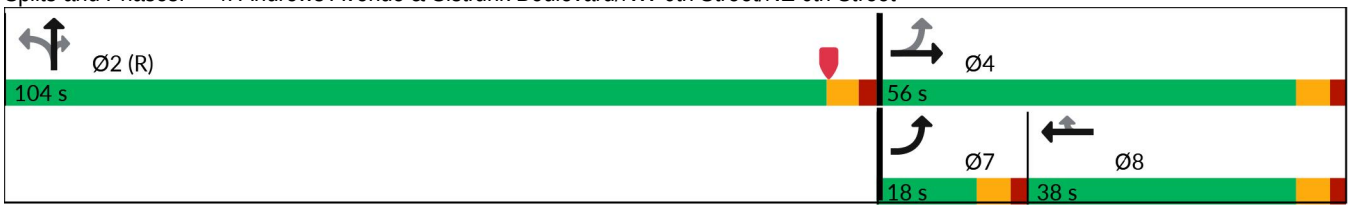
Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	728
HCM Lane V/C Ratio	-	-	0.104
HCM Control Delay (s/veh)	-	-	10.5
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.3

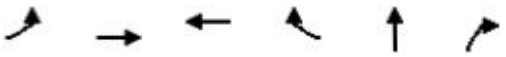
Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	137	440	573	127	2098	166
Future Volume (vph)	137	440	573	127	2098	166
Turn Type	pm+pt	NA	NA	Perm	NA	Perm
Protected Phases	7	4	8		2	
Permitted Phases	4			8		2
Detector Phase	7	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	11.0	28.0	28.0	28.0	29.0	29.0
Total Split (s)	18.0	56.0	38.0	38.0	104.0	104.0
Total Split (%)	11.3%	35.0%	23.8%	23.8%	65.0%	65.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 105 (66%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 4: Andrews Avenue & Sistrunk Boulevard/NW 6th Street/NE 6th Street





Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	149	478	623	138	2822	180
v/c Ratio	0.84	0.85	0.92	0.41	0.92	0.19
Control Delay (s/veh)	78.8	67.1	83.1	34.5	7.7	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	78.8	67.1	83.1	34.5	7.7	0.3
Queue Length 50th (ft)	118	466	337	69	410	1
Queue Length 95th (ft)	#231	#629	#440	141	m281	m0
Internal Link Dist (ft)		294	911		1290	
Turn Bay Length (ft)	155			130		150
Base Capacity (vph)	177	576	701	350	3078	944
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.83	0.89	0.39	0.92	0.19

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	440	0	0	573	127	499	2098	166	0	0	0
Future Volume (vph)	137	440	0	0	573	127	499	2098	166	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Lane Util. Factor	1.00	1.00			0.95	1.00		0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00	0.96		1.00	0.94			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (prot)	1752	1845			3505	1505		4970	1480			
Flt Permitted	0.11	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (perm)	201	1845			3505	1505		4970	1480			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	149	478	0	0	623	138	542	2280	180	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	49	0	0	27	0	0	0
Lane Group Flow (vph)	149	478	0	0	623	89	0	2822	153	0	0	0
Confl. Peds. (#/hr)	12		5	5		12	9		10	10		9
Confl. Bikes (#/hr)			2			2			3			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	4	0	0	0	0	0	0	0	0	0
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	7	4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)	48.8	48.8			30.8	30.8		99.2	99.2			
Effective Green, g (s)	48.8	48.8			30.8	30.8		99.2	99.2			
Actuated g/C Ratio	0.31	0.31			0.19	0.19		0.62	0.62			
Clearance Time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Vehicle Extension (s)	3.0	2.0			2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)	177	562			674	289		3081	917			
v/s Ratio Prot	0.06	c0.26			c0.18							
v/s Ratio Perm	0.19					0.06		0.57	0.10			
v/c Ratio	0.84	0.85			0.92	0.31		0.92	0.17			
Uniform Delay, d1	45.3	52.2			63.5	55.4		26.7	12.9			
Progression Factor	1.00	1.00			1.00	1.00		0.25	0.03			
Incremental Delay, d2	28.7	11.4			18.2	0.2		0.6	0.0			
Delay (s)	74.0	63.6			81.7	55.7		7.2	0.5			
Level of Service	E	E			F	E		A	A			
Approach Delay (s/veh)		66.0			76.9			6.8			0.0	
Approach LOS		E			E			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	27.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	92.1%	ICU Level of Service	F
Analysis Period (min)	15		

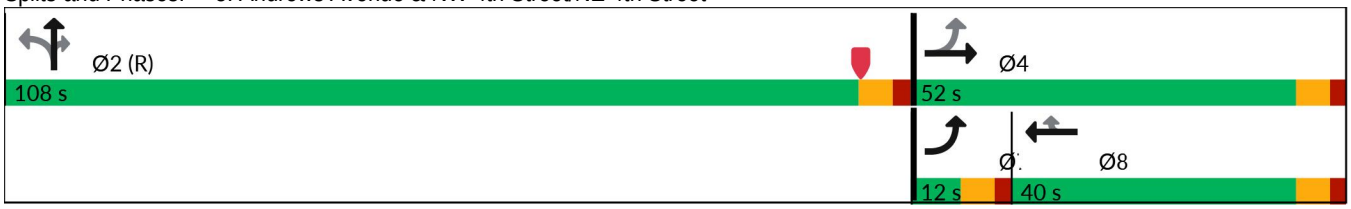
c Critical Lane Group

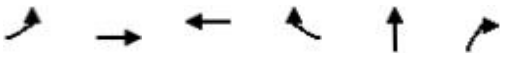
Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	113	236	313	149	2510	224
Future Volume (vph)	113	236	313	149	2510	224
Turn Type	pm+pt	NA	NA	Perm	NA	Perm
Protected Phases	7	4	8		2	
Permitted Phases	4			8		2
Detector Phase	7	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	11.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	12.0	52.0	40.0	40.0	108.0	108.0
Total Split (%)	7.5%	32.5%	25.0%	25.0%	67.5%	67.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 74 (46%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 5: Andrews Avenue & NW 4th Street/NE 4th Street





Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	127	265	352	167	3156	252
v/c Ratio	1.13	0.56	1.11	0.54	1.10	0.28
Control Delay (s/veh)	169.2	53.6	139.3	42.3	68.7	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	169.2	53.6	139.3	42.3	68.7	3.2
Queue Length 50th (ft)	~120	237	~419	99	~1361	18
Queue Length 95th (ft)	#257	331	#616	181	#1401	m18
Internal Link Dist (ft)		119	908		605	
Turn Bay Length (ft)	100					150
Base Capacity (vph)	112	477	317	308	2861	886
Starvation Cap Reductn	0	0	0	0	38	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.13	0.56	1.11	0.54	1.12	0.28

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	113	236	0	0	313	149	299	2510	224	0	0	0
Future Volume (vph)	113	236	0	0	313	149	299	2510	224	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Lane Util. Factor	1.00	1.00			1.00	1.00		0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00	0.96		1.00	0.95			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (prot)	1577	1660			1494	1225		4488	1336			
Flt Permitted	0.13	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (perm)	214	1660			1494	1225		4488	1336			
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	127	265	0	0	352	167	336	2820	252	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	48	0	0	34	0	0	0
Lane Group Flow (vph)	127	265	0	0	352	119	0	3156	218	0	0	0
Confl. Peds. (#/hr)	9		7	7		9	10		8	8		10
Confl. Bikes (#/hr)			2			1			1			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)					0	0						
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	7	4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)	46.0	46.0			34.0	34.0		102.0	102.0			
Effective Green, g (s)	46.0	46.0			34.0	34.0		102.0	102.0			
Actuated g/C Ratio	0.29	0.29			0.21	0.21		0.64	0.64			
Clearance Time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Vehicle Extension (s)	3.0	2.0			2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)	112	477			317	260		2861	851			
v/s Ratio Prot	c0.04	0.16			0.24							
v/s Ratio Perm	c0.28					0.10		0.70	0.16			
v/c Ratio	1.13	0.56			1.11	0.46		1.10	0.26			
Uniform Delay, d1	55.1	48.3			63.0	55.0		29.0	12.6			
Progression Factor	1.00	1.00			1.00	1.00		0.56	0.35			
Incremental Delay, d2	125.6	0.8			83.6	0.5		50.2	0.4			
Delay (s)	180.6	49.1			146.6	55.4		66.4	4.9			
Level of Service	F	D			F	E		E	A			
Approach Delay (s/veh)		91.7			117.3			61.9			0.0	
Approach LOS		F			F			E			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	71.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.13		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	103.1%	ICU Level of Service	G
Analysis Period (min)	15		

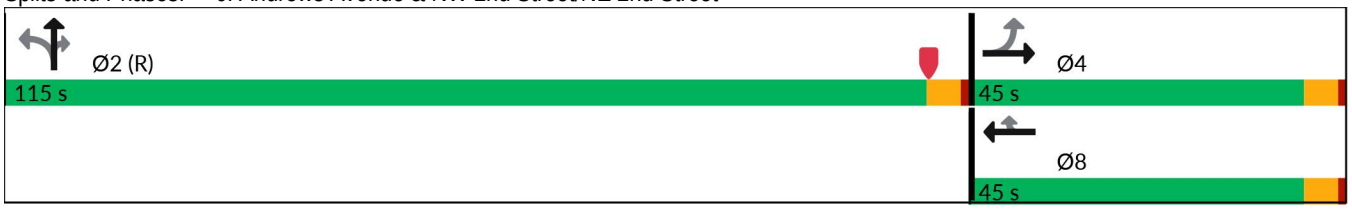
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	102	3	42	249	2400	45
Future Volume (vph)	102	3	42	249	2400	45
Turn Type	Perm	NA	NA	Perm	NA	Perm
Protected Phases		4	8		2	
Permitted Phases	4			8		2
Detector Phase	4	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	45.0	45.0	45.0	45.0	115.0	115.0
Total Split (%)	28.1%	28.1%	28.1%	28.1%	71.9%	71.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 59 (37%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 6: Andrews Avenue & NW 2nd Street/NE 2nd Street



Lane Group	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	119	48	283	2800	51
v/c Ratio	0.48	0.13	0.91	0.86	0.05
Control Delay (s/veh)	60.4	49.2	90.2	13.3	2.7
Queue Delay	0.0	0.0	0.1	8.6	0.0
Total Delay (s/veh)	60.4	49.2	90.3	22.0	2.7
Queue Length 50th (ft)	108	40	275	277	3
Queue Length 95th (ft)	169	75	#393	m280	m4
Internal Link Dist (ft)	113	909		606	
Turn Bay Length (ft)					150
Base Capacity (vph)	286	415	355	3254	947
Starvation Cap Reductn	0	0	0	138	0
Spillback Cap Reductn	0	0	1	458	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.42	0.12	0.80	1.00	0.05

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	3	0	0	42	249	64	2400	45	0	0	0
Future Volume (vph)	102	3	0	0	42	249	64	2400	45	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0	5.0		5.0	5.0			
Lane Util. Factor		1.00			1.00	1.00		0.91	1.00			
Frpb, ped/bikes		1.00			1.00	0.98		1.00	0.93			
Flpb, ped/bikes		0.99			1.00	1.00		1.00	1.00			
Frt		1.00			1.00	0.85		1.00	0.85			
Flt Protected		0.95			1.00	1.00		1.00	1.00			
Satd. Flow (prot)		1568			1660	1379		4516	1306			
Flt Permitted		0.70			1.00	1.00		1.00	1.00			
Satd. Flow (perm)		1145			1660	1379		4516	1306			
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	116	3	0	0	48	283	73	2727	51	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	11	0	0	7	0	0	0
Lane Group Flow (vph)	0	119	0	0	48	272	0	2800	44	0	0	0
Confl. Peds. (#/hr)	4		5	5		4	19		12	12		19
Confl. Bikes (#/hr)			1						4			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)		34.7			34.7	34.7		115.3	115.3			
Effective Green, g (s)		34.7			34.7	34.7		115.3	115.3			
Actuated g/C Ratio		0.22			0.22	0.22		0.72	0.72			
Clearance Time (s)		5.0			5.0	5.0		5.0	5.0			
Vehicle Extension (s)		2.0			2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)		248			360	299		3254	941			
v/s Ratio Prot					0.03							
v/s Ratio Perm		0.10				c0.20		0.62	0.03			
v/c Ratio		0.48			0.13	0.91		0.86	0.05			
Uniform Delay, d1		54.8			50.5	61.1		16.4	6.5			
Progression Factor		1.00			1.00	1.00		0.66	0.58			
Incremental Delay, d2		0.5			0.1	29.0		1.5	0.0			
Delay (s)		55.3			50.6	90.2		12.3	3.8			
Level of Service		E			D	F		B	A			
Approach Delay (s/veh)		55.3			84.4			12.2			0.0	
Approach LOS		E			F			B			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	21.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	90.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	416	1477	1277	187	697	1852	376
Future Volume (vph)	416	1477	1277	187	697	1852	376
Turn Type	pm+pt	NA	NA	Perm	Perm	NA	Perm
Protected Phases	1	6	2			4	
Permitted Phases	6			2	4		4
Detector Phase	1	6	2	2	4	4	4
Switch Phase							
Minimum Initial (s)	4.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	10.0	31.0	29.0	29.0	41.0	41.0	41.0
Total Split (s)	37.0	87.0	50.0	50.0	73.0	73.0	73.0
Total Split (%)	23.1%	54.4%	31.3%	31.3%	45.6%	45.6%	45.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?							
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 125 (78%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 7: Andrews Avenue & SR 842/Broward Boulevard

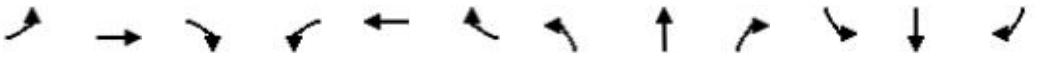
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	424	1507	1303	191	711	1890	384
v/c Ratio	1.22	0.66	1.05	0.47	1.13	1.00	0.67
Control Delay (s/veh)	165.2	30.9	81.8	24.1	119.7	65.7	38.2
Queue Delay	0.0	0.0	0.0	0.0	0.9	37.9	0.7
Total Delay (s/veh)	165.2	30.9	81.8	24.1	120.6	103.6	38.9
Queue Length 50th (ft)	~499	419	~543	117	~859	717	276
Queue Length 95th (ft)	#725	472	#643	m205	#1110	#839	406
Internal Link Dist (ft)		126	909			539	
Turn Bay Length (ft)	80			160	150		150
Base Capacity (vph)	347	2294	1246	406	629	1897	570
Starvation Cap Reductn	0	0	0	0	76	271	41
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.22	0.66	1.05	0.47	1.29	1.16	0.73

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	416	1477	0	0	1277	187	697	1852	376	0	0	0
Future Volume (veh/h)	416	1477	0	0	1277	187	697	1852	376	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.96	1.00		0.94			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1670	1670	0	0	1670	1670	1670	1670	1670			
Adj Flow Rate, veh/h	424	1507	0	0	1303	129	711	1890	322			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	353	2308	0	0	1254	373	666	1909	559			
Arrive On Green	0.26	0.67	0.00	0.00	0.37	0.37	0.42	0.42	0.42			
Sat Flow, veh/h	1590	4709	0	0	4709	1357	1590	4559	1335			
Grp Volume(v), veh/h	424	1507	0	0	1303	129	711	1890	322			
Grp Sat Flow(s),veh/h/ln	1590	1520	0	0	1520	1357	1590	1520	1335			
Q Serve(g_s), s	31.0	30.8	0.0	0.0	44.0	11.0	67.0	65.9	29.6			
Cycle Q Clear(g_c), s	31.0	30.8	0.0	0.0	44.0	11.0	67.0	65.9	29.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	353	2308	0	0	1254	373	666	1909	559			
V/C Ratio(X)	1.20	0.65	0.00	0.00	1.04	0.35	1.07	0.99	0.58			
Avail Cap(c_a), veh/h	353	2308	0	0	1254	373	666	1909	559			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.33	1.33	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.83	0.83	0.09	0.09	0.09			
Uniform Delay (d), s/veh	46.8	17.9	0.0	0.0	50.7	40.3	46.5	46.2	35.6			
Incr Delay (d2), s/veh	114.4	1.5	0.0	0.0	34.0	2.1	33.9	4.2	0.1			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	30.1	15.0	0.0	0.0	27.3	6.7	37.4	27.9	11.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	161.2	19.4	0.0	0.0	84.8	42.4	80.4	50.4	35.7			
LnGrp LOS	F	B			F	D	F	D	D			
Approach Vol, veh/h		1931			1432			2923				
Approach Delay, s/veh		50.5			81.0			56.1				
Approach LOS		D			F			E				

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	37.0	50.0		73.0		87.0						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	31.0	44.0		67.0		81.0						
Max Q Clear Time (g_c+I1), s	33.0	46.0		69.0		32.8						
Green Ext Time (p_c), s	0.0	0.0		0.0		16.9						

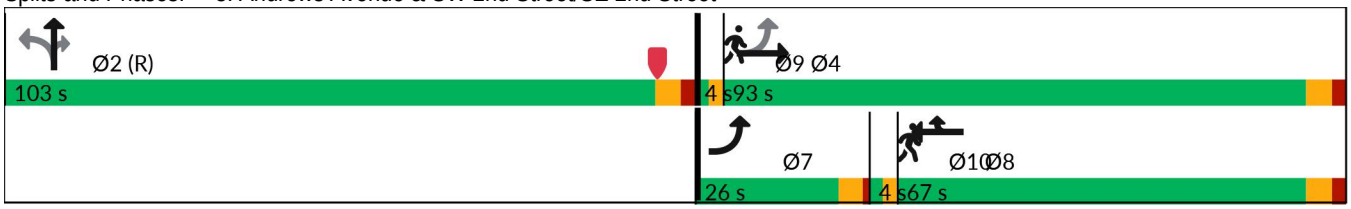
Intersection Summary												
HCM 7th Control Delay, s/veh			60.0									
HCM 7th LOS			E									

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR	Ø9	Ø10
Lane Configurations								
Traffic Volume (vph)	218	101	222	689	1922	138		
Future Volume (vph)	218	101	222	689	1922	138		
Turn Type	pm+pt	NA	NA	Prot	NA	Perm		
Protected Phases	7	4	8	8	2		9	10
Permitted Phases	4					2		
Detector Phase	7	4	8	8	2	2		
Switch Phase								
Minimum Initial (s)	5.0	6.0	6.0	6.0	7.0	7.0	1.0	1.0
Minimum Split (s)	9.5	33.0	33.0	33.0	26.0	26.0	4.0	4.0
Total Split (s)	26.0	93.0	67.0	67.0	103.0	103.0	4.0	4.0
Total Split (%)	13.0%	46.5%	33.5%	33.5%	51.5%	51.5%	2%	2%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.5	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lead							Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 200
Actuated Cycle Length: 200
Offset: 194 (97%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 8: Andrews Avenue & SW 2nd Street/SE 2nd Street



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	237	110	511	479	2342	150
v/c Ratio	1.16	0.15	1.18	1.05	1.07	0.27
Control Delay (s/veh)	164.3	34.9	156.4	111.4	68.6	10.8
Queue Delay	0.0	0.0	0.0	0.0	12.5	1.0
Total Delay (s/veh)	164.3	34.9	156.4	111.4	81.1	11.8
Queue Length 50th (ft)	~318	88	~816	~654	~1230	17
Queue Length 95th (ft)	#519	136	#1080	#915	#1304	m47
Internal Link Dist (ft)		237	243		322	
Turn Bay Length (ft)	80					150
Base Capacity (vph)	205	729	433	456	2187	559
Starvation Cap Reductn	0	0	0	0	136	231
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.16	0.15	1.18	1.05	1.14	0.46

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	218	101	0	0	222	689	233	1922	138	0	0	0
Future Volume (vph)	218	101	0	0	222	689	233	1922	138	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.0			6.0	6.0		6.0	6.0			
Lane Util. Factor	1.00	1.00			0.95	0.95		0.91	1.00			
Frpb, ped/bikes	1.00	1.00			0.92	1.00		1.00	0.76			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		0.99	1.00			
Frt	1.00	1.00			0.92	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (prot)	1593	1676			1354	1354		4508	1087			
Flt Permitted	0.06	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (perm)	96	1676			1354	1354		4508	1087			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	237	110	0	0	241	749	253	2089	150	0	0	0
RTOR Reduction (vph)	0	0	0	0	20	44	0	0	32	0	0	0
Lane Group Flow (vph)	237	110	0	0	491	435	0	2342	118	0	0	0
Confl. Peds. (#/hr)	61		67	67		61	18		44	44		18
Confl. Bikes (#/hr)						1			3			2
Turn Type	pm+pt	NA			NA	Prot	Perm	NA	Perm			
Protected Phases	7	4			8	8		2				
Permitted Phases	4						2		2			
Actuated Green, G (s)	91.0	87.0			61.0	61.0		97.0	97.0			
Effective Green, g (s)	91.0	87.0			61.0	61.0		97.0	97.0			
Actuated g/C Ratio	0.46	0.44			0.31	0.31		0.49	0.49			
Clearance Time (s)	4.5	6.0			6.0	6.0		6.0	6.0			
Vehicle Extension (s)	3.0	2.0			2.0	2.0		0.2	0.2			
Lane Grp Cap (vph)	204	729			412	412		2186	527			
v/s Ratio Prot	c0.12	0.07			0.36	0.32						
v/s Ratio Perm	c0.40							0.52	0.11			
v/c Ratio	1.16	0.15			1.19	1.06		1.07	0.22			
Uniform Delay, d1	68.9	34.2			69.5	69.5		51.5	29.7			
Progression Factor	1.00	1.00			1.00	1.00		0.60	0.59			
Incremental Delay, d2	113.5	0.0			107.8	60.0		38.0	0.5			
Delay (s)	182.3	34.2			177.3	129.5		69.0	18.0			
Level of Service	F	C			F	F		E	B			
Approach Delay (s/veh)		135.4			154.2			66.0			0.0	
Approach LOS		F			F			E			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	95.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.14		
Actuated Cycle Length (s)	200.0	Sum of lost time (s)	18.5
Intersection Capacity Utilization	109.8%	ICU Level of Service	H
Analysis Period (min)	15		

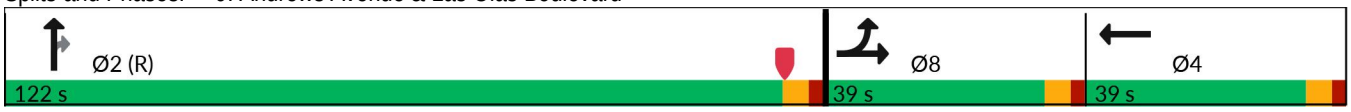
c Critical Lane Group

Lane Group	EBT	WBT	NBT	NBR
Lane Configurations				
Traffic Volume (vph)	74	0	1991	503
Future Volume (vph)	74	0	1991	503
Turn Type	NA	NA	NA	Perm
Protected Phases	8	4	2	
Permitted Phases				2
Detector Phase	8	4	2	2
Switch Phase				
Minimum Initial (s)	6.0	6.0	7.0	7.0
Minimum Split (s)	39.0	39.0	39.0	39.0
Total Split (s)	39.0	39.0	122.0	122.0
Total Split (%)	19.5%	19.5%	61.0%	61.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		
Lead-Lag Optimize?				
Recall Mode	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 200
Actuated Cycle Length: 200
Offset: 16 (8%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 9: Andrews Avenue & Las Olas Boulevard



Lane Group	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	286	114	2289	578
v/c Ratio	0.86dl	0.44	0.85	0.67
Control Delay (s/veh)	85.9	46.0	17.1	3.7
Queue Delay	0.8	3.2	4.0	0.0
Total Delay (s/veh)	86.6	49.2	21.1	3.7
Queue Length 50th (ft)	185	73	774	39
Queue Length 95th (ft)	233	141	m505	m29
Internal Link Dist (ft)	104	375	1642	
Turn Bay Length (ft)				150
Base Capacity (vph)	502	261	2700	867
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	59	79	336	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.65	0.63	0.97	0.67

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	175	74	0	0	0	99	0	1991	503	0	0	0
Future Volume (vph)	175	74	0	0	0	99	0	1991	503	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0	6.0			
Lane Util. Factor		0.95			1.00			0.91	1.00			
Frpb, ped/bikes		1.00			0.92			1.00	0.93			
Flpb, ped/bikes		1.00			1.00			1.00	1.00			
Frt		1.00			0.87			1.00	0.85			
Flt Protected		0.97			1.00			1.00	1.00			
Satd. Flow (prot)		3047			1322			4532	1314			
Flt Permitted		0.97			1.00			1.00	1.00			
Satd. Flow (perm)		3047			1322			4532	1314			
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	201	85	0	0	0	114	0	2289	578	0	0	0
RTOR Reduction (vph)	0	0	0	0	43	0	0	0	84	0	0	0
Lane Group Flow (vph)	0	286	0	0	71	0	0	2289	494	0	0	0
Confl. Peds. (#/hr)	37		57	57		37	40		31	31		40
Confl. Bikes (#/hr)			4			1			4			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)						0						
Turn Type	Split	NA			NA			NA	Perm			
Protected Phases	8	8			4			2				
Permitted Phases									2			
Actuated Green, G (s)		29.8			33.0			119.2	119.2			
Effective Green, g (s)		29.8			33.0			119.2	119.2			
Actuated g/C Ratio		0.15			0.17			0.60	0.60			
Clearance Time (s)		6.0			6.0			6.0	6.0			
Vehicle Extension (s)		2.0			2.0			1.0	1.0			
Lane Grp Cap (vph)		454			218			2701	783			
v/s Ratio Prot		c0.09			c0.05			c0.51				
v/s Ratio Perm									0.38			
v/c Ratio		0.86dl			0.32			0.85	0.63			
Uniform Delay, d1		79.9			73.7			33.0	26.2			
Progression Factor		1.00			1.00			0.49	0.19			
Incremental Delay, d2		2.0			0.3			0.3	0.4			
Delay (s)		81.9			74.0			16.5	5.4			
Level of Service		F			E			B	A			
Approach Delay (s/veh)		81.9			74.0			14.3			0.0	
Approach LOS		F			E			B			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	22.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	200.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	78.7%	ICU Level of Service	D
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Lane Group	EBL	WBT	WBR	NBT
Lane Configurations				
Traffic Volume (vph)	250	439	479	2084
Future Volume (vph)	250	439	479	2084
Turn Type	Prot	NA	Perm	NA
Protected Phases	8	4		2
Permitted Phases			4	
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	6.0	6.0	6.0	12.0
Minimum Split (s)	29.0	27.0	27.0	26.0
Total Split (s)	29.0	66.0	66.0	105.0
Total Split (%)	14.5%	33.0%	33.0%	52.5%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Min

Intersection Summary

Cycle Length: 200
Actuated Cycle Length: 200
Offset: 158 (79%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 10: Andrews Avenue & SW 6th Street/SE 6th Street

Lane Group	EBL	WBT	WBR	NBT
Lane Group Flow (vph)	284	499	544	2545
v/c Ratio	0.85	0.98	1.23	1.16
Control Delay (s/veh)	109.8	103.1	169.1	113.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	109.8	103.1	169.1	113.5
Queue Length 50th (ft)	191	~666	~841	~1450
Queue Length 95th (ft)	#246	#890	#1055	#1437
Internal Link Dist (ft)		899		562
Turn Bay Length (ft)				
Base Capacity (vph)	351	507	444	2197
Starvation Cap Reductn	0	0	0	42
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.81	0.98	1.23	1.18

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	0	0	0	439	479	156	2084	0	0	0	0
Future Volume (vph)	250	0	0	0	439	479	156	2084	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0				6.0	6.0		6.0				
Lane Util. Factor	0.97				1.00	1.00		0.91				
Frpb, ped/bikes	1.00				1.00	0.95		1.00				
Flpb, ped/bikes	1.00				1.00	1.00		0.99				
Frt	1.00				1.00	0.85		1.00				
Flt Protected	0.95				1.00	1.00		1.00				
Satd. Flow (prot)	3060				1660	1345		4437				
Flt Permitted	0.95				1.00	1.00		1.00				
Satd. Flow (perm)	3060				1660	1345		4437				
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	284	0	0	0	499	544	177	2368	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	34	0	0	0	0	0	0
Lane Group Flow (vph)	284	0	0	0	499	510	0	2545	0	0	0	0
Confl. Peds. (#/hr)	12		36	36		12	28		19	19		28
Confl. Bikes (#/hr)						2			3			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	6	0	0	0	0
Parking (#/hr)				0								
Turn Type	Prot				NA	Perm	Perm	NA				
Protected Phases	8				4			2				
Permitted Phases						4	2					
Actuated Green, G (s)	21.9				61.1	61.1		99.0				
Effective Green, g (s)	21.9				61.1	61.1		99.0				
Actuated g/C Ratio	0.11				0.31	0.31		0.50				
Clearance Time (s)	6.0				6.0	6.0		6.0				
Vehicle Extension (s)	2.0				2.0	2.0		3.0				
Lane Grp Cap (vph)	335				507	410		2196				
v/s Ratio Prot	c0.09				0.30							
v/s Ratio Perm						c0.38		0.57				
v/c Ratio	0.85				0.98	1.24		1.16				
Uniform Delay, d1	87.4				69.0	69.5		50.5				
Progression Factor	1.00				1.00	1.00		0.83				
Incremental Delay, d2	17.1				35.5	128.8		75.6				
Delay (s)	104.5				104.5	198.3		117.3				
Level of Service	F				F	F		F				
Approach Delay (s/veh)		104.5			153.4			117.3			0.0	
Approach LOS		F			F			F			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	126.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.15		
Actuated Cycle Length (s)	200.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	105.4%	ICU Level of Service	G
Analysis Period (min)	15		

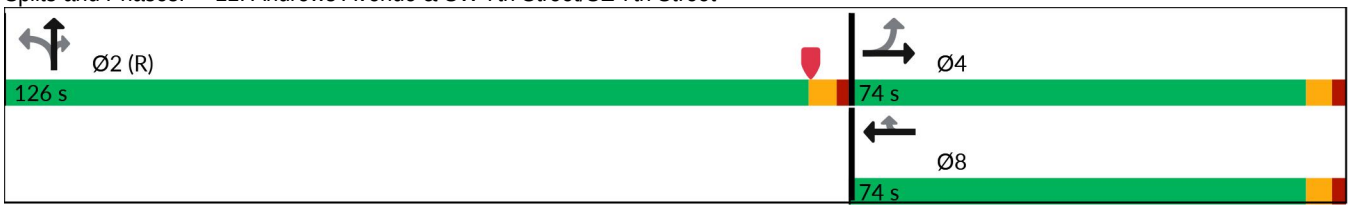
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	99	81	330	131	1861	77
Future Volume (vph)	99	81	330	131	1861	77
Turn Type	Perm	NA	NA	Perm	NA	Perm
Protected Phases		4	8		2	
Permitted Phases	4			8		2
Detector Phase	4	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	12.0	12.0
Minimum Split (s)	27.0	27.0	27.0	27.0	25.0	25.0
Total Split (s)	74.0	74.0	74.0	74.0	126.0	126.0
Total Split (%)	37.0%	37.0%	37.0%	37.0%	63.0%	63.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 200
Actuated Cycle Length: 200
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 11: Andrews Avenue & SW 7th Street/SE 7th Street



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	111	91	371	147	2311	87
v/c Ratio	1.32	0.24	0.87	0.40	0.76	0.09
Control Delay (s/veh)	258.9	57.7	90.8	55.8	24.6	8.6
Queue Delay	38.1	0.0	0.0	0.7	1.5	0.0
Total Delay (s/veh)	297.0	57.7	90.8	56.5	26.1	8.6
Queue Length 50th (ft)	~190	97	477	146	685	22
Queue Length 95th (ft)	#297	136	539	195	936	57
Internal Link Dist (ft)		244	248		1907	
Turn Bay Length (ft)	95					150
Base Capacity (vph)	111	507	564	480	3053	922
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	32	0	0	136	518	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.41	0.18	0.66	0.43	0.91	0.09

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	81	0	0	330	131	196	1861	77	0	0	0
Future Volume (vph)	99	81	0	0	330	131	196	1861	77	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Lane Util. Factor	1.00	1.00			1.00	1.00		0.91	1.00			
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00	0.95			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		0.99	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		1.00	1.00			
Satd. Flow (prot)	1577	1494			1660	1382		4472	1336			
Flt Permitted	0.20	1.00			1.00	1.00		1.00	1.00			
Satd. Flow (perm)	329	1494			1660	1382		4472	1336			
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	111	91	0	0	371	147	220	2091	87	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	12	0	0	10	0	0	0
Lane Group Flow (vph)	111	91	0	0	371	135	0	2311	77	0	0	0
Confl. Peds. (#/hr)	3		2	2		3	17		6	6		17
Confl. Bikes (#/hr)									4			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)		0										
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)	51.4	51.4			51.4	51.4		136.6	136.6			
Effective Green, g (s)	51.4	51.4			51.4	51.4		136.6	136.6			
Actuated g/C Ratio	0.26	0.26			0.26	0.26		0.68	0.68			
Clearance Time (s)	6.0	6.0			6.0	6.0		6.0	6.0			
Vehicle Extension (s)	2.0	2.0			2.0	2.0		3.0	3.0			
Lane Grp Cap (vph)	84	383			426	355		3054	912			
v/s Ratio Prot		0.06			0.22							
v/s Ratio Perm	c0.34					0.10		0.52	0.06			
v/c Ratio	1.32	0.24			0.87	0.38		0.76	0.08			
Uniform Delay, d1	74.3	58.8			71.1	61.2		20.8	10.7			
Progression Factor	1.00	1.00			1.00	1.00		1.00	1.00			
Incremental Delay, d2	206.4	0.1			16.9	0.2		1.8	0.2			
Delay (s)	280.7	58.9			88.0	61.4		22.6	10.8			
Level of Service	F	E			F	E		C	B			
Approach Delay (s/veh)		180.8			80.5			22.2			0.0	
Approach LOS		F			F			C			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	42.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	200.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	87.0%	ICU Level of Service	E
Analysis Period (min)	15		

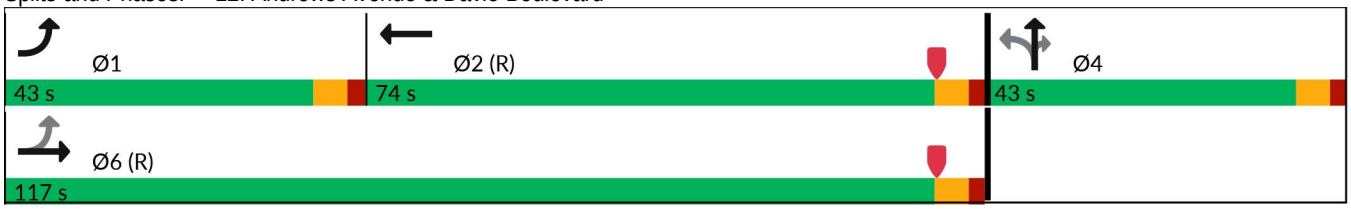
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	666	616	1611	1060	193
Future Volume (vph)	666	616	1611	1060	193
Turn Type	pm+pt	NA	NA	NA	Perm
Protected Phases	1	6	2	4	
Permitted Phases	6				4
Detector Phase	1	6	2	4	4
Switch Phase					
Minimum Initial (s)	4.0	12.0	12.0	6.0	6.0
Minimum Split (s)	12.0	40.0	40.0	34.0	34.0
Total Split (s)	43.0	117.0	74.0	43.0	43.0
Total Split (%)	26.9%	73.1%	46.3%	26.9%	26.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?					
Recall Mode	None	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 107 (67%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 12: Andrews Avenue & Davie Boulevard



Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	687	635	1890	1470	199
v/c Ratio	1.52	0.26	1.29	1.28	0.48
Control Delay (s/veh)	282.0	9.5	170.7	181.2	36.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	282.0	9.5	170.7	181.2	36.7
Queue Length 50th (ft)	~955	122	~1338	~711	111
Queue Length 95th (ft)	#1209	150	m#1242	#808	197
Internal Link Dist (ft)		223	909	2503	
Turn Bay Length (ft)	140				150
Base Capacity (vph)	451	2431	1464	1147	412
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.52	0.26	1.29	1.28	0.48

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.

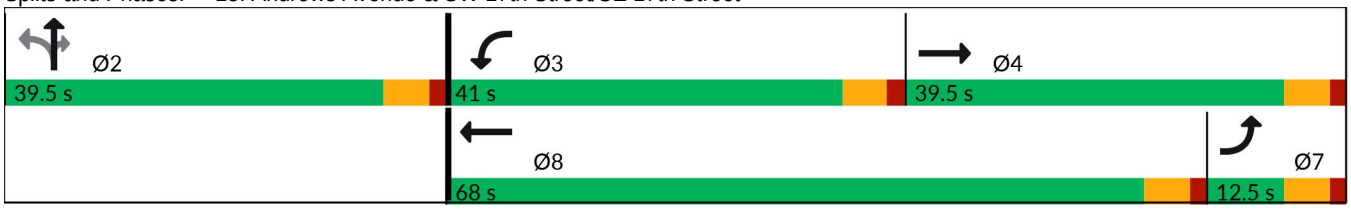
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	666	616	0	0	1611	222	366	1060	193	0	0	0
Future Volume (veh/h)	666	616	0	0	1611	222	366	1060	193	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	687	635	0	0	1661	217	377	1093	121			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	454	2446	0	0	1332	170	306	888	355			
Arrive On Green	0.31	0.92	0.00	0.00	0.57	0.57	0.23	0.23	0.23			
Sat Flow, veh/h	1767	3618	0	0	3228	401	1325	3842	1537			
Grp Volume(v), veh/h	687	635	0	0	918	960	509	961	121			
Grp Sat Flow(s),veh/h/ln	1767	1763	0	0	1763	1773	1789	1689	1537			
Q Serve(g_s), s	37.0	2.9	0.0	0.0	68.0	68.0	37.0	37.0	10.5			
Cycle Q Clear(g_c), s	37.0	2.9	0.0	0.0	68.0	68.0	37.0	37.0	10.5			
Prop In Lane	1.00		0.00	0.00		0.23	0.74		1.00			
Lane Grp Cap(c), veh/h	454	2446	0	0	749	754	414	781	355			
V/C Ratio(X)	1.51	0.26	0.00	0.00	1.23	1.27	1.23	1.23	0.34			
Avail Cap(c_a), veh/h	454	2446	0	0	749	754	414	781	355			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.33	1.33	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.29	0.29	0.59	0.59	0.59			
Uniform Delay (d), s/veh	48.3	2.0	0.0	0.0	34.8	34.8	61.5	61.5	51.3			
Incr Delay (d2), s/veh	242.6	0.3	0.0	0.0	105.0	126.5	116.0	110.4	0.1			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	70.9	1.8	0.0	0.0	63.6	71.2	41.7	38.8	6.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	290.9	2.3	0.0	0.0	139.8	161.3	177.5	171.9	51.4			
LnGrp LOS	F	A			F	F	F	F	D			
Approach Vol, veh/h		1322			1878			1591				
Approach Delay, s/veh		152.3			150.7			164.6				
Approach LOS		F			F			F				
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	43.0	74.0		43.0		117.0						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	37.0	68.0		37.0		111.0						
Max Q Clear Time (g_c+I1), s	39.0	70.0		39.0		4.9						
Green Ext Time (p_c), s	0.0	0.0		0.0		5.2						
Intersection Summary												
HCM 7th Control Delay, s/veh			155.8									
HCM 7th LOS			F									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	127	279	1092	1049	96	732	175
Future Volume (vph)	127	279	1092	1049	96	732	175
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm
Protected Phases	7	4	3	8		2	
Permitted Phases					2		2
Detector Phase	7	4	3	8	2	2	2
Switch Phase							
Minimum Initial (s)	5.0	6.0	5.0	6.0	10.0	10.0	10.0
Minimum Split (s)	10.5	39.5	10.5	39.5	39.5	39.5	39.5
Total Split (s)	12.5	39.5	41.0	68.0	39.5	39.5	39.5
Total Split (%)	10.4%	32.9%	34.2%	56.7%	32.9%	32.9%	32.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	None	None	None	Min	Min	Min

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 105.9
Natural Cycle: 120
Control Type: Actuated-Uncoordinated

Splits and Phases: 13: Andrews Avenue & SW 17th Street/SE 17th Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	131	339	1126	1459	99	755	180
v/c Ratio	0.53	0.44	0.97	0.88	0.20	0.78	0.35
Control Delay (s/veh)	59.9	35.0	56.4	30.8	32.5	42.5	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.9	35.0	56.4	30.8	32.5	42.5	13.7
Queue Length 50th (ft)	48	102	~455	464	53	257	30
Queue Length 95th (ft)	#92	147	#650	580	105	355	94
Internal Link Dist (ft)		226		905		784	
Turn Bay Length (ft)	60		70		145		105
Base Capacity (vph)	247	1133	1165	2031	575	1151	589
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	0.53	0.30	0.97	0.72	0.17	0.66	0.31

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	127	279	49	1092	1049	367	96	732	175	0	0	0
Future Volume (vph)	127	279	49	1092	1049	367	96	732	175	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5			
Lane Util. Factor	0.97	0.95		0.97	0.95		1.00	0.95	1.00			
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00	0.98			
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00			
Frt	1.00	0.98		1.00	0.96		1.00	1.00	0.85			
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00			
Satd. Flow (prot)	3400	3417		3400	3345		1751	3505	1543			
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00			
Satd. Flow (perm)	3400	3417		3400	3345		1751	3505	1543			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	131	288	51	1126	1081	378	99	755	180	0	0	0
RTOR Reduction (vph)	0	13	0	0	17	0	0	0	89	0	0	0
Lane Group Flow (vph)	131	326	0	1126	1442	0	99	755	91	0	0	0
Confl. Peds. (#/hr)	14		3	3		14	1		2	2		1
Confl. Bikes (#/hr)			2			4			3			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA		Prot	NA		Perm	NA	Perm			
Protected Phases	7	4		3	8			2				
Permitted Phases							2		2			
Actuated Green, G (s)	7.7	23.4		36.3	52.0		29.3	29.3	29.3			
Effective Green, g (s)	7.7	23.4		36.3	52.0		29.3	29.3	29.3			
Actuated g/C Ratio	0.07	0.22		0.34	0.49		0.28	0.28	0.28			
Clearance Time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5			
Vehicle Extension (s)	3.0	2.0		3.0	2.0		3.0	3.0	3.0			
Lane Grp Cap (vph)	248	757		1169	1648		486	973	428			
v/s Ratio Prot	0.04	c0.10		c0.33	c0.43			c0.22				
v/s Ratio Perm							0.06		0.06			
v/c Ratio	0.53	0.43		0.96	0.88		0.20	0.78	0.21			
Uniform Delay, d1	47.1	35.3		33.9	23.9		29.2	35.1	29.2			
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00			
Incremental Delay, d2	2.0	0.1		18.1	5.4		0.2	3.9	0.3			
Delay (s)	49.2	35.5		52.0	29.2		29.4	39.0	29.5			
Level of Service	D	D		D	C		C	D	C			
Approach Delay (s/veh)		39.3			39.1			36.4			0.0	
Approach LOS		D			D			D			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	38.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	105.5	Sum of lost time (s)	16.5
Intersection Capacity Utilization	79.8%	ICU Level of Service	D
Analysis Period (min)	15		

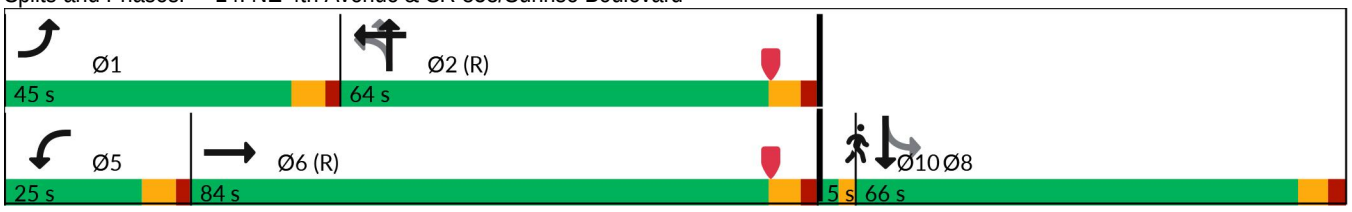
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	Ø10
Lane Configurations										
Traffic Volume (vph)	312	2284	60	1032	155	292	735	475	535	
Future Volume (vph)	312	2284	60	1032	155	292	735	475	535	
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA	
Protected Phases	1	6!	5!	2!			2!		8	10
Permitted Phases					2	2!		8		
Detector Phase	1	6	5	2	2	2	2	8	8	
Switch Phase										
Minimum Initial (s)	5.0	12.0	5.0	12.0	12.0	12.0	12.0	6.0	6.0	1.0
Minimum Split (s)	11.5	37.5	11.5	35.5	35.5	35.5	35.5	41.5	41.5	5.0
Total Split (s)	45.0	84.0	25.0	64.0	64.0	64.0	64.0	66.0	66.0	5.0
Total Split (%)	25.0%	46.7%	13.9%	35.6%	35.6%	35.6%	35.6%	36.7%	36.7%	3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.0	4.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.5	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lag			
Lead-Lag Optimize?										
Recall Mode	None	C-Min	None	C-Min	C-Min	C-Min	C-Min	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 10 (6%), Referenced to phase 2:NBWB and 6:EBT, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated
! Phase conflict between lane groups.

Splits and Phases: 14: NE 4th Avenue & SR 838/Sunrise Boulevard



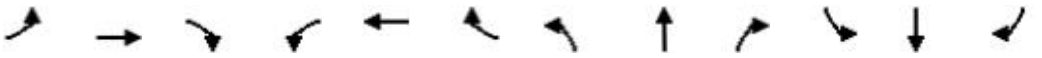
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	318	2539	61	1053	158	298	785	485	791
v/c Ratio	0.93	1.06	0.62	0.61	0.26	7.10	0.66	2.09	0.66
Control Delay (s/veh)	103.6	62.6	115.7	42.3	12.6	Error	54.2	532.7	49.5
Queue Delay	0.0	17.4	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay (s/veh)	103.6	80.0	115.7	42.3	12.6	Error	54.3	532.7	49.5
Queue Length 50th (ft)	394	~1178	66	399	66	~638	424	~897	391
Queue Length 95th (ft)	m341	m514	104	456	109	#851	507	#1157	487
Internal Link Dist (ft)		1177		617			489		380
Turn Bay Length (ft)	260		190		210	140		330	
Base Capacity (vph)	378	2398	181	1727	600	42	1194	232	1207
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	100	0	0	0	0	29	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	1.10	0.34	0.61	0.26	7.10	0.67	2.09	0.66

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	312	2284	204	60	1032	155	292	735	34	475	535	240
Future Volume (vph)	312	2284	204	60	1032	155	292	735	34	475	535	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5	6.5	6.5	6.5		6.5	6.5	
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.99		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5016		1770	5085	1548	1770	3512		1763	3343	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.07	1.00		0.35	1.00	
Satd. Flow (perm)	1770	5016		1770	5085	1548	125	3512		658	3343	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	318	2331	208	61	1053	158	298	750	35	485	546	245
RTOR Reduction (vph)	0	5	0	0	0	76	0	2	0	0	28	0
Lane Group Flow (vph)	318	2534	0	61	1053	82	298	783	0	485	763	0
Confl. Peds. (#/hr)	4		2	2		4	12		6	6		12
Confl. Bikes (#/hr)			3			5			1			1
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	1	6!		5!	2!			2!			8	
Permitted Phases						2	2!			8		
Actuated Green, G (s)	34.9	84.3		10.1	59.5	59.5	59.5	59.5		63.5	63.5	
Effective Green, g (s)	34.9	84.3		10.1	59.5	59.5	59.5	59.5		63.5	63.5	
Actuated g/C Ratio	0.19	0.47		0.06	0.33	0.33	0.33	0.33		0.35	0.35	
Clearance Time (s)	6.5	6.5		6.5	6.5	6.5	6.5	6.5		6.5	6.5	
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	3.0	3.0		2.0	2.0	
Lane Grp Cap (vph)	343	2349		99	1680	511	41	1160		232	1179	
v/s Ratio Prot	c0.18	c0.51		0.03	0.21			0.22			0.23	
v/s Ratio Perm						0.05	c2.38			c0.74		
v/c Ratio	0.93	1.08		0.62	0.63	0.16	7.27	0.67		2.09	0.65	
Uniform Delay, d1	71.3	47.9		83.1	50.9	42.6	60.3	51.9		58.2	48.9	
Progression Factor	1.41	0.77		1.12	0.81	0.83	1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.5	36.3		7.3	1.7	0.6	2870.8	3.2		505.2	0.9	
Delay (s)	104.7	72.9		100.0	42.9	35.9	2931.0	55.1		563.4	49.8	
Level of Service	F	E		F	D	D	F	E		F	D	
Approach Delay (s/veh)		76.5			44.8			846.4			245.0	
Approach LOS		E			D			F			F	

Intersection Summary

HCM 2000 Control Delay (s/veh)	231.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	3.78		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	125.0%	ICU Level of Service	H
Analysis Period (min)	15		

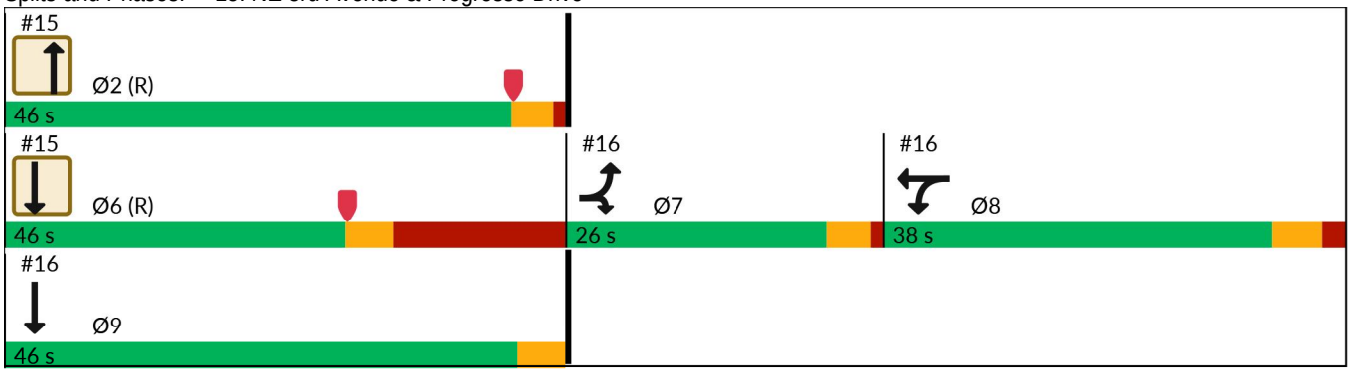
! Phase conflict between lane groups.
c Critical Lane Group

Lane Group	EBR	NBT	SBT	Ø7	Ø8	Ø9
Lane Configurations						
Traffic Volume (vph)	50	66	779			
Future Volume (vph)	50	66	779			
Turn Type	Free	NA	NA			
Protected Phases		2	6	7	8	9
Permitted Phases	Free					
Detector Phase		2	6			
Switch Phase						
Minimum Initial (s)		5.0	10.0	5.0	6.0	10.0
Minimum Split (s)		22.5	45.0	9.5	38.0	31.0
Total Split (s)		46.0	46.0	26.0	38.0	46.0
Total Split (%)		41.8%	41.8%	24%	35%	42%
Yellow Time (s)		3.5	4.0	3.5	4.0	4.0
All-Red Time (s)		1.0	14.0	1.0	2.0	0.0
Lost Time Adjust (s)		0.0	0.0			
Total Lost Time (s)		4.5	18.0			
Lead/Lag				Lead	Lag	
Lead-Lag Optimize?				Yes	Yes	
Recall Mode		C-Max	C-Min	None	None	Min

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 31 (28%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 15: NE 3rd Avenue & Progresso Drive



Lane Group	EBR	NBT	SBT
Lane Group Flow (vph)	53	70	838
v/c Ratio	0.03	0.05	0.87
Control Delay (s/veh)	0.0	47.6	50.1
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	0.0	47.6	50.1
Queue Length 50th (ft)	0	27	304
Queue Length 95th (ft)	0	m31	#426
Internal Link Dist (ft)		145	209
Turn Bay Length (ft)			
Base Capacity (vph)	1611	1397	961
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.03	0.05	0.87

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.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	50	0	66	779	8
Future Volume (vph)	0	50	0	66	779	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.5	18.0	
Lane Util. Factor		1.00		0.95	0.95	
Frpb, ped/bikes		1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	
Frt		0.87		1.00	1.00	
Flt Protected		1.00		1.00	1.00	
Satd. Flow (prot)		1611		3539	3534	
Flt Permitted		1.00		1.00	1.00	
Satd. Flow (perm)		1611		3539	3534	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	53	0	70	829	9
RTOR Reduction (vph)	0	0	0	0	1	0
Lane Group Flow (vph)	0	53	0	70	837	0
Confl. Peds. (#/hr)			6			
Confl. Bikes (#/hr)				2		
Turn Type		Free		NA	NA	
Protected Phases				2	6	
Permitted Phases		Free				
Actuated Green, G (s)		110.0		43.5	30.0	
Effective Green, g (s)		110.0		43.5	30.0	
Actuated g/C Ratio		1.00		0.40	0.27	
Clearance Time (s)				4.5	18.0	
Vehicle Extension (s)				3.0	3.0	
Lane Grp Cap (vph)		1611		1399	963	
v/s Ratio Prot				0.02	c0.24	
v/s Ratio Perm		c0.03				
v/c Ratio		0.03		0.05	0.87	
Uniform Delay, d1		0.0		20.5	38.1	
Progression Factor		1.00		2.19	1.00	
Incremental Delay, d2		0.0		0.0	10.6	
Delay (s)		0.0		44.9	48.7	
Level of Service		A		D	D	
Approach Delay (s/veh)	0.0			44.9	48.7	
Approach LOS	A			D	D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	45.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	28.5
Intersection Capacity Utilization	36.8%	ICU Level of Service	A
Analysis Period (min)	15		

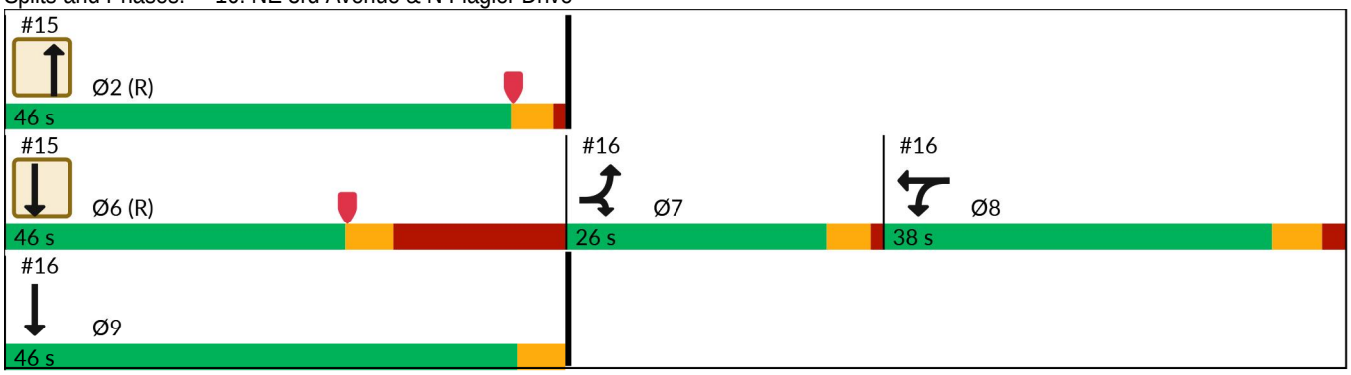
c Critical Lane Group

Lane Group	EBL	EBR	WBL	WBT	SBT	Ø2	Ø6
Lane Configurations							
Traffic Volume (vph)	291	17	1076	127	786		
Future Volume (vph)	291	17	1076	127	786		
Turn Type	Prot	Prot	Split	NA	NA		
Protected Phases	7	7	8	8	9	2	6
Permitted Phases							
Detector Phase	7	7	8	8	9		
Switch Phase							
Minimum Initial (s)	5.0	5.0	6.0	6.0	10.0	5.0	10.0
Minimum Split (s)	9.5	9.5	38.0	38.0	31.0	22.5	45.0
Total Split (s)	26.0	26.0	38.0	38.0	46.0	46.0	46.0
Total Split (%)	23.6%	23.6%	34.5%	34.5%	41.8%	42%	42%
Yellow Time (s)	3.5	3.5	4.0	4.0	4.0	3.5	4.0
All-Red Time (s)	1.0	1.0	2.0	2.0	0.0	1.0	14.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.5	4.5	6.0	6.0	4.0		
Lead/Lag	Lead	Lead	Lag	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	None	None	None	Min	C-Max	C-Min

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 31 (28%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 16: NE 3rd Avenue & N Flagler Drive



Lane Group	EBL	EBR	WBL	WBT	SBT
Lane Group Flow (vph)	316	18	889	451	883
v/c Ratio	0.93	0.04	0.60	0.89	0.63
Control Delay (s/veh)	78.8	0.2	5.3	52.0	3.1
Queue Delay	0.0	0.0	0.0	0.0	1.0
Total Delay (s/veh)	78.8	0.2	5.3	52.0	4.1
Queue Length 50th (ft)	220	0	18	276	11
Queue Length 95th (ft)	#386	0	68	#474	m25
Internal Link Dist (ft)				202	145
Turn Bay Length (ft)	50				
Base Capacity (vph)	345	476	1519	529	1407
Starvation Cap Reductn	0	0	0	0	277
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.92	0.04	0.59	0.85	0.78

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	291	0	17	1076	127	29	0	0	0	0	786	27
Future Volume (vph)	291	0	17	1076	127	29	0	0	0	0	786	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.5	6.0	6.0						4.0	
Lane Util. Factor	1.00		1.00	0.91	0.91						0.95	
Frpb, ped/bikes	1.00		1.00	1.00	1.00						1.00	
Flpb, ped/bikes	1.00		1.00	1.00	1.00						1.00	
Frt	1.00		0.85	1.00	0.99						1.00	
Flt Protected	0.95		1.00	0.95	0.97						1.00	
Satd. Flow (prot)	1770		1583	3221	1625						3518	
Flt Permitted	0.95		1.00	0.95	0.97						1.00	
Satd. Flow (perm)	1770		1583	3221	1625						3518	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	316	0	18	1170	138	32	0	0	0	0	854	29
RTOR Reduction (vph)	0	0	15	595	58	0	0	0	0	0	2	0
Lane Group Flow (vph)	316	0	3	294	393	0	0	0	0	0	881	0
Confl. Peds. (#/hr)	3		5	5		3	6		4	4		6
Confl. Bikes (#/hr)						1			1			1
Turn Type	Prot		Prot	Split	NA						NA	
Protected Phases	7		7	8	8						9	
Permitted Phases												
Actuated Green, G (s)	21.1		21.1	30.4	30.4						44.0	
Effective Green, g (s)	21.1		21.1	30.4	30.4						44.0	
Actuated g/C Ratio	0.19		0.19	0.28	0.28						0.40	
Clearance Time (s)	4.5		4.5	6.0	6.0						4.0	
Vehicle Extension (s)	3.0		3.0	2.5	2.5						3.0	
Lane Grp Cap (vph)	339		303	890	449						1407	
v/s Ratio Prot	c0.18		0.00	0.09	c0.24						c0.25	
v/s Ratio Perm												
v/c Ratio	0.93		0.01	0.33	0.88						0.63	
Uniform Delay, d1	43.7		36.0	31.7	38.0						26.4	
Progression Factor	1.00		1.00	1.00	1.00						0.07	
Incremental Delay, d2	31.8		0.0	0.2	17.0						0.5	
Delay (s)	75.5		36.0	31.9	55.0						2.4	
Level of Service	E		D	C	D						A	
Approach Delay (s/veh)		73.4			39.6			0.0			2.4	
Approach LOS		E			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	31.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	28.5
Intersection Capacity Utilization	73.5%	ICU Level of Service	D
Analysis Period (min)	15		

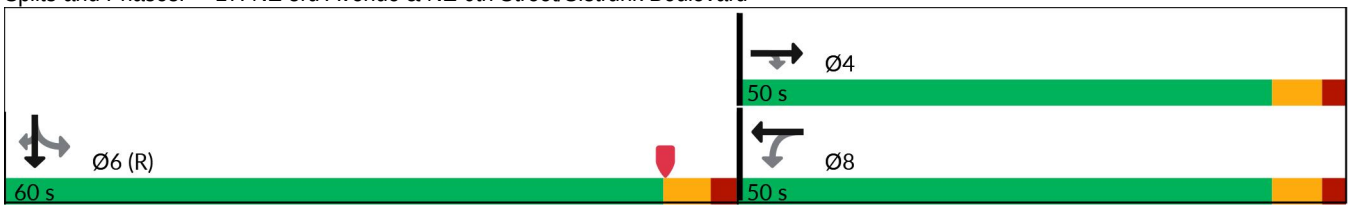
c Critical Lane Group

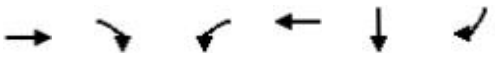
Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	331	217	105	448	1447	249
Future Volume (vph)	331	217	105	448	1447	249
Turn Type	NA	Perm	Perm	NA	NA	Perm
Protected Phases	4			8	6	
Permitted Phases		4	8			6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	28.0	28.0
Total Split (s)	50.0	50.0	50.0	50.0	60.0	60.0
Total Split (%)	45.5%	45.5%	45.5%	45.5%	54.5%	54.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 83 (75%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 17: NE 3rd Avenue & NE 6th Street/Sistrunk Boulevard





Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	341	224	108	462	1672	257
v/c Ratio	0.64	0.49	0.55	0.87	0.65	0.30
Control Delay (s/veh)	36.7	28.4	40.1	51.2	10.6	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.7	28.4	40.1	51.2	10.6	2.4
Queue Length 50th (ft)	203	109	62	303	172	10
Queue Length 95th (ft)	269	163	110	390	251	m44
Internal Link Dist (ft)	911			651	1514	
Turn Bay Length (ft)		140	140			150
Base Capacity (vph)	664	556	245	664	2562	844
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.40	0.44	0.70	0.65	0.30

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	331	217	105	448	0	0	0	0	175	1447	249
Future Volume (vph)	0	331	217	105	448	0	0	0	0	175	1447	249
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		1.00	1.00	1.00	1.00						0.91	1.00
Frpb, ped/bikes		1.00	0.95	1.00	1.00						1.00	0.95
Flpb, ped/bikes		1.00	1.00	0.98	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.99	1.00
Satd. Flow (prot)		1660	1346	1551	1660						4502	1341
Flt Permitted		1.00	1.00	0.38	1.00						0.99	1.00
Satd. Flow (perm)		1660	1346	614	1660						4502	1341
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	341	224	108	462	0	0	0	0	180	1492	257
RTOR Reduction (vph)	0	0	20	0	0	0	0	0	0	0	0	81
Lane Group Flow (vph)	0	341	204	108	462	0	0	0	0	0	1672	176
Confl. Peds. (#/hr)	2		27	27		2	12		5	5		12
Confl. Bikes (#/hr)			1			1			2			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4	8						6		6
Actuated Green, G (s)		35.4	35.4	35.4	35.4						62.6	62.6
Effective Green, g (s)		35.4	35.4	35.4	35.4						62.6	62.6
Actuated g/C Ratio		0.32	0.32	0.32	0.32						0.57	0.57
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0	2.0						3.0	3.0
Lane Grp Cap (vph)		534	433	197	534						2562	763
v/s Ratio Prot		0.21			c0.28							
v/s Ratio Perm			0.15	0.18							0.37	0.13
v/c Ratio		0.64	0.47	0.55	0.87						0.65	0.23
Uniform Delay, d1		31.8	29.8	30.7	35.1						16.2	11.8
Progression Factor		1.00	1.00	1.00	1.00						0.54	0.38
Incremental Delay, d2		1.8	0.3	1.7	13.3						1.0	0.5
Delay (s)		33.7	30.1	32.4	48.3						9.8	5.1
Level of Service		C	C	C	D						A	A
Approach Delay (s/veh)		32.3			45.3			0.0			9.2	
Approach LOS		C			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	20.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	79.4%	ICU Level of Service	D
Analysis Period (min)	15		

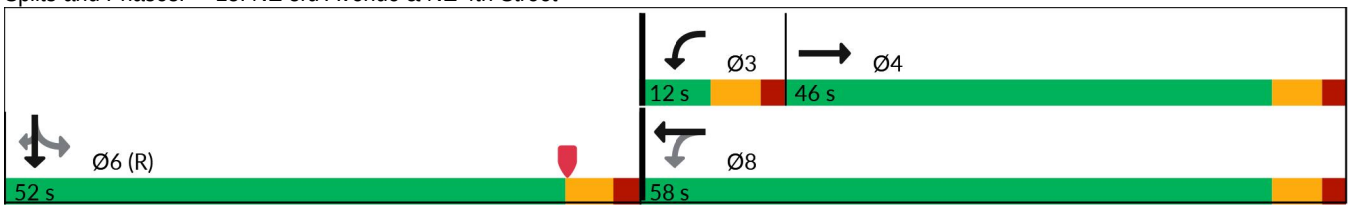
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	307	127	356	1516	141
Future Volume (vph)	307	127	356	1516	141
Turn Type	NA	pm+pt	NA	NA	Perm
Protected Phases	4	3	8	6	
Permitted Phases		8			6
Detector Phase	4	3	8	6	6
Switch Phase					
Minimum Initial (s)	6.0	5.0	6.0	10.0	10.0
Minimum Split (s)	32.0	11.0	32.0	27.0	27.0
Total Split (s)	46.0	12.0	58.0	52.0	52.0
Total Split (%)	41.8%	10.9%	52.7%	47.3%	47.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 104 (95%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 18: NE 3rd Avenue & NE 4th Street



Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	464	134	375	1702	148
v/c Ratio	0.94	0.60	0.56	0.86	0.24
Control Delay (s/veh)	61.7	30.1	25.5	20.4	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	61.7	30.1	25.5	20.4	2.6
Queue Length 50th (ft)	290	53	181	293	3
Queue Length 95th (ft)	#484	92	272	#287	m9
Internal Link Dist (ft)	908		191	1288	
Turn Bay Length (ft)		90			150
Base Capacity (vph)	530	224	706	1985	621
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.88	0.60	0.53	0.86	0.24

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	307	134	127	356	0	0	0	0	101	1516	141
Future Volume (vph)	0	307	134	127	356	0	0	0	0	101	1516	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	6.0
Lane Util. Factor		1.00		1.00	1.00						0.91	1.00
Frpb, ped/bikes		0.99		1.00	1.00						1.00	0.91
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.96		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		1420		1576	1494						4505	1290
Flt Permitted		1.00		0.21	1.00						1.00	1.00
Satd. Flow (perm)		1420		341	1494						4505	1290
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	323	141	134	375	0	0	0	0	106	1596	148
RTOR Reduction (vph)	0	15	0	0	0	0	0	0	0	0	0	53
Lane Group Flow (vph)	0	449	0	134	375	0	0	0	0	0	1702	95
Confl. Peds. (#/hr)	24		14	14		24	25		30	30		25
Confl. Bikes (#/hr)			2			2			3			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)		0	0		0	0						
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		4		3	8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)		37.2		49.5	49.5						48.5	48.5
Effective Green, g (s)		37.2		49.5	49.5						48.5	48.5
Actuated g/C Ratio		0.34		0.45	0.45						0.44	0.44
Clearance Time (s)		6.0		6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0		3.0	2.0						3.0	3.0
Lane Grp Cap (vph)		480		224	672						1986	568
v/s Ratio Prot		c0.32		0.03	c0.25							
v/s Ratio Perm				0.23							0.38	0.07
v/c Ratio		0.94		0.60	0.56						0.86	0.17
Uniform Delay, d1		35.3		21.7	22.2						27.6	18.6
Progression Factor		1.00		1.00	1.00						0.55	0.22
Incremental Delay, d2		25.5		4.3	0.6						4.1	0.5
Delay (s)		60.8		25.9	22.8						19.4	4.6
Level of Service		E		C	C						B	A
Approach Delay (s/veh)		60.8			23.6			0.0			18.2	
Approach LOS		E			C			A			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	26.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	87.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	25	56	71	1708	17
Future Volume (vph)	25	56	71	1708	17
Turn Type	NA	Perm	NA	NA	Perm
Protected Phases	4		8	6	
Permitted Phases		8			6
Detector Phase	4	8	8	6	6
Switch Phase					
Minimum Initial (s)	6.0	6.0	6.0	7.0	7.0
Minimum Split (s)	31.0	31.0	31.0	28.0	28.0
Total Split (s)	34.0	34.0	34.0	76.0	76.0
Total Split (%)	30.9%	30.9%	30.9%	69.1%	69.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 16 (15%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 19: NE 3rd Avenue & NE 3rd Street

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	48	58	74	1820	18
v/c Ratio	0.26	0.45	0.45	0.50	0.02
Control Delay (s/veh)	29.6	53.9	52.1	1.1	0.0
Queue Delay	0.0	0.0	0.0	0.2	0.0
Total Delay (s/veh)	29.6	53.9	52.1	1.2	0.0
Queue Length 50th (ft)	18	40	51	20	0
Queue Length 95th (ft)	47	71	85	53	m0
Internal Link Dist (ft)	415		157	262	
Turn Bay Length (ft)		160			150
Base Capacity (vph)	407	302	380	3676	1036
Starvation Cap Reductn	0	0	0	770	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.12	0.19	0.19	0.63	0.02

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	25	21	56	71	0	0	0	0	39	1708	17
Future Volume (vph)	0	25	21	56	71	0	0	0	0	39	1708	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	6.0
Lane Util. Factor		1.00		1.00	1.00						0.91	1.00
Frpb, ped/bikes		0.99		1.00	1.00						1.00	0.90
Flpb, ped/bikes		1.00		0.99	1.00						1.00	1.00
Frt		0.94		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		1538		1554	1494						4519	1268
Flt Permitted		1.00		0.73	1.00						1.00	1.00
Satd. Flow (perm)		1538		1187	1494						4519	1268
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	26	22	58	74	0	0	0	0	41	1779	18
RTOR Reduction (vph)	0	19	0	0	0	0	0	0	0	0	0	4
Lane Group Flow (vph)	0	29	0	58	74	0	0	0	0	0	1820	14
Confl. Peds. (#/hr)	5		12	12		5	33		34	34		33
Confl. Bikes (#/hr)									3			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)					0	0						
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)		10.9		10.9	10.9						87.1	87.1
Effective Green, g (s)		10.9		10.9	10.9						87.1	87.1
Actuated g/C Ratio		0.10		0.10	0.10						0.79	0.79
Clearance Time (s)		6.0		6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0		2.0	2.0						1.0	1.0
Lane Grp Cap (vph)		152		117	148						3578	1004
v/s Ratio Prot		0.02			c0.05							
v/s Ratio Perm				0.05							0.40	0.01
v/c Ratio		0.19		0.50	0.50						0.51	0.01
Uniform Delay, d1		45.5		46.9	47.0						4.0	2.4
Progression Factor		1.00		1.00	1.00						0.17	0.00
Incremental Delay, d2		0.2		1.2	1.0						0.3	0.0
Delay (s)		45.7		48.1	47.9						0.9	0.0
Level of Service		D		D	D						A	A
Approach Delay (s/veh)		45.7			48.0			0.0			0.9	
Approach LOS		D			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	5.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	27	137	3	1696	49
Future Volume (vph)	27	137	3	1696	49
Turn Type	NA	Perm	NA	NA	Perm
Protected Phases	4		8	6	
Permitted Phases		8			6
Detector Phase	4	8	8	6	6
Switch Phase					
Minimum Initial (s)	6.0	6.0	6.0	10.0	10.0
Minimum Split (s)	33.0	33.0	33.0	25.0	25.0
Total Split (s)	37.0	37.0	37.0	73.0	73.0
Total Split (%)	33.6%	33.6%	33.6%	66.4%	66.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 25 (23%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 20: NE 3rd Avenue & NE 2nd Street

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	109	147	3	1872	53
v/c Ratio	0.41	0.77	0.01	0.57	0.06
Control Delay (s/veh)	37.5	67.2	33.3	2.5	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.5	67.2	33.3	2.5	0.2
Queue Length 50th (ft)	59	100	2	46	0
Queue Length 95th (ft)	103	158	9	31	m0
Internal Link Dist (ft)	909		241	266	
Turn Bay Length (ft)		105			150
Base Capacity (vph)	426	319	467	3256	905
Starvation Cap Reductn	0	0	0	87	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.26	0.46	0.01	0.59	0.06

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	27	74	137	3	0	0	0	0	45	1696	49
Future Volume (vph)	0	27	74	137	3	0	0	0	0	45	1696	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	6.0
Lane Util. Factor		1.00		1.00	1.00						0.91	1.00
Frpb, ped/bikes		0.98		1.00	1.00						1.00	0.88
Flpb, ped/bikes		1.00		0.99	1.00						1.00	1.00
Frt		0.90		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		1472		1566	1660						4517	1240
Flt Permitted		1.00		0.69	1.00						1.00	1.00
Satd. Flow (perm)		1472		1132	1660						4517	1240
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	29	80	147	3	0	0	0	0	48	1824	53
RTOR Reduction (vph)	0	13	0	0	0	0	0	0	0	0	0	13
Lane Group Flow (vph)	0	96	0	147	3	0	0	0	0	0	1872	40
Confl. Peds. (#/hr)	2		7	7		2	35		29	29		35
Confl. Bikes (#/hr)			1						3			5
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)		18.7		18.7	18.7						79.3	79.3
Effective Green, g (s)		18.7		18.7	18.7						79.3	79.3
Actuated g/C Ratio		0.17		0.17	0.17						0.72	0.72
Clearance Time (s)		6.0		6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0		2.0	2.0						3.0	3.0
Lane Grp Cap (vph)		250		192	282						3256	893
v/s Ratio Prot		0.07			0.00							
v/s Ratio Perm				c0.13							0.41	0.03
v/c Ratio		0.38		0.77	0.01						0.57	0.05
Uniform Delay, d1		40.5		43.6	38.0						7.3	4.4
Progression Factor		1.00		1.00	1.00						0.22	0.05
Incremental Delay, d2		0.4		15.0	0.0						0.7	0.1
Delay (s)		40.9		58.6	38.0						2.3	0.3
Level of Service		D		E	D						A	A
Approach Delay (s/veh)		40.9			58.2			0.0			2.2	
Approach LOS		D			E			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	8.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.2%	ICU Level of Service	C
Analysis Period (min)	15		

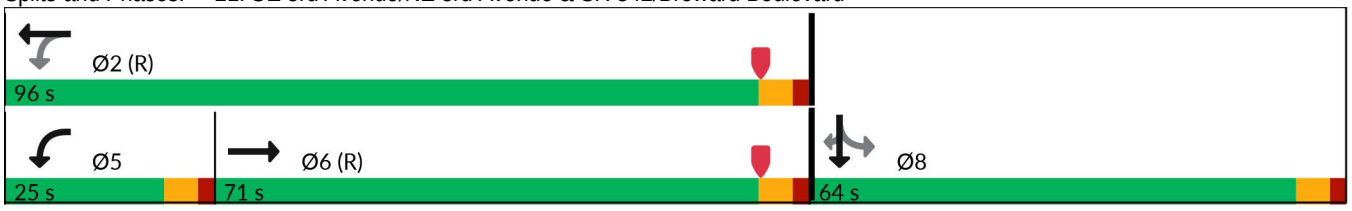
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	1335	240	1102	1268	379
Future Volume (vph)	1335	240	1102	1268	379
Turn Type	NA	pm+pt	NA	NA	Perm
Protected Phases	6	5	2	8	
Permitted Phases		2			8
Detector Phase	6	5	2	8	8
Switch Phase					
Minimum Initial (s)	7.0	4.0	7.0	6.0	6.0
Minimum Split (s)	40.0	10.0	40.0	39.0	39.0
Total Split (s)	71.0	25.0	96.0	64.0	64.0
Total Split (%)	44.4%	15.6%	60.0%	40.0%	40.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	C-Max	None	C-Max	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 134 (84%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 21: SE 3rd Avenue/NE 3rd Avenue & SR 842/Broward Boulevard



Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	1885	250	1148	1667	395
v/c Ratio	1.06	1.10	0.45	1.04	0.76
Control Delay (s/veh)	67.6	132.8	21.2	81.4	47.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	67.6	132.8	21.2	81.4	47.7
Queue Length 50th (ft)	~791	~249	250	~684	309
Queue Length 95th (ft)	#885	#438	287	#779	453
Internal Link Dist (ft)	909		213	269	
Turn Bay Length (ft)		175			150
Base Capacity (vph)	1772	228	2549	1609	520
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.06	1.10	0.45	1.04	0.76

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

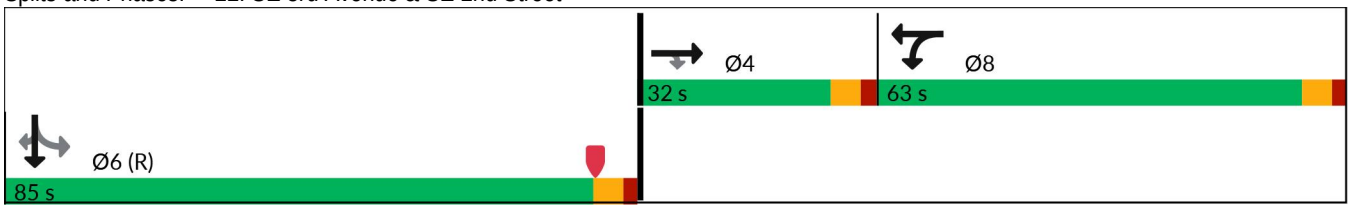
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1335	474	240	1102	0	0	0	0	332	1268	379
Future Volume (veh/h)	0	1335	474	240	1102	0	0	0	0	332	1268	379
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1670	1670	1670	1670	0				1670	1670	1670
Adj Flow Rate, veh/h	0	1391	462	250	1148	0				346	1321	325
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	1370	451	234	2564	0				350	1340	490
Arrive On Green	0.00	0.54	0.54	0.16	0.75	0.00				0.36	0.36	0.36
Sat Flow, veh/h	0	3522	1110	1590	4709	0				965	3696	1353
Grp Volume(v), veh/h	0	1253	600	250	1148	0				581	1086	325
Grp Sat Flow(s),veh/h/ln	0	1520	1442	1590	1520	0				1622	1520	1353
Q Serve(g_s), s	0.0	65.0	65.0	19.0	15.3	0.0				57.0	56.7	32.3
Cycle Q Clear(g_c), s	0.0	65.0	65.0	19.0	15.3	0.0				57.0	56.7	32.3
Prop In Lane	0.00		0.77	1.00		0.00				0.60		1.00
Lane Grp Cap(c), veh/h	0	1235	586	234	2564	0				588	1102	490
V/C Ratio(X)	0.00	1.01	1.02	1.07	0.45	0.00				0.99	0.99	0.66
Avail Cap(c_a), veh/h	0	1235	586	234	2564	0				588	1102	490
HCM Platoon Ratio	1.00	1.33	1.33	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.70	0.70	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	36.8	36.8	51.3	10.7	0.0				50.7	50.6	42.8
Incr Delay (d2), s/veh	0.0	25.1	37.6	78.3	0.6	0.0				34.2	23.4	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
%ile BackOfQ(95%),veh/ln	0.0	34.0	35.1	15.4	7.8	0.0				37.4	33.3	16.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	61.9	74.3	129.6	11.3	0.0				84.9	74.0	45.5
LnGrp LOS		F	F	F	B					F	E	D
Approach Vol, veh/h		1853			1398						1992	
Approach Delay, s/veh		65.9			32.5						72.5	
Approach LOS		E			C						E	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		96.0			25.0	71.0		64.0				
Change Period (Y+Rc), s		6.0			6.0	6.0		6.0				
Max Green Setting (Gmax), s		90.0			19.0	65.0		58.0				
Max Q Clear Time (g_c+I1), s		17.3			21.0	67.0		59.0				
Green Ext Time (p_c), s		2.0			0.0	0.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			59.5									
HCM 7th LOS			E									

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	101	224	270	390	1573	225
Future Volume (vph)	101	224	270	390	1573	225
Turn Type	NA	Perm	Split	NA	NA	Perm
Protected Phases	4		8	8	6	
Permitted Phases		4				6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	15.0	15.0
Minimum Split (s)	32.0	32.0	34.0	34.0	31.0	31.0
Total Split (s)	32.0	32.0	63.0	63.0	85.0	85.0
Total Split (%)	17.8%	17.8%	35.0%	35.0%	47.2%	47.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 151 (84%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 22: SE 3rd Avenue & SE 2nd Street



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	105	233	253	434	1829	234
v/c Ratio	0.44	0.78	0.58	0.94	0.89	0.39
Control Delay (s/veh)	76.8	45.2	59.2	91.1	51.0	22.2
Queue Delay	0.0	2.4	0.0	0.0	46.7	0.0
Total Delay (s/veh)	76.8	47.6	59.2	91.1	97.7	22.2
Queue Length 50th (ft)	115	102	262	516	741	115
Queue Length 95th (ft)	185	#237	366	#717	821	196
Internal Link Dist (ft)	583			245	543	
Turn Bay Length (ft)						150
Base Capacity (vph)	239	299	474	497	2063	598
Starvation Cap Reductn	0	0	0	0	409	0
Spillback Cap Reductn	0	18	0	0	569	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.83	0.53	0.87	1.22	0.39

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	101	224	270	390	0	0	0	0	182	1573	225
Future Volume (vph)	0	101	224	270	390	0	0	0	0	182	1573	225
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		1.00	1.00	0.95	0.95						0.91	1.00
Frpb, ped/bikes		1.00	0.85	1.00	1.00						1.00	0.85
Flpb, ped/bikes		1.00	1.00	1.00	1.00						0.99	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.99	1.00
Satd. Flow (prot)		1660	1206	1498	1572						4463	1193
Flt Permitted		1.00	1.00	0.95	1.00						0.99	1.00
Satd. Flow (perm)		1660	1206	1498	1572						4463	1193
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	105	233	281	406	0	0	0	0	190	1639	234
RTOR Reduction (vph)	0	0	126	0	0	0	0	0	0	0	0	47
Lane Group Flow (vph)	0	105	107	253	434	0	0	0	0	0	1829	187
Confl. Peds. (#/hr)	12		65	65		12	67		27	27		67
Confl. Bikes (#/hr)			1			1			2			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA	Perm	Split	NA					Perm	NA	Perm
Protected Phases		4		8	8						6	
Permitted Phases			4							6		6
Actuated Green, G (s)		26.0	26.0	52.8	52.8						83.2	83.2
Effective Green, g (s)		26.0	26.0	52.8	52.8						83.2	83.2
Actuated g/C Ratio		0.14	0.14	0.29	0.29						0.46	0.46
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0	2.0						3.0	3.0
Lane Grp Cap (vph)		239	174	439	461						2062	551
v/s Ratio Prot		0.06		0.17	c0.28							
v/s Ratio Perm			c0.09								0.41	0.16
v/c Ratio		0.44	0.62	0.58	0.94						0.89	0.34
Uniform Delay, d1		70.3	72.3	54.1	62.1						44.1	30.9
Progression Factor		1.00	1.00	1.00	1.00						1.00	1.00
Incremental Delay, d2		0.5	4.5	1.1	27.4						6.1	1.7
Delay (s)		70.8	76.8	55.2	89.5						50.2	32.5
Level of Service		E	E	E	F						D	C
Approach Delay (s/veh)		75.0			76.9			0.0			48.2	
Approach LOS		E			E			A			D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	57.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	97.3%	ICU Level of Service	F
Analysis Period (min)	15		

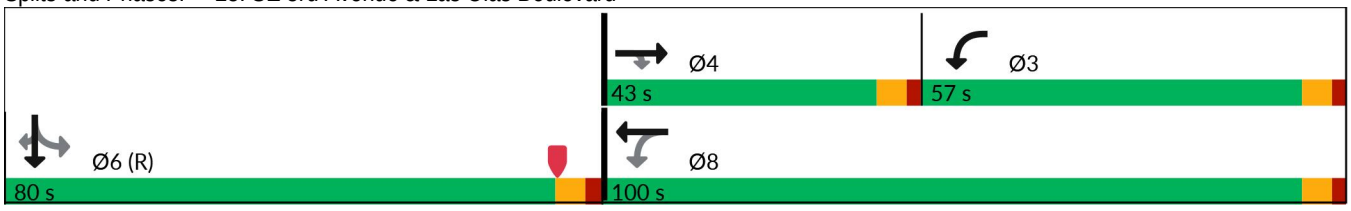
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	400	272	657	22	1722	82
Future Volume (vph)	400	272	657	22	1722	82
Turn Type	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		3	8	6	
Permitted Phases		4	8			6
Detector Phase	4	4	3	8	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	4.0	6.0	10.0	10.0
Minimum Split (s)	32.0	32.0	11.0	32.0	33.0	33.0
Total Split (s)	43.0	43.0	57.0	100.0	80.0	80.0
Total Split (%)	23.9%	23.9%	31.7%	55.6%	44.4%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 162 (90%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 23: SE 3rd Avenue & Las Olas Boulevard



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	426	289	699	23	2109	87
v/c Ratio	0.66	1.20	1.24	0.01	1.16	0.20
Control Delay (s/veh)	71.2	168.5	168.0	20.8	103.6	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0
Total Delay (s/veh)	71.2	168.5	168.0	20.8	103.7	1.8
Queue Length 50th (ft)	246	~358	~878	6	~1082	2
Queue Length 95th (ft)	311	#566	#1137	15	#1146	m2
Internal Link Dist (ft)	459			308	436	
Turn Bay Length (ft)		110				150
Base Capacity (vph)	648	241	563	1565	1819	431
Starvation Cap Reductn	0	0	0	0	75	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.66	1.20	1.24	0.01	1.21	0.20

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	400	272	657	22	0	0	0	0	260	1722	82
Future Volume (vph)	0	400	272	657	22	0	0	0	0	260	1722	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		0.95	1.00	1.00	0.95						0.91	1.00
Frpb, ped/bikes		1.00	0.68	1.00	1.00						1.00	0.69
Flpb, ped/bikes		1.00	1.00	0.96	1.00						0.98	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.99	1.00
Satd. Flow (prot)		3154	963	1519	2997						4427	970
Flt Permitted		1.00	1.00	0.34	1.00						0.99	1.00
Satd. Flow (perm)		3154	963	536	2997						4427	970
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	426	289	699	23	0	0	0	0	277	1832	87
RTOR Reduction (vph)	0	0	44	0	0	0	0	0	0	0	0	32
Lane Group Flow (vph)	0	426	245	699	23	0	0	0	0	0	2109	55
Confl. Peds. (#/hr)	267		161	161		267	165		64	64		165
Confl. Bikes (#/hr)			9			4			2			3
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)					0	0						
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	Perm
Protected Phases		4		3	8						6	
Permitted Phases			4	8						6		6
Actuated Green, G (s)		37.0	37.0	94.0	94.0						74.0	74.0
Effective Green, g (s)		37.0	37.0	94.0	94.0						74.0	74.0
Actuated g/C Ratio		0.21	0.21	0.52	0.52						0.41	0.41
Clearance Time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Vehicle Extension (s)		2.5	2.5	1.5	2.5						3.0	3.0
Lane Grp Cap (vph)		648	197	558	1565						1819	398
v/s Ratio Prot		0.14		c0.35	0.01							
v/s Ratio Perm			0.25	c0.30							0.48	0.06
v/c Ratio		0.66	1.25	1.25	0.01						1.16	0.14
Uniform Delay, d1		65.7	71.5	48.4	20.7						53.0	33.1
Progression Factor		1.00	1.00	1.00	1.00						0.53	0.09
Incremental Delay, d2		2.2	145.5	127.9	0.0						75.5	0.4
Delay (s)		67.8	217.0	176.4	20.7						103.6	3.2
Level of Service		E	F	F	C						F	A
Approach Delay (s/veh)		128.1			171.4			0.0			99.7	
Approach LOS		F			F			A			F	

Intersection Summary

HCM 2000 Control Delay (s/veh)	119.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.24		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	124.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBL	WBT	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	338	302	2161	263
Future Volume (vph)	338	302	2161	263
Turn Type	Perm	NA	NA	Perm
Protected Phases		8	6	
Permitted Phases	8			6
Detector Phase	8	8	6	6
Switch Phase				
Minimum Initial (s)	6.0	6.0	10.0	10.0
Minimum Split (s)	36.0	36.0	37.0	37.0
Total Split (s)	59.0	59.0	121.0	121.0
Total Split (%)	32.8%	32.8%	67.2%	67.2%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 40 (22%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 24: SE 6th Street & SE 3rd Avenue

Lane Group	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	367	328	2606	286
v/c Ratio	0.91	0.41	0.86	0.30
Control Delay (s/veh)	91.7	56.1	13.8	2.7
Queue Delay	0.0	0.0	15.5	0.0
Total Delay (s/veh)	91.7	56.1	29.3	2.7
Queue Length 50th (ft)	420	168	346	26
Queue Length 95th (ft)	542	211	m315	m18
Internal Link Dist (ft)		474	1522	
Turn Bay Length (ft)	160			150
Base Capacity (vph)	461	928	3041	967
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	495	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.80	0.35	1.02	0.30

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	338	302	0	0	0	0	236	2161	263
Future Volume (vph)	0	0	0	338	302	0	0	0	0	236	2161	263
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				6.0	6.0						6.0	6.0
Lane Util. Factor				1.00	0.95						0.91	1.00
Frpb, ped/bikes				1.00	1.00						1.00	0.97
Flpb, ped/bikes				0.99	1.00						1.00	1.00
Frt				1.00	1.00						1.00	0.85
Flt Protected				0.95	1.00						1.00	1.00
Satd. Flow (prot)				1569	3154						4496	1374
Flt Permitted				0.95	1.00						1.00	1.00
Satd. Flow (perm)				1569	3154						4496	1374
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	367	328	0	0	0	0	257	2349	286
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	38
Lane Group Flow (vph)	0	0	0	367	328	0	0	0	0	0	2606	248
Confl. Peds. (#/hr)	24		3	3		24	8		18	18		8
Confl. Bikes (#/hr)									5			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type				Perm	NA					Perm	NA	Perm
Protected Phases					8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)				46.2	46.2						121.8	121.8
Effective Green, g (s)				46.2	46.2						121.8	121.8
Actuated g/C Ratio				0.26	0.26						0.68	0.68
Clearance Time (s)				6.0	6.0						6.0	6.0
Vehicle Extension (s)				2.0	2.0						3.0	3.0
Lane Grp Cap (vph)				402	809						3042	929
v/s Ratio Prot					0.10							
v/s Ratio Perm				c0.23							0.58	0.18
v/c Ratio				0.91	0.41						0.86	0.27
Uniform Delay, d1				64.9	55.5						22.4	11.5
Progression Factor				1.00	1.00						0.56	0.35
Incremental Delay, d2				24.3	0.1						0.3	0.1
Delay (s)				89.2	55.6						12.9	4.1
Level of Service				F	E						B	A
Approach Delay (s/veh)		0.0			73.4			0.0			12.0	
Approach LOS		A			E			A			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	23.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	84.7%	ICU Level of Service	E
Analysis Period (min)	15		

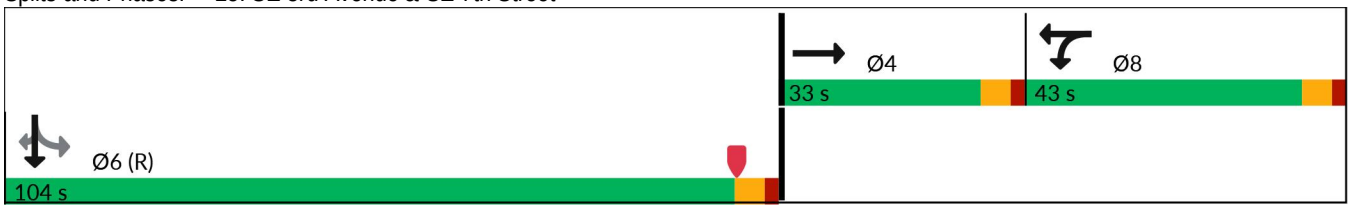
c Critical Lane Group

Lane Group	EBT	WBT	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	113	13	2456	105
Future Volume (vph)	113	13	2456	105
Turn Type	NA	NA	NA	Perm
Protected Phases	4	8	6	
Permitted Phases				6
Detector Phase	4	8	6	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	10.0	10.0
Minimum Split (s)	33.0	33.0	25.0	25.0
Total Split (s)	33.0	43.0	104.0	104.0
Total Split (%)	18.3%	23.9%	57.8%	57.8%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 33 (18%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 25: SE 3rd Avenue & SE 7th Street



Lane Group	EBT	WBT	SBT	SBR
Lane Group Flow (vph)	227	354	2652	108
v/c Ratio	0.94	1.06	1.08	0.14
Control Delay (s/veh)	111.6	130.9	64.0	4.7
Queue Delay	0.0	0.0	9.1	0.0
Total Delay (s/veh)	111.6	130.9	73.1	4.7
Queue Length 50th (ft)	243	~468	~1264	2
Queue Length 95th (ft)	#415	#685	#1336	m16
Internal Link Dist (ft)	568	243	566	
Turn Bay Length (ft)				150
Base Capacity (vph)	249	334	2458	759
Starvation Cap Reductn	0	0	147	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.91	1.06	1.15	0.14

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	113	108	331	13	0	0	0	0	116	2456	105
Future Volume (vph)	0	113	108	331	13	0	0	0	0	116	2456	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0						6.0	6.0
Lane Util. Factor		1.00			1.00						0.91	1.00
Frpb, ped/bikes		0.99			1.00						1.00	0.96
Flpb, ped/bikes		1.00			1.00						1.00	1.00
Frt		0.93			1.00						1.00	0.85
Flt Protected		1.00			0.95						1.00	1.00
Satd. Flow (prot)		1536			1584						4515	1349
Flt Permitted		1.00			0.95						1.00	1.00
Satd. Flow (perm)		1536			1584						4515	1349
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	116	111	341	13	0	0	0	0	120	2532	108
RTOR Reduction (vph)	0	20	0	0	0	0	0	0	0	0	0	25
Lane Group Flow (vph)	0	207	0	0	354	0	0	0	0	0	2652	83
Confl. Peds. (#/hr)	4		4	4		4	5		7	7		5
Confl. Bikes (#/hr)									5			1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA		Split	NA					Perm	NA	Perm
Protected Phases		4		8	8						6	
Permitted Phases										6		6
Actuated Green, G (s)		26.0			38.0						98.0	98.0
Effective Green, g (s)		26.0			38.0						98.0	98.0
Actuated g/C Ratio		0.14			0.21						0.54	0.54
Clearance Time (s)		6.0			6.0						6.0	6.0
Vehicle Extension (s)		2.5			2.5						3.0	3.0
Lane Grp Cap (vph)		221			334						2458	734
v/s Ratio Prot		c0.14			c0.22							
v/s Ratio Perm											0.59	0.06
v/c Ratio		0.94			1.06						1.08	0.11
Uniform Delay, d1		76.2			71.0						41.0	19.9
Progression Factor		1.00			1.00						0.56	0.45
Incremental Delay, d2		43.1			65.9						40.1	0.2
Delay (s)		119.3			136.9						63.1	9.0
Level of Service		F			F						E	A
Approach Delay (s/veh)		119.3			136.9			0.0			61.0	
Approach LOS		F			F			A			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	73.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	109.1%	ICU Level of Service	H
Analysis Period (min)	15		

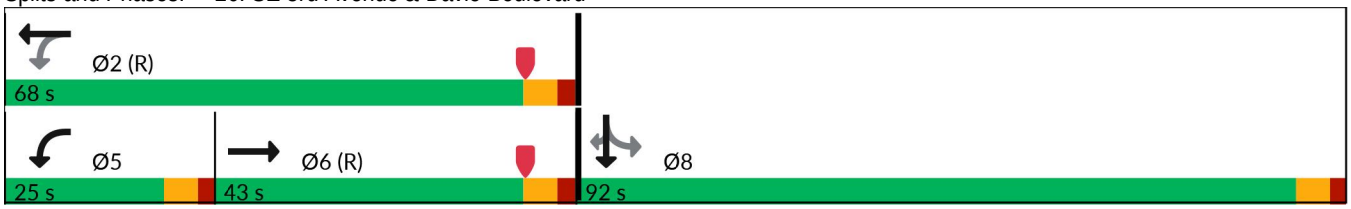
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	538	295	791	1595	967
Future Volume (vph)	538	295	791	1595	967
Turn Type	NA	pm+pt	NA	NA	Perm
Protected Phases	6	5	2	8	
Permitted Phases		2			8
Detector Phase	6	5	2	8	8
Switch Phase					
Minimum Initial (s)	12.0	4.0	12.0	6.0	6.0
Minimum Split (s)	33.0	10.0	33.0	33.0	33.0
Total Split (s)	43.0	25.0	68.0	92.0	92.0
Total Split (%)	26.9%	15.6%	42.5%	57.5%	57.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	C-Min	None	C-Min	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 84 (53%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 26: SE 3rd Avenue & Davie Boulevard



Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	845	304	815	1968	997
v/c Ratio	1.08	1.20	0.60	0.73	1.16
Control Delay (s/veh)	105.9	160.8	41.4	30.3	118.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	105.9	160.8	41.4	30.3	118.6
Queue Length 50th (ft)	~507	~333	356	563	~1202
Queue Length 95th (ft)	#648	#535	428	619	#1470
Internal Link Dist (ft)	909		222	1897	
Turn Bay Length (ft)		185			150
Base Capacity (vph)	784	254	1358	2681	857
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.08	1.20	0.60	0.73	1.16

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	538	281	295	791	0	0	0	0	314	1595	967
Future Volume (vph)	0	538	281	295	791	0	0	0	0	314	1595	967
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	6.0
Lane Util. Factor		0.95		1.00	0.95						0.91	1.00
Frpb, ped/bikes		0.99		1.00	1.00						1.00	0.98
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.95		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						0.99	1.00
Satd. Flow (prot)		3303		1752	3505						4987	1541
Flt Permitted		1.00		0.09	1.00						0.99	1.00
Satd. Flow (perm)		3303		172	3505						4987	1541
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	555	290	304	815	0	0	0	0	324	1644	997
RTOR Reduction (vph)	0	20	0	0	0	0	0	0	0	0	0	30
Lane Group Flow (vph)	0	825	0	304	815	0	0	0	0	0	1968	967
Confl. Peds. (#/hr)	3		2	2		3	3		5	5		3
Confl. Bikes (#/hr)			3			4			1			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		6		5	2						8	
Permitted Phases				2						8		8
Actuated Green, G (s)		37.0		62.0	62.0						86.0	86.0
Effective Green, g (s)		37.0		62.0	62.0						86.0	86.0
Actuated g/C Ratio		0.23		0.39	0.39						0.54	0.54
Clearance Time (s)		6.0		6.0	6.0						6.0	6.0
Vehicle Extension (s)		3.0		1.5	3.0						2.0	2.0
Lane Grp Cap (vph)		763		254	1358						2680	828
v/s Ratio Prot		0.25		c0.14	0.23							
v/s Ratio Perm				c0.32							0.39	c0.63
v/c Ratio		1.08		1.20	0.60						0.73	1.17
Uniform Delay, d1		61.5		50.6	39.1						28.3	37.0
Progression Factor		0.93		1.00	1.00						1.00	1.00
Incremental Delay, d2		56.3		120.3	2.0						0.9	88.7
Delay (s)		113.4		170.9	41.1						29.2	125.7
Level of Service		F		F	D						C	F
Approach Delay (s/veh)		113.4			76.3			0.0			61.6	
Approach LOS		F			E			A			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	73.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.20		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	94.7%	ICU Level of Service	F
Analysis Period (min)	15		

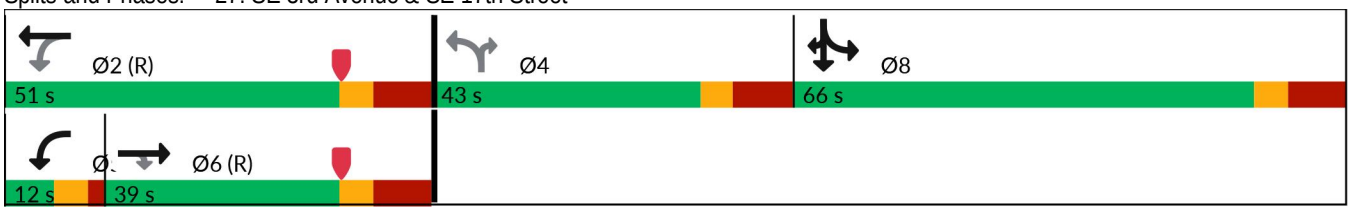
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	506	6	84	1161	8	14	373	559	1444
Future Volume (vph)	506	6	84	1161	8	14	373	559	1444
Turn Type	NA	Perm	pm+pt	NA	Perm	Perm	Split	NA	Prot
Protected Phases	6		5	2			8	8	8
Permitted Phases		6	2		4	4			
Detector Phase	6	6	5	2	4	4	8	8	8
Switch Phase									
Minimum Initial (s)	12.0	12.0	5.0	12.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	36.0	36.0	11.0	36.0	43.0	43.0	43.0	43.0	43.0
Total Split (s)	39.0	39.0	12.0	51.0	43.0	43.0	66.0	66.0	66.0
Total Split (%)	24.4%	24.4%	7.5%	31.9%	26.9%	26.9%	41.3%	41.3%	41.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	7.0	7.0	2.0	7.0	7.0	7.0	7.0	7.0	7.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	11.0	11.0	6.0	11.0	11.0	11.0	11.0	11.0	11.0
Lead/Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes						
Recall Mode	C-Min	C-Min	None	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 27: SE 3rd Avenue & SE 17th Street



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	538	6	89	1235	9	15	397	595	1536
v/c Ratio	0.68	0.01	0.45	0.80	0.16	0.05	0.50	0.71	0.89
Control Delay (s/veh)	63.1	0.0	49.4	56.6	70.5	0.4	34.3	41.7	23.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.1	0.0	49.4	56.6	70.5	0.4	34.3	41.7	23.1
Queue Length 50th (ft)	292	0	71	474	9	0	339	556	536
Queue Length 95th (ft)	#388	0	122	#578	27	0	m438	m701	m634
Internal Link Dist (ft)	905			223				2382	
Turn Bay Length (ft)			50		60		150		150
Base Capacity (vph)	793	471	196	1543	148	443	793	835	1731
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.01	0.45	0.80	0.06	0.03	0.50	0.71	0.89

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	506	6	84	1161	0	8	0	14	373	559	1444
Future Volume (vph)	0	506	6	84	1161	0	8	0	14	373	559	1444
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		11.0	11.0	6.0	11.0		11.0		11.0	11.0	11.0	11.0
Lane Util. Factor		0.95	1.00	1.00	0.91		1.00		1.00	1.00	1.00	0.88
Frpb, ped/bikes		1.00	0.96	1.00	1.00		1.00		0.98	1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00		1.00		0.85	1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00		0.95		1.00	0.95	1.00	1.00
Satd. Flow (prot)		3505	1506	1751	5036		1749		1538	1752	1845	2760
Flt Permitted		1.00	1.00	0.23	1.00		0.40		1.00	0.95	1.00	1.00
Satd. Flow (perm)		3505	1506	415	5036		744		1538	1752	1845	2760
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	538	6	89	1235	0	9	0	15	397	595	1536
RTOR Reduction (vph)	0	0	5	0	0	0	0	0	14	0	0	481
Lane Group Flow (vph)	0	538	1	89	1235	0	9	0	1	397	595	1055
Confl. Peds. (#/hr)	11		5	5		11	4		5	5		4
Confl. Bikes (#/hr)			2			5						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA	Perm	pm+pt	NA		Perm		Perm	Split	NA	Prot
Protected Phases		6		5	2					8	8	8
Permitted Phases			6	2			4		4			
Actuated Green, G (s)		31.8	31.8	44.6	44.6		9.9		9.9	72.5	72.5	72.5
Effective Green, g (s)		31.8	31.8	44.6	44.6		9.9		9.9	72.5	72.5	72.5
Actuated g/C Ratio		0.20	0.20	0.28	0.28		0.06		0.06	0.45	0.45	0.45
Clearance Time (s)		11.0	11.0	6.0	11.0		11.0		11.0	11.0	11.0	11.0
Vehicle Extension (s)		2.5	2.5	3.0	2.5		2.0		2.0	2.0	2.0	2.0
Lane Grp Cap (vph)		696	299	172	1403		46		95	793	836	1250
v/s Ratio Prot		0.15		0.02	c0.25					0.23	0.32	c0.38
v/s Ratio Perm			0.00	0.12			c0.01		0.00			
v/c Ratio		0.77	0.00	0.52	0.88		0.20		0.01	0.50	0.71	0.84
Uniform Delay, d1		60.7	51.4	45.1	55.1		71.3		70.4	30.9	35.3	38.7
Progression Factor		1.00	1.00	1.00	1.00		1.00		1.00	1.02	1.04	1.11
Incremental Delay, d2		8.2	0.0	2.6	8.2		0.8		0.0	0.1	1.6	3.4
Delay (s)		68.8	51.4	47.7	63.3		72.0		70.5	31.6	38.3	46.6
Level of Service		E	D	D	E		E		E	C	D	D
Approach Delay (s/veh)		68.6			62.3			71.1			42.3	
Approach LOS		E			E			E			D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	51.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	39.0
Intersection Capacity Utilization	99.9%	ICU Level of Service	F
Analysis Period (min)	15		

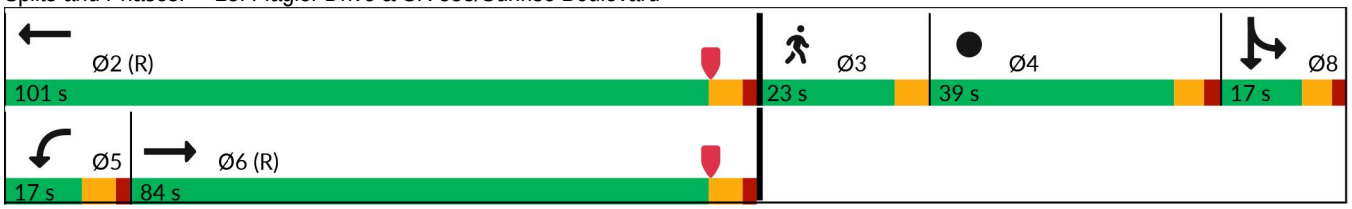
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	Ø3	Ø4
Lane Configurations						
Traffic Volume (vph)	1672	141	1169	133		
Future Volume (vph)	1672	141	1169	133		
Turn Type	NA	Prot	NA	NA		
Protected Phases	6	5	2	8	3	4
Permitted Phases						
Detector Phase	6	5	2	8		
Switch Phase						
Minimum Initial (s)	15.0	5.0	15.0	6.0	7.0	6.0
Minimum Split (s)	30.5	11.5	37.5	24.0	23.0	48.0
Total Split (s)	84.0	17.0	101.0	17.0	23.0	39.0
Total Split (%)	46.7%	9.4%	56.1%	9.4%	13%	22%
Yellow Time (s)	4.5	4.5	4.5	4.0	4.5	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	0.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.5	6.5	6.5	6.0		
Lead/Lag	Lag	Lead			Lead	Lag
Lead-Lag Optimize?					Yes	Yes
Recall Mode	C-Min	None	C-Min	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 18 (10%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 28: Flagler Drive & SR 838/Sunrise Boulevard



Lane Group	EBT	WBL	WBT	SBT
Lane Group Flow (vph)	2839	147	1236	265
v/c Ratio	1.32dr	0.67	0.38	0.54
Control Delay (s/veh)	113.2	89.3	14.7	59.2
Queue Delay	0.2	0.0	0.0	0.0
Total Delay (s/veh)	113.4	89.3	14.7	59.2
Queue Length 50th (ft)	~1410	166	212	262
Queue Length 95th (ft)	m260	248	210	388
Internal Link Dist (ft)	617		722	937
Turn Bay Length (ft)		425		
Base Capacity (vph)	2360	221	3270	488
Starvation Cap Reductn	10	0	0	0
Spillback Cap Reductn	157	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	1.29	0.67	0.38	0.54

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1672	1053	141	1169	17	0	0	0	6	133	115
Future Volume (vph)	0	1672	1053	141	1169	17	0	0	0	6	133	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5		6.5	6.5						6.0	
Lane Util. Factor		0.91		1.00	0.91						1.00	
Frpb, ped/bikes		0.99		1.00	1.00						0.99	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.94		1.00	1.00						0.94	
Flt Protected		1.00		0.95	1.00						1.00	
Satd. Flow (prot)		4717		1752	5023						1716	
Flt Permitted		1.00		0.95	1.00						1.00	
Satd. Flow (perm)		4717		1752	5023						1716	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	1742	1097	147	1218	18	0	0	0	6	139	120
RTOR Reduction (vph)	0	57	0	0	1	0	0	0	0	0	13	0
Lane Group Flow (vph)	0	2782	0	147	1235	0	0	0	0	0	252	0
Confl. Peds. (#/hr)	7		1	1		7	4		6	6		4
Confl. Bikes (#/hr)			1			3			2			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA		Prot	NA					Split	NA	
Protected Phases		6		5	2					8	8	
Permitted Phases												
Actuated Green, G (s)		87.9		22.7	117.1						50.4	
Effective Green, g (s)		87.9		22.7	117.1						50.4	
Actuated g/C Ratio		0.49		0.13	0.65						0.28	
Clearance Time (s)		6.5		6.5	6.5						6.0	
Vehicle Extension (s)		3.0		1.5	3.0						2.0	
Lane Grp Cap (vph)		2303		220	3267						480	
v/s Ratio Prot		c0.59		c0.08	0.25						c0.15	
v/s Ratio Perm												
v/c Ratio		1.32dr		0.67	0.38						0.53	
Uniform Delay, d1		46.1		75.1	14.6						54.7	
Progression Factor		0.44		1.00	1.00						1.00	
Incremental Delay, d2		94.0		5.8	0.3						0.5	
Delay (s)		114.2		80.9	14.9						55.2	
Level of Service		F		F	B						E	
Approach Delay (s/veh)		114.2			21.9			0.0			55.2	
Approach LOS		F			C			A			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	82.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	29.5
Intersection Capacity Utilization	99.0%	ICU Level of Service	F
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

Intersection							
Int Delay, s/veh	1.8						

Movement	WBU	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	6	110	0	0	0	21	1221
Future Vol, veh/h	6	110	0	0	0	21	1221
Conflicting Peds, #/hr	0	0	0	0	18	18	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	0	-	-	0
Grade, %	-	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82	82
Heavy Vehicles, %	3	3	3	3	3	3	3
Mvmt Flow	7	134	0	0	0	26	1489

Major/Minor	Minor1			Major2	
Conflicting Flow All	0	665	-	18	0
Stage 1	0	18	-	-	-
Stage 2	0	647	-	-	-
Critical Hdwy	-	5.76	-	3.7	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	6.06	-	-	-
Follow-up Hdwy	-	3.83	-	2.9	-
Pot Cap-1 Maneuver	0	453	0	1227	-
Stage 1	0	-	0	-	-
Stage 2	0	438	0	-	-
Platoon blocked, %	-				-
Mov Cap-1 Maneuver	0	432	-	1206	-
Mov Cap-2 Maneuver	0	432	-	-	-
Stage 1	0	-	-	-	-
Stage 2	0	425	-	-	-

Approach	WB	SB
HCM Control Delay, s/v	17.05	0.36
HCM LOS	C	

Minor Lane/Major Mvmt	WBLn1	SBL	SBT
Capacity (veh/h)	432	91	-
HCM Lane V/C Ratio	0.311	0.021	-
HCM Control Delay (s/veh)	17	8	0.2
HCM Lane LOS	C	A	A
HCM 95th %tile Q(veh)	1.3	0.1	-

Intersection						
Int Delay, s/veh	0.1					

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	17	0	0	0	0	1331
Future Vol, veh/h	17	0	0	0	0	1331
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	0	0	0	0	1447

Major/Minor	Minor1			Major2	
Conflicting Flow All	579	-		-	-
Stage 1	0	-		-	-
Stage 2	579	-		-	-
Critical Hdwy	3.7	-		-	-
Critical Hdwy Stg 1	3.7	-		-	-
Critical Hdwy Stg 2	3.7	-		-	-
Follow-up Hdwy	2.9	-		-	-
Pot Cap-1 Maneuver	857	0		0	-
Stage 1	-	0		0	-
Stage 2	857	0		0	-
Platoon blocked, %					-
Mov Cap-1 Maneuver	857	-		-	-
Mov Cap-2 Maneuver	857	-		-	-
Stage 1	-	-		-	-
Stage 2	857	-		-	-

Approach	NW			SW	
HCM Control Delay, s/v	9.29			0	
HCM LOS	A				

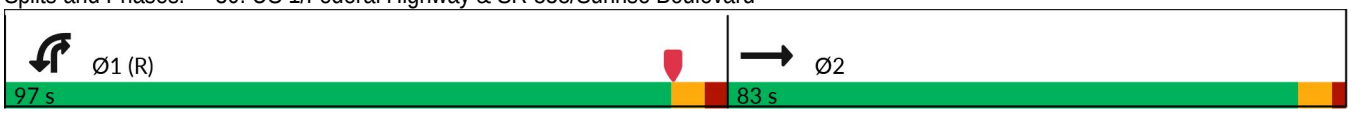
Minor Lane/Major Mvmt	NWLn1	SWT
Capacity (veh/h)	857	-
HCM Lane V/C Ratio	0.022	-
HCM Control Delay (s/veh)	9.3	-
HCM Lane LOS	A	-
HCM 95th %tile Q(veh)	0.1	-

Lane Group	EBT	WBL	NBR
Lane Configurations			
Traffic Volume (vph)	1337	1647	1457
Future Volume (vph)	1337	1647	1457
Turn Type	NA	Prot	Over
Protected Phases	2	1	1
Permitted Phases			
Detector Phase	2	1	1
Switch Phase			
Minimum Initial (s)	10.0	10.0	10.0
Minimum Split (s)	49.5	21.5	21.5
Total Split (s)	83.0	97.0	97.0
Total Split (%)	46.1%	53.9%	53.9%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.5	7.5	7.5
Lead/Lag	Lag	Lead	Lead
Lead-Lag Optimize?			
Recall Mode	None	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 36 (20%), Referenced to phase 1:WBL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 30: US 1/Federal Highway & SR 838/Sunrise Boulevard



Lane Group	EBT	WBL	NBR
Lane Group Flow (vph)	1738	1698	1502
v/c Ratio	0.79	0.72	0.88
Control Delay (s/veh)	77.7	39.5	49.3
Queue Delay	8.0	0.0	0.0
Total Delay (s/veh)	85.7	39.5	49.3
Queue Length 50th (ft)	789	551	682
Queue Length 95th (ft)	m651	586	746
Internal Link Dist (ft)	722		
Turn Bay Length (ft)		400	
Base Capacity (vph)	2205	2481	1794
Starvation Cap Reductn	442	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.99	0.68	0.84

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1337	349	1647	0	0	1457
Future Volume (vph)	1337	349	1647	0	0	1457
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5		7.5			7.5
Lane Util. Factor	0.91		0.94			0.76
Frpb, ped/bikes	1.00		1.00			1.00
Flpb, ped/bikes	1.00		1.00			1.00
Frt	0.97		1.00			0.85
Flt Protected	1.00		0.95			1.00
Satd. Flow (prot)	4910		4990			3610
Flt Permitted	1.00		0.95			1.00
Satd. Flow (perm)	4910		4990			3610
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	1378	360	1698	0	0	1502
RTOR Reduction (vph)	6	0	0	0	0	0
Lane Group Flow (vph)	1732	0	1698	0	0	1502
Confl. Peds. (#/hr)		3	3			1
Confl. Bikes (#/hr)		3				
Turn Type	NA		Prot			Over
Protected Phases	2		1			1
Permitted Phases						
Actuated Green, G (s)	80.7		85.3			85.3
Effective Green, g (s)	80.7		85.3			85.3
Actuated g/C Ratio	0.45		0.47			0.47
Clearance Time (s)	6.5		7.5			7.5
Vehicle Extension (s)	8.0		2.0			2.0
Lane Grp Cap (vph)	2201		2364			1710
v/s Ratio Prot	c0.35		0.34			c0.42
v/s Ratio Perm						
v/c Ratio	0.79		0.72			0.88
Uniform Delay, d1	42.3		37.8			42.7
Progression Factor	1.80		1.00			1.00
Incremental Delay, d2	0.3		1.9			6.8
Delay (s)	76.5		39.7			49.4
Level of Service	E		D			D
Approach Delay (s/veh)	76.5			39.7	49.4	
Approach LOS	E			D	D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	55.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	90.6%	ICU Level of Service	E
Analysis Period (min)	15		

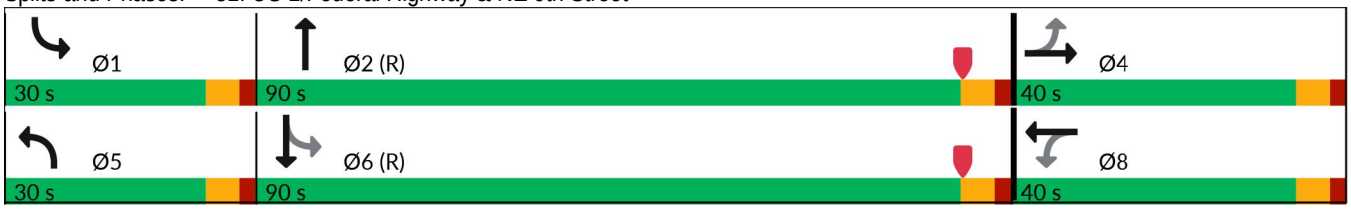
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	34	28	60	45	116	1331	108	1794
Future Volume (vph)	34	28	60	45	116	1331	108	1794
Turn Type	Perm	NA	Perm	NA	Prot	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8				6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	5.0	12.0	5.0	12.0
Minimum Split (s)	38.0	38.0	36.0	36.0	11.0	26.0	11.0	26.0
Total Split (s)	40.0	40.0	40.0	40.0	30.0	90.0	30.0	90.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	18.8%	56.3%	18.8%	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	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 75 (47%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 31: US 1/Federal Highway & NE 9th Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	35	62	62	68	120	1467	111	1903
v/c Ratio	0.36	0.40	0.63	0.48	0.74	0.38	0.37	0.53
Control Delay (s/veh)	78.8	43.3	98.1	66.0	95.7	6.8	7.1	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay (s/veh)	78.8	43.3	98.1	66.0	95.7	6.8	7.1	11.9
Queue Length 50th (ft)	36	29	64	55	124	163	15	302
Queue Length 95th (ft)	73	78	115	106	191	233	32	435
Internal Link Dist (ft)		691		689		564		822
Turn Bay Length (ft)	160		75		375		300	
Base Capacity (vph)	277	383	279	381	262	3819	474	3609
Starvation Cap Reductn	0	0	0	0	0	0	0	801
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.16	0.22	0.18	0.46	0.38	0.23	0.68

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	28	32	60	45	21	116	1331	92	108	1794	52
Future Volume (veh/h)	34	28	32	60	45	21	116	1331	92	108	1794	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		1.00	0.99		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	35	29	0	62	46	8	120	1372	85	111	1849	50
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	129	170	0	150	141	24	140	3723	231	359	3631	98
Arrive On Green	0.09	0.09	0.00	0.09	0.09	0.09	0.11	1.00	1.00	0.04	0.95	0.95
Sat Flow, veh/h	1326	1856	0	1354	1536	267	1767	4868	302	1767	5067	137
Grp Volume(v), veh/h	35	29	0	62	0	54	120	952	505	111	1232	667
Grp Sat Flow(s),veh/h/ln	1326	1856	0	1354	0	1803	1767	1689	1792	1767	1689	1827
Q Serve(g_s), s	4.1	2.3	0.0	7.1	0.0	4.5	10.7	0.0	0.0	2.7	5.3	5.3
Cycle Q Clear(g_c), s	8.5	2.3	0.0	9.4	0.0	4.5	10.7	0.0	0.0	2.7	5.3	5.3
Prop In Lane	1.00		0.00	1.00		0.15	1.00		0.17	1.00		0.07
Lane Grp Cap(c), veh/h	129	170	0	150	0	165	140	2583	1371	359	2420	1309
V/C Ratio(X)	0.27	0.17	0.00	0.41	0.00	0.33	0.86	0.37	0.37	0.31	0.51	0.51
Avail Cap(c_a), veh/h	290	394	0	313	0	383	265	2583	1371	569	2420	1309
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.63	0.63	0.63
Uniform Delay (d), s/veh	72.0	67.1	0.0	71.4	0.0	68.0	70.7	0.0	0.0	5.4	1.2	1.2
Incr Delay (d2), s/veh	0.4	0.2	0.0	0.7	0.0	0.4	5.6	0.4	0.8	0.1	0.5	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.5	2.0	0.0	4.5	0.0	3.8	8.6	0.3	0.5	1.8	2.2	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.5	67.2	0.0	72.1	0.0	68.5	76.3	0.4	0.8	5.5	1.7	2.1
LnGrp LOS	E	E		E		E	E	A	A	A	A	A
Approach Vol, veh/h		64			116			1577			2010	
Approach Delay, s/veh		70.1			70.4			6.3			2.0	
Approach LOS		E			E			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.0	128.4		20.7	18.7	120.6		20.7				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	24.0	84.0		34.0	24.0	84.0		34.0				
Max Q Clear Time (g_c+I1), s	4.7	2.0		10.5	12.7	7.3		11.4				
Green Ext Time (p_c), s	0.1	16.1		0.1	0.1	26.9		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh			7.1									
HCM 7th LOS			A									

Network Totals

Number of Intersections	32
Total Delay (hr)	2307
Stops (#)	72689
Average Speed (mph)	6
Total Travel Time (hr)	2944
Distance Traveled (mi)	19115
Fuel Consumed (gal)	2879
Fuel Economy (mpg)	6.6
Unserved Vehicles (#)	5295
Vehicles in dilemma zone (#)	0
Performance Index	2508.9

APPENDIX F

FDOT's *2023 Quality/LOS Handbook* – Generalized Tables

Limited Access

Freeway Generalized Service Volume Tables

Peak Hour Directional

	B	C	D	E
2 Lane	2,400	3,170	3,970	4,150
3 Lane	3,390	4,600	5,810	6,130
4 Lane	4,340	6,060	7,700	8,170
5 Lane	5,480	7,450	9,680	10,390
6 Lane	6,630	9,220	11,520	12,760

(Core Urbanized)

	B	C	D	E
2 Lane	2,500	3,300	4,070	4,240
3 Lane	3,570	4,900	6,080	6,360
4 Lane	4,720	6,500	8,090	8,490
5 Lane	5,790	8,020	10,020	10,610

(Urbanized)

	B	C	D	E
2 Lane	2,430	3,180	3,790	3,910
3 Lane	3,520	4,670	5,610	5,870
4 Lane	4,630	6,170	7,440	7,830
5 Lane	5,690	7,640	9,220	9,800

(Transitioning)

	B	C	D	E
2 Lane	2,010	2,770	3,270	3,650
3 Lane	2,820	3,990	4,770	5,470
4 Lane	3,630	5,220	6,260	7,300

(Rural)

Peak Hour Two-Way

	B	C	D	E
4 Lane	4,360	5,760	7,220	7,550
6 Lane	6,160	8,360	10,560	11,150
8 Lane	7,890	11,020	14,000	14,850
10 Lane	9,960	13,550	17,600	18,890
12 Lane	12,050	16,760	20,950	23,200

	B	C	D	E
4 Lane	4,550	6,000	7,400	7,710
6 Lane	6,490	8,910	11,050	11,560
8 Lane	8,580	11,820	14,710	15,440
10 Lane	10,530	14,580	18,220	19,290

	B	C	D	E
4 Lane	4,420	5,780	6,890	7,110
6 Lane	6,400	8,490	10,200	10,670
8 Lane	8,420	11,220	13,530	14,240
10 Lane	10,350	13,890	16,760	17,820

	B	C	D	E
4 Lane	3,650	5,040	5,950	6,640
6 Lane	5,130	7,250	8,670	9,950
8 Lane	6,600	9,490	11,380	13,270

AADT

	B	C	D	E
4 Lane	51,300	67,800	84,900	88,800
6 Lane	72,500	98,400	124,200	131,200
8 Lane	92,800	129,600	164,700	174,700
10 Lane	117,200	159,400	207,100	222,200
12 Lane	141,800	197,200	246,500	272,900

	B	C	D	E
4 Lane	50,600	66,700	82,200	85,700
6 Lane	72,100	99,000	122,800	128,400
8 Lane	95,300	131,300	163,400	171,600
10 Lane	117,000	162,000	202,400	214,300

	B	C	D	E
4 Lane	45,100	59,000	70,300	72,600
6 Lane	65,300	86,600	104,100	108,900
8 Lane	85,900	114,500	138,100	145,300
10 Lane	105,600	141,700	171,000	181,800

	B	C	D	E
4 Lane	34,800	48,000	56,700	63,200
6 Lane	48,900	69,000	82,600	94,800
8 Lane	62,900	90,400	108,400	126,400

Adjustment Factors

Auxiliary Lanes Present in Analysis Direction Adjustment: +1,000
Ramp Metering Present Adjustment: Multiply by 1.05

Auxiliary Lanes Present in Analysis Direction Adjustment: +1,800
Ramp Metering Present Adjustment: Multiply by 1.05

Auxiliary Lanes Present in Analysis Direction Adjustment: +20,000
Ramp Metering Present Adjustment: Multiply by 1.05

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

Limited Access

Freeway Generalized Service Volume Tables

Input Parameters

Roadway Characteristics

	Core Urbanized	Urbanized	Transitioning	Rural
Number of Lanes (one direction)	2-6	2.5	2-5	2-4
Posted Speed (mph)	65	70	70	70
Auxiliary Lanes	No	No	No	No
Lane Width (feet)	12	12	12	12
Total Ramp Density (ramps/mile)	1.33	2.67	0.50	0.17
Facility Length (miles)	3	3	6	18
Terrain	Level	Level	Level	Level

Traffic Characteristics

	Core Urbanized	Urbanized	Transitioning	Rural
Planning Analysis Hour Factor (K)	0.085	0.090	0.098	0.105
Directional Distribution Factor (D)	0.55	0.55	0.55	0.55
Peak Hour Factor (PHF)	0.95	0.95	0.92	0.88
Base Free Flow Speed (mph)	70	75	75	75
Heavy Vehicle Percent (%)	4%	4%	9%	12%
Speed Adjustment Factor (SAF)	0.975	0.975	0.975	0.975
Capacity Adjustment Factor (CAF)	0.968	0.968	0.968	0.968

C1 & C2

Motor Vehicle Highway Generalized Service Volume Tables

(C1-Natural & C2-Rural)

Peak Hour Directional

	B	C	D	E
1 Lane	240	430	730	1,490
2 Lane	1,670	2,390	2,910	3,340
3 Lane	2,510	3,570	4,370	5,010

Peak Hour Two-Way

	B	C	D	E
2 Lane	440	780	1,330	2,710
4 Lane	3,040	4,350	5,290	6,070
6 Lane	4,560	6,490	7,950	9,110

AADT

	B	C	D	E
2 Lane	4,600	8,200	14,000	28,500
4 Lane	32,000	45,800	55,700	63,900
6 Lane	48,000	68,300	83,700	95,900

Adjustment Factors

2 Lane Divided Roadway with Exclusive Left Turn Adjustment: Multiply by 1.05
Multilane Undivided Highway with Exclusive Left Turn Adjustment: Multiply by 0.95
Multilane Undivided Highway without Exclusive Left Turn Adjustment:: Multiply by 0.75

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

C1 & C2

Motor Vehicle Highway Generalized Service Volume Tables

Input Parameters

Roadway Characteristics

	C1	C2
Number of Lanes (one direction)	1	2-3
Posted Speed (mph)	55	55
Base Free Flow Speed (mph)	60	60
Median Type	Undivided	Divided
Shoulder Width (feet)	3	6
Lane Width (feet)	12	12
% No Passing Zone	20%	
Access-Point Density (access/mile)	2	2
Terrain	Level	Level

Traffic Characteristics

	C1	C2
Planning Analysis Hour Factor (K)	0.095	0.095
Directional Distribution Factor (D)	0.55	0.55
Peak Hour Factor (PHF)	0.88	0.88
Heavy Vehicle Percent (%)	5%	10%
Speed Adjustment Factor (SAF)	0.975	0.975
Capacity Adjustment Factor (CAF)	0.968	0.968

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

(C3C-Suburban Commercial)

Peak Hour Directional

	B	C	D	E
1 Lane	*	760	1,070	**
2 Lane	*	1,520	1,810	**
3 Lane	*	2,360	2,680	**
4 Lane	*	3,170	3,180	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,380	1,950	**
4 Lane	*	2,760	3,290	**
6 Lane	*	4,290	4,870	**
8 Lane	*	5,760	5,780	**

AADT

	B	C	D	E
2 Lane	*	15,300	21,700	**
4 Lane	*	30,700	36,600	**
6 Lane	*	47,700	54,100	**
8 Lane	*	64,000	64,200	**

(C3R-Suburban Residential)

	B	C	D	E
1 Lane	*	970	1,110	**
2 Lane	*	1,700	1,850	**
3 Lane	*	2,620	2,730	**

	B	C	D	E
2 Lane	*	1,760	2,020	**
4 Lane	*	3,090	3,360	**
6 Lane	*	4,760	4,960	**

	B	C	D	E
2 Lane	*	19,600	22,400	**
4 Lane	*	34,300	37,300	**
6 Lane	*	52,900	55,100	**

Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
* Cannot be achieved using table input value defaults.
** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

Input Parameters

Roadway Characteristics

	C3C	C3R
Number of Lanes (one direction)	1-4	1-3
Posted Speed (mph)	45	45
Facility Length (miles)	3.98	2.57

Traffic Characteristics

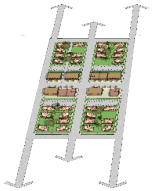
	C3C		C3R	
Planning Analysis Hour Factor (K)	0.09		0.09	
Directional Distribution Factor (D)	0.55		0.55	
Peak Hour Factor (PHF)	0.95		0.92	
Base Saturation Flow Rate	1,950		1,950	
Heavy Vehicle Percent (%)	4		4	
Lane Width	12		12	
Median Type	Non Restrictive (1 lane)	Restrictive (2,3,4 lanes)	Non Restrictive (1 lane)	Restrictive (2,3 lanes)
Roadway Edge Type	Curbed		Flush	
On-Street Parking	None		None	

Control Characteristics

	C3C		C3R
Cycle Length	160		190
Major Street Through g/c	0.5 (1,2,3 lanes)	0.45 (4 lanes)	0.5
Yellow Change Interval	5.1		5.1
Red Change Interval	2		2
Number of Signals	10		5

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables



(C2T-Rural Town)

Peak Hour Directional

	B	C	D	E
1 Lane	*	720	940	**
2 Lane	*	1,140	1,640	**
3 Lane	*	2,120	2,510	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,310	1,710	**
4 Lane	*	2,070	2,980	**
6 Lane	*	3,850	4,560	**

AADT

	B	C	D	E
2 Lane	*	13,800	18,000	**
4 Lane	*	21,800	31,400	**
6 Lane	*	40,500	48,000	**

(C4-Urban General)

	B	C	D	E
1 Lane	*	*	870	1,190
2 Lane	*	1,210	1,790	2,020
3 Lane	*	2,210	2,810	2,990
4 Lane	*	2,590	3,310	3,510

	B	C	D	E
2 Lane	*	*	1,580	2,160
4 Lane	*	2,200	3,250	3,670
6 Lane	*	4,020	5,110	5,440
8 Lane	*	4,710	6,020	6,380

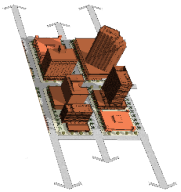
	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900

(C5-Urban Center)

	B	C	D	E
1 Lane	*	*	690	1,080
2 Lane	*	1,290	1,900	2,130
3 Lane	*	1,410	2,670	3,110
4 Lane	*	2,910	3,560	3,640

	B	C	D	E
2 Lane	*	*	1,250	1,960
4 Lane	*	2,350	3,450	3,870
6 Lane	*	2,560	4,850	5,650
8 Lane	*	5,290	6,470	6,620

	B	C	D	E
2 Lane	*	*	13,900	21,800
4 Lane	*	26,100	38,300	43,000
6 Lane	*	28,400	53,900	62,800
8 Lane	*	58,800	71,900	73,600



(C6-Urban Core)

	B	C	D	E
1 Lane	*	***	790	1,030
2 Lane	*	***	1,490	1,920
3 Lane	*	***	2,730	2,940
4 Lane	*	***	3,250	3,490

	B	C	D	E
2 Lane	*	***	1,440	1,870
4 Lane	*	***	2,710	3,490
6 Lane	*	***	4,960	5,350
8 Lane	*	***	5,910	6,350

	B	C	D	E
2 Lane	*	***	16,000	20,800
4 Lane	*	***	30,100	38,800
6 Lane	*	***	55,100	59,400
8 Lane	*	***	65,700	70,600

Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
*Cannot be achieved using table input value defaults. **Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.
***LOS C thresholds are not applicable for C6 as C6 roadway facilities are neither planned nor designed to achieve automobile LOS C.

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables

Input Parameters

Roadway Characteristics

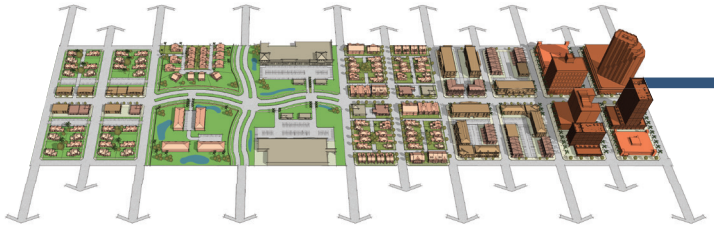
	C2T	C4	C5	C6
Number of Lanes (one direction)	1-3	1-4	1-4	1-4
Posted Speed (mph)	40	45	35	30
Facility Length (miles)	0.78	1.83	1.18	0.74
Number of Signals	4	9	9	7

Traffic Characteristics

	C2T	C4	C5	C6
Planning Analysis Hour Factor (K)	0.095	0.09	0.09	0.09
Directional Distribution Factor (D)	0.55	0.55	0.55	0.55
Peak Hour Factor (PHF)	0.92	0.95	0.95	0.95
Base Saturation Flow Rate	1,700	1,950	1,950	1,950
Heavy Vehicle Percent (%)	5	3	2	2
Lane Width	11	11	10	10
Median Type	Non Restrictive	Non Restrictive	Non Restrictive	Non Restrictive
Roadway Edge Type	Curb	Curb	Curb	Curb
On-Street Parking	50%	100%	100%	100%

Signal Characteristics

	C2T	C4		C5		C6	
Cycle Length	90	170		150		120	
Major Street Through g/c	0.47	0.52 (1,2,3 lanes)	0.47 (4 lanes)	0.55 (1,2,3 lanes)	0.48 (4 lanes)	0.52 (1,2,3 lanes)	0.46 (4 lanes)
Yellow Change Interval	4.4	4.8		4		3.7	
Red Change Interval	2	2		2		2	



Pedestrian Level of Traffic Stress Flow Chart

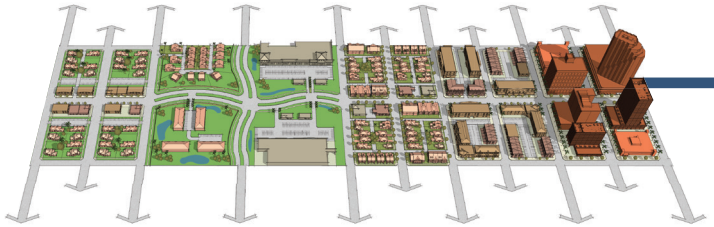
C2T, C3C, C3R, C4, C5, & C6

Is there a continuous sidewalk present?

- No → **LTS 4**
- Yes → **What is the posted speed?**
  - 25 mph → **Is there a separation?**
    - Yes → **LTS 1**
    - No → **LTS 2**
  - 30 to 35 mph → **Is there a separation?**
    - Yes → **Does the separation include vertical separation?**
      - Yes → **LTS 1**
      - No → **LTS 2**
    - No → **LTS 3**
  - 40 mph or greater → **Is there a separation?**
    - Yes → **Does the separation include vertical separation?**
      - Yes → **LTS 2**
      - No → **LTS 3**
    - No → **LTS 4**

Notes:
1) This chart does not constitute a standard and should be used only for general planning applications. The chart should not be used for corridor or intersection design, where more refined techniques exist.
2) This analysis is conducted for each side of the road and the worst side PLTS is applied for each segment.
3) If the sidewalk width is less than or equal to 5 feet, the PLTS deteriorates by 1.
4) Separation is defined by space between the outside vehicular travel lane and sidewalk and can include bicycle lanes, unmarked shoulders, street furniture, vertical separation, landscaping, or utility strips. Vertical separation in the separation includes tubular markers, islands, on-street parking, rigid barriers, and landscaping.
5) Sidewalk space over 6 feet can be evaluated as part of the separation.

Low Stress Tolerance → High Stress Tolerance



Bicycle Level of Traffic Stress Flow Chart to use When Bicycle Facility is Present

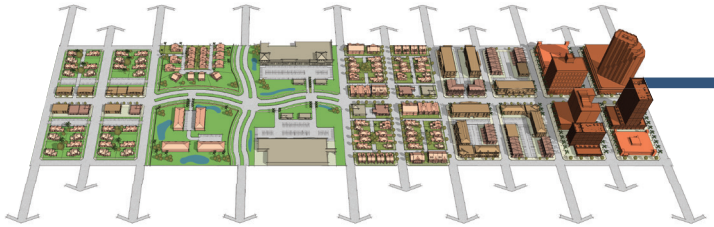
C2T, C3C, C3R, C4, C5, & C6

What kind of bicycle facility is present?

- Separated Bicycle Lane, Shared Use Path, or Urban Side Path → **LTS 1**
- Bicycle Lane, Marked Shoulder, or Paved Shoulder → **Is the posted speed 40 mph or more?**
  - Yes → **LTS 4**
  - No → **Is the AADT less than or equal to 7,000?**
    - Yes → **LTS 1**
    - No → **Is the posted speed 35 mph?**
      - Yes → **Is there a buffered bicycle lane?**
        - Yes → **LTS 2**
        - No → **LTS 3**
      - No → **Is the bicycle facility next to on-street parking?**
        - Yes → **Width of the bicycle lane and separation**
          - Greater than or equal to 7’ → **LTS 1**
          - 5’ or 6’ → **LTS 2**
          - 4’ → **LTS 3**
        - No → **Width of the bicycle lane**
          - Greater than or equal to 6’ → **LTS 1**
          - 5’ → **LTS 2**
          - 4’ → **LTS 3**
- Sharrow or None → **Use bicycle level of traffic stress assessment for when bicycle facility is not present**

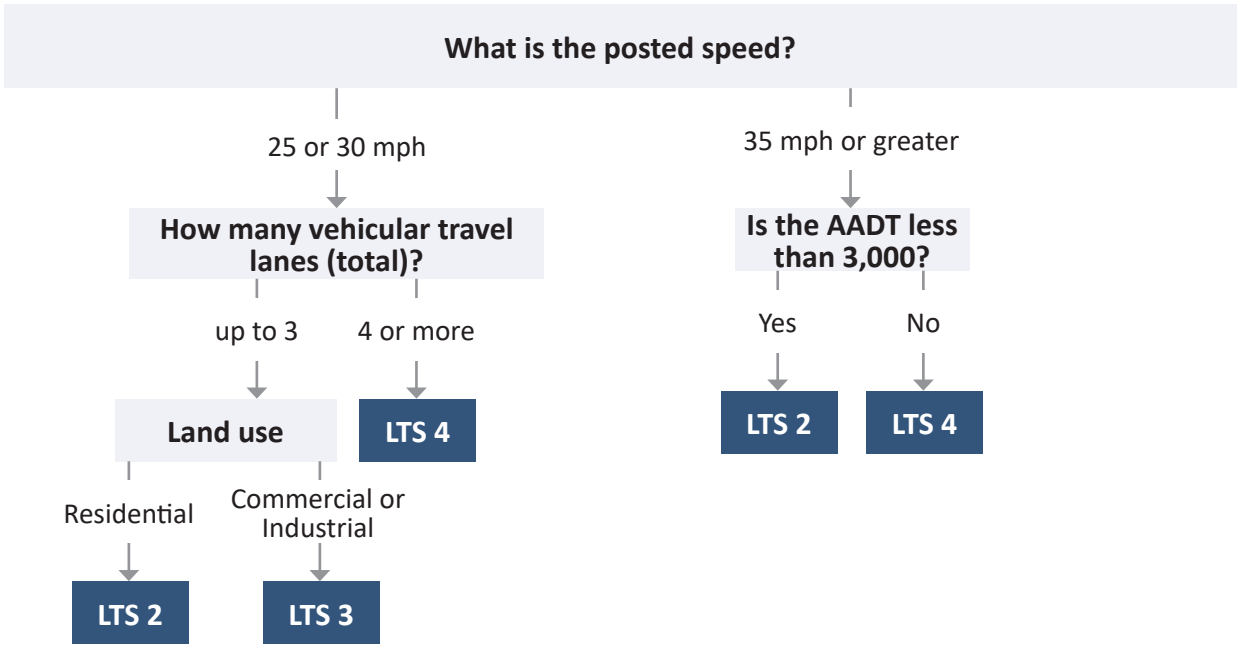
Notes:
1) This chart does not constitute a standard and should be used only for general planning applications. The chart should not be used for corridor or intersection design, where more refined techniques exist.
2) If there is both a separated bicycle lane, shared use path or urban side path and a bicycle lane, marked shoulder, or paved shoulder, evaluate the facility as having a shared use path

Low Stress Tolerance → High Stress Tolerance



Bicycle Level of Traffic Stress Flow Chart to use When No Bicycle Facility is Present or When There are Sharrows Present

C2T, C3C, C3R, C4, C5, & C6



Notes:
1) This chart does not constitute a standard and should be used only for general planning applications. The chart should not be used for corridor or intersection design, where more refined techniques exist.

APPENDIX G

Volume Development Data

No-Build

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 838/Sunrise Boulevard and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.96
PM PEAK HOUR FACTOR: 0.96

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		188	1,419	321		66	996	58		165	384	31		156	500	120
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**190**	**1,433**	**324**		**67**	**1,006**	**59**		**167**	**388**	**31**		**158**	**505**	**121**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		312	1,404	227		89	977	186		166	657	45		105	468	117
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**315**	**1,418**	**229**		**90**	**987**	**188**		**168**	**664**	**45**		**106**	**473**	**118**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		75	569	129		27	399	23		66	154	12		63	200	48
AM 2045 NO-BUILD TRAFFIC		**265**	**2,002**	**453**		**94**	**1,405**	**82**		**233**	**542**	**43**		**221**	**705**	**169**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		125	563	91		36	392	75		67	264	18		42	188	47
PM 2045 NO-BUILD TRAFFIC		**440**	**1,981**	**320**		**126**	**1,379**	**263**		**235**	**928**	**63**		**148**	**661**	**165**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Progresso Drive and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.91
PM PEAK HOUR FACTOR: 0.91

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	16		12	3	1		2	514	31		5	779	33
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**0**	**0**	**16**		**12**	**3**	**1**		**2**	**519**	**31**		**5**	**787**	**33**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	14		18	14	13		7	846	21		1	670	51
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**0**	**0**	**14**		**18**	**14**	**13**		**7**	**854**	**21**		**1**	**677**	**52**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	0	6		5	1	0		1	206	12		2	312	13
AM 2045 NO-BUILD TRAFFIC		**0**	**0**	**22**		**17**	**4**	**1**		**3**	**725**	**43**		**7**	**1,099**	**46**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	0	6		7	6	5		3	339	8		0	269	21
PM 2045 NO-BUILD TRAFFIC		**0**	**0**	**20**		**25**	**20**	**18**		**10**	**1,193**	**29**		**1**	**946**	**73**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: N Flagler Drive and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.94
PM PEAK HOUR FACTOR: 0.90

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	0		26	0	51		0	495	98		30	778	0
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**0**	**0**	**0**		**26**	**0**	**52**		**0**	**500**	**99**		**30**	**786**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	0		42	0	49		0	782	103		39	695	0
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**0**	**0**	**0**		**42**	**0**	**49**		**0**	**790**	**104**		**39**	**702**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		10	0	21		0	198	39		12	312	0
AM 2045 NO-BUILD TRAFFIC		**0**	**0**	**0**		**36**	**0**	**73**		**0**	**698**	**138**		**42**	**1,098**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		17	0	19		0	314	41		15	279	0
PM 2045 NO-BUILD TRAFFIC		**0**	**0**	**0**		**59**	**0**	**68**		**0**	**1,104**	**145**		**54**	**981**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Sistrunk Boulevard/NE/NW 6th Street and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.96
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		83	407	314		51	212	116		62	398	32		90	660	44
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**84**	**411**	**317**		**52**	**214**	**117**		**63**	**402**	**32**		**91**	**667**	**44**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		53	250	105		35	431	58		217	749	49		85	540	112
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**54**	**253**	**106**		**35**	**435**	**59**		**219**	**756**	**49**		**86**	**545**	**113**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		33	163	126		21	85	46		25	160	13		36	265	17
AM 2045 NO-BUILD TRAFFIC		**117**	**574**	**443**		**73**	**299**	**163**		**88**	**562**	**45**		**127**	**932**	**61**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		21	100	42		14	173	23		87	300	19		34	216	45
PM 2045 NO-BUILD TRAFFIC		**75**	**353**	**148**		**49**	**608**	**82**		**306**	**1,056**	**68**		**120**	**761**	**158**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE/NW 4th Street and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.96
PM PEAK HOUR FACTOR: 0.89

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		37	164	104		58	199	42		30	378	36		80	866	69
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**37**	**166**	**105**		**59**	**201**	**42**		**30**	**382**	**36**		**81**	**875**	**70**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		50	146	51		31	257	53		124	905	62		41	579	52
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**51**	**147**	**52**		**31**	**260**	**54**		**125**	**914**	**63**		**41**	**585**	**53**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		15	66	42		23	80	17		12	152	14		32	347	28
AM 2045 NO-BUILD TRAFFIC		**52**	**232**	**147**		**82**	**281**	**59**		**42**	**534**	**50**		**113**	**1,222**	**98**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		20	58	21		12	103	21		50	363	25		16	232	21
PM 2045 NO-BUILD TRAFFIC		**71**	**205**	**73**		**43**	**363**	**75**		**175**	**1,277**	**88**		**57**	**817**	**74**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE/NW 2nd Street and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.94
PM PEAK HOUR FACTOR: 0.88

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		13	16	15		16	19	11		7	390	28		140	835	39
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**13**	**16**	**15**		**16**	**19**	**11**		**7**	**394**	**28**		**141**	**843**	**39**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		28	21	11		83	38	123		14	877	15		15	603	24
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**28**	**21**	**11**		**84**	**38**	**124**		**14**	**886**	**15**		**15**	**609**	**24**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		5	6	6		6	8	4		3	156	11		56	335	15
AM 2045 NO-BUILD TRAFFIC		**18**	**22**	**21**		**22**	**27**	**15**		**10**	**550**	**39**		**197**	**1,178**	**54**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		11	8	4		33	15	49		6	352	6		6	242	10
PM 2045 NO-BUILD TRAFFIC		**39**	**29**	**15**		**117**	**53**	**173**		**20**	**1,238**	**21**		**21**	**851**	**34**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 842/Broward Boulevard and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.96
PM PEAK HOUR FACTOR: 0.98

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		109	1,288	254		0	892	83		147	307	60		154	564	101
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**110**	**1,301**	**257**		**0**	**901**	**84**		**148**	**310**	**61**		**156**	**570**	**102**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		107	1,132	103		0	1,010	80		261	676	120		138	449	128
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**108**	**1,143**	**104**		**0**	**1,020**	**81**		**264**	**683**	**121**		**139**	**453**	**129**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		44	516	102		0	358	33		59	123	24		62	226	40
AM 2045 NO-BUILD TRAFFIC		**154**	**1,817**	**359**		**0**	**1,259**	**117**		**207**	**433**	**85**		**218**	**796**	**142**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		43	454	41		0	405	32		105	271	48		55	180	51
PM 2045 NO-BUILD TRAFFIC		**151**	**1,597**	**145**		**0**	**1,425**	**113**		**369**	**954**	**169**		**194**	**633**	**180**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SE/SW 2nd Street and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		11	137	61		14	38	53		134	455	54		139	639	50
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**11**	**138**	**62**		**14**	**38**	**54**		**135**	**460**	**55**		**140**	**645**	**51**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		53	71	101		78	174	244		119	760	26		52	471	30
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**54**	**72**	**102**		**79**	**176**	**246**		**120**	**768**	**26**		**53**	**476**	**30**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		4	55	25		6	15	21		54	183	22		56	256	20
AM 2045 NO-BUILD TRAFFIC		**15**	**193**	**87**		**20**	**53**	**75**		**189**	**643**	**77**		**196**	**901**	**71**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		21	29	40		31	70	98		48	305	10		21	189	12
PM 2045 NO-BUILD TRAFFIC		**75**	**101**	**142**		**110**	**246**	**344**		**168**	**1,073**	**36**		**74**	**665**	**42**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Las Olas Boulevard and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.94
PM PEAK HOUR FACTOR: 0.87

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		69	38	78		48	0	78		0	482	213		136	576	0
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**70**	**38**	**79**		**48**	**0**	**79**		**0**	**487**	**215**		**137**	**582**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		69	35	72		195	0	169		0	656	155		83	567	0
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**70**	**35**	**73**		**197**	**0**	**171**		**0**	**663**	**157**		**84**	**573**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		28	15	31		19	0	31		0	193	85		54	231	0
AM 2045 NO-BUILD TRAFFIC		**98**	**53**	**110**		**67**	**0**	**110**		**0**	**680**	**300**		**191**	**813**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		28	14	29		78	0	68		0	263	62		33	227	0
PM 2045 NO-BUILD TRAFFIC		**98**	**49**	**102**		**275**	**0**	**239**		**0**	**926**	**219**		**117**	**800**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SE/SW 6th Street and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.88
PM PEAK HOUR FACTOR: 0.88

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		122	0	118		43	60	43		44	567	0		0	604	52
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**123**	**0**	**119**		**43**	**61**	**43**		**44**	**573**	**0**		**0**	**610**	**53**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		108	0	69		179	292	100		67	618	0		0	680	62
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**109**	**0**	**70**		**181**	**295**	**101**		**68**	**624**	**0**		**0**	**687**	**63**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		49	0	47		17	24	17		17	227	0		0	242	21
AM 2045 NO-BUILD TRAFFIC		**172**	**0**	**166**		**60**	**85**	**60**		**61**	**800**	**0**		**0**	**852**	**74**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		43	0	28		72	117	40		27	248	0		0	273	25
PM 2045 NO-BUILD TRAFFIC		**152**	**0**	**98**		**253**	**412**	**141**		**95**	**872**	**0**		**0**	**960**	**88**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SE/SW 7th Street and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.89

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		40	191	80		8	48	12		49	625	45		26	632	26
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**40**	**193**	**81**		**8**	**48**	**12**		**49**	**631**	**45**		**26**	**638**	**26**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		20	46	62		207	225	28		110	584	27		19	868	38
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**20**	**46**	**63**		**209**	**227**	**28**		**111**	**590**	**27**		**19**	**877**	**38**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		16	77	32		3	19	5		19	250	18		10	253	10
AM 2045 NO-BUILD TRAFFIC		**56**	**270**	**113**		**11**	**67**	**17**		**68**	**881**	**63**		**36**	**891**	**36**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		8	18	25		83	90	11		44	234	11		8	348	15
PM 2045 NO-BUILD TRAFFIC		**28**	**64**	**88**		**292**	**317**	**39**		**155**	**824**	**38**		**27**	**1,225**	**53**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Davie Boulevard and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.85
PM PEAK HOUR FACTOR: 0.97

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		164	695	133		73	446	58		112	560	185		132	403	125
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**166**	**702**	**134**		**74**	**450**	**59**		**113**	**566**	**187**		**133**	**407**	**126**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		167	597	145		172	913	79		156	486	121		76	731	332
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**169**	**603**	**146**		**174**	**922**	**80**		**158**	**491**	**122**		**77**	**738**	**335**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		66	279	53		29	179	23		45	225	74		53	162	50
AM 2045 NO-BUILD TRAFFIC		**232**	**981**	**187**		**103**	**629**	**82**		**158**	**791**	**261**		**186**	**569**	**176**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		67	239	58		69	366	32		63	195	48		31	293	133
PM 2045 NO-BUILD TRAFFIC		**236**	**842**	**204**		**243**	**1,288**	**112**		**221**	**686**	**170**		**108**	**1,031**	**468**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SE/SW 17th Street and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.93
PM PEAK HOUR FACTOR: 0.97

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		69	362	46		77	192	97		48	1,021	409		121	309	41
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**70**	**366**	**46**		**78**	**194**	**98**		**48**	**1,031**	**413**		**122**	**312**	**41**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		16	272	35		178	585	150		68	467	124		99	883	158
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**16**	**275**	**35**		**180**	**591**	**152**		**69**	**472**	**125**		**100**	**892**	**160**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		28	145	18		31	77	39		19	409	164		48	124	16
AM 2045 NO-BUILD TRAFFIC		**98**	**511**	**64**		**109**	**271**	**137**		**67**	**1,440**	**577**		**170**	**436**	**57**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		6	109	14		71	235	60		27	187	50		40	354	64
PM 2045 NO-BUILD TRAFFIC		**22**	**384**	**49**		**251**	**826**	**212**		**96**	**659**	**175**		**140**	**1,246**	**224**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 838/Sunrise Boulevard and NE 4th Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.98

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		188	1,077	191		29	807	60		163	261	20		113	388	133
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**190**	**1,088**	**193**		**29**	**815**	**61**		**165**	**264**	**20**		**114**	**392**	**134**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		221	1,093	145		43	884	110		207	521	24		103	379	170
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**223**	**1,104**	**146**		**43**	**893**	**111**		**209**	**526**	**24**		**104**	**383**	**172**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		75	432	77		12	323	24		65	105	8		45	156	53
AM 2045 NO-BUILD TRAFFIC		**265**	**1,520**	**270**		**41**	**1,138**	**85**		**230**	**369**	**28**		**159**	**548**	**187**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		89	438	58		17	354	44		83	209	10		41	152	68
PM 2045 NO-BUILD TRAFFIC		**312**	**1,542**	**204**		**60**	**1,247**	**155**		**292**	**735**	**34**		**145**	**535**	**240**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Progresso Drive and NE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.91
PM PEAK HOUR FACTOR: 0.94

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	22		0	0	0		0	432	0		0	655	7
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**0**	**0**	**22**		**0**	**0**	**0**		**0**	**436**	**0**		**0**	**662**	**7**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	23		0	0	0		0	758	0		0	552	6
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**0**	**0**	**23**		**0**	**0**	**0**		**0**	**766**	**0**		**0**	**558**	**6**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	0	9		0	0	0		0	173	0		0	263	3
AM 2045 NO-BUILD TRAFFIC		**0**	**0**	**31**		**0**	**0**	**0**		**0**	**609**	**0**		**0**	**925**	**10**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	0	9		0	0	0		0	304	0		0	221	2
PM 2045 NO-BUILD TRAFFIC		**0**	**0**	**32**		**0**	**0**	**0**		**0**	**1,070**	**0**		**0**	**779**	**8**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: N. Flagler Drive and NE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		18	63	10		54	28	21		0	393	82		0	658	19
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**18**	**64**	**10**		**55**	**28**	**21**		**0**	**397**	**83**		**0**	**665**	**19**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		26	63	12		67	51	21		0	713	155		0	557	19
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**26**	**64**	**12**		**68**	**52**	**21**		**0**	**720**	**157**		**0**	**563**	**19**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		7	25	4		22	11	8		0	158	33		0	264	8
AM 2045 NO-BUILD TRAFFIC		**25**	**89**	**14**		**77**	**39**	**29**		**0**	**555**	**116**		**0**	**929**	**27**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		10	25	5		27	21	8		0	286	62		0	223	8
PM 2045 NO-BUILD TRAFFIC		**36**	**89**	**17**		**95**	**73**	**29**		**0**	**1,006**	**219**		**0**	**786**	**27**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Sistrunk Boulevard/NE 6th Street and NE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.97

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		46	291	184		45	213	36		55	342	42		38	621	54
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**46**	**294**	**186**		**45**	**215**	**36**		**56**	**345**	**42**		**38**	**627**	**55**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		44	250	49		40	321	32		137	739	69		39	486	64
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**44**	**253**	**49**		**40**	**324**	**32**		**138**	**746**	**70**		**39**	**491**	**65**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		18	117	74		18	85	14		22	137	17		15	249	22
AM 2045 NO-BUILD TRAFFIC		**64**	**411**	**260**		**63**	**300**	**50**		**78**	**482**	**59**		**53**	**876**	**77**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		17	100	19		16	129	13		55	296	28		15	195	26
PM 2045 NO-BUILD TRAFFIC		**61**	**353**	**68**		**56**	**453**	**45**		**193**	**1,042**	**98**		**54**	**686**	**91**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 4th Street and NE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.94
PM PEAK HOUR FACTOR: 0.95

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		40	178	114		63	163	32		30	335	54		72	771	51
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**40**	**180**	**115**		**64**	**165**	**32**		**30**	**338**	**55**		**73**	**779**	**52**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		30	162	44		59	231	52		88	874	96		31	495	48
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**30**	**164**	**44**		**60**	**233**	**53**		**89**	**883**	**97**		**31**	**500**	**48**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		16	71	46		25	65	13		12	134	22		29	309	21
AM 2045 NO-BUILD TRAFFIC		**56**	**251**	**161**		**89**	**230**	**45**		**42**	**472**	**77**		**102**	**1,088**	**73**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		12	65	17		24	92	21		35	350	39		12	198	19
PM 2045 NO-BUILD TRAFFIC		**42**	**229**	**61**		**84**	**325**	**74**		**124**	**1,233**	**136**		**43**	**698**	**67**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 3rd Street and NE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.96

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		7	27	27		42	24	85		7	326	45		62	865	21
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**7**	**27**	**27**		**42**	**24**	**86**		**7**	**329**	**45**		**63**	**874**	**21**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		20	18	15		40	50	157		10	879	40		28	559	12
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**20**	**18**	**15**		**40**	**51**	**159**		**10**	**888**	**40**		**28**	**565**	**12**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		3	11	11		17	10	34		3	131	18		25	347	8
AM 2045 NO-BUILD TRAFFIC		**10**	**38**	**38**		**59**	**34**	**120**		**10**	**460**	**63**		**88**	**1,221**	**29**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		8	7	6		16	20	63		4	352	16		11	224	5
PM 2045 NO-BUILD TRAFFIC		**28**	**25**	**21**		**56**	**71**	**222**		**14**	**1,240**	**56**		**39**	**789**	**17**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 2nd Street and NE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.93
PM PEAK HOUR FACTOR: 0.93

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		12	28	51		18	22	27		9	339	50		45	864	35
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**12**	**28**	**52**		**18**	**22**	**27**		**9**	**342**	**51**		**45**	**873**	**35**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		45	17	42		14	20	53		32	824	17		17	599	11
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**45**	**17**	**42**		**14**	**20**	**54**		**32**	**832**	**17**		**17**	**605**	**11**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		5	11	21		7	9	11		4	136	20		18	347	14
AM 2045 NO-BUILD TRAFFIC		**17**	**39**	**73**		**25**	**31**	**38**		**13**	**478**	**71**		**63**	**1,220**	**49**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		18	7	17		6	8	21		13	330	7		7	240	4
PM 2045 NO-BUILD TRAFFIC		**63**	**24**	**59**		**20**	**28**	**75**		**45**	**1,162**	**24**		**24**	**845**	**15**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Broward Boulevard and NE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.97
PM PEAK HOUR FACTOR: 0.96

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		127	915	530		205	689	86		175	283	84		126	601	120
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**128**	**924**	**535**		**207**	**696**	**87**		**177**	**286**	**85**		**127**	**607**	**121**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		188	938	233		170	729	52		233	637	147		98	450	141
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**190**	**947**	**235**		**172**	**736**	**53**		**235**	**643**	**148**		**99**	**455**	**142**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		51	367	212		82	276	35		70	114	34		50	241	48
AM 2045 NO-BUILD TRAFFIC		**179**	**1,291**	**747**		**289**	**972**	**122**		**247**	**400**	**119**		**177**	**848**	**169**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		75	376	93		68	292	21		93	255	59		39	181	56
PM 2045 NO-BUILD TRAFFIC		**265**	**1,323**	**328**		**240**	**1,028**	**74**		**328**	**898**	**207**		**138**	**636**	**198**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SE 2nd Street and SE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.96
PM PEAK HOUR FACTOR: 0.96

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		42	66	36		28	34	127		25	387	166		169	847	173
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**42**	**67**	**36**		**28**	**34**	**128**		**25**	**391**	**168**		**171**	**855**	**175**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		101	51	57		113	110	245		47	602	72		76	644	130
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**102**	**52**	**58**		**114**	**111**	**247**		**47**	**608**	**73**		**77**	**650**	**131**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		17	27	14		11	13	51		10	155	67		68	339	69
AM 2045 NO-BUILD TRAFFIC		**59**	**94**	**50**		**39**	**47**	**179**		**35**	**546**	**235**		**239**	**1,194**	**244**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		40	21	23		45	44	98		19	241	29		31	258	52
PM 2045 NO-BUILD TRAFFIC		**142**	**73**	**81**		**159**	**155**	**345**		**66**	**849**	**102**		**108**	**908**	**183**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Las Olas Boulevard and SE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.94

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		52	186	55		210	96	64		129	459	236		165	703	43
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**53**	**188**	**56**		**212**	**97**	**65**		**130**	**464**	**238**		**167**	**710**	**43**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		54	165	121		270	162	49		148	607	201		101	653	58
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**55**	**167**	**122**		**273**	**164**	**49**		**149**	**613**	**203**		**102**	**660**	**59**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		21	75	22		84	39	26		52	184	94		66	282	17
AM 2045 NO-BUILD TRAFFIC		**74**	**263**	**78**		**296**	**136**	**91**		**182**	**648**	**332**		**233**	**992**	**60**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		22	66	48		108	65	19		59	243	81		40	262	23
PM 2045 NO-BUILD TRAFFIC		**77**	**233**	**170**		**381**	**229**	**68**		**208**	**856**	**284**		**142**	**922**	**82**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SE 6th Street and SE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.93
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	0		21	26	188		75	877	76		300	557	151
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**0**	**0**	**0**		**21**	**26**	**190**		**76**	**886**	**77**		**303**	**563**	**153**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	0		60	153	240		44	794	65		167	851	124
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**0**	**0**	**0**		**61**	**155**	**242**		**44**	**802**	**66**		**169**	**860**	**125**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		8	10	75		30	352	31		120	223	61
AM 2045 NO-BUILD TRAFFIC		**0**	**0**	**0**		**29**	**36**	**265**		**106**	**1,238**	**108**		**423**	**786**	**214**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		24	62	96		17	318	26		67	341	50
PM 2045 NO-BUILD TRAFFIC		**0**	**0**	**0**		**85**	**217**	**338**		**61**	**1,120**	**92**		**236**	**1,201**	**175**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SE 7th Street and SE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.97

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		56	81	6		12	50	58		31	981	47		53	432	16
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**57**	**82**	**6**		**12**	**51**	**59**		**31**	**991**	**47**		**54**	**436**	**16**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		50	71	14		28	89	65		29	735	28		63	872	37
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**51**	**72**	**14**		**28**	**90**	**66**		**29**	**742**	**28**		**64**	**881**	**37**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		23	33	2		5	20	23		12	393	19		21	173	6
AM 2045 NO-BUILD TRAFFIC		**80**	**115**	**8**		**17**	**71**	**82**		**43**	**1,384**	**66**		**75**	**609**	**22**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		20	29	6		11	36	26		12	295	11		25	350	15
PM 2045 NO-BUILD TRAFFIC		**71**	**101**	**20**		**39**	**126**	**92**		**41**	**1,037**	**39**		**89**	**1,231**	**52**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Davie Boulevard and SE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.87
PM PEAK HOUR FACTOR: 0.97

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		410	473	109		36	364	149		77	418	25		67	203	142
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**414**	**478**	**110**		**36**	**368**	**150**		**78**	**422**	**25**		**68**	**205**	**143**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		305	442	54		37	654	78		103	265	16		147	400	353
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**308**	**446**	**55**		**37**	**661**	**79**		**104**	**268**	**16**		**148**	**404**	**357**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		164	190	44		14	146	60		31	167	10		27	81	57
AM 2045 NO-BUILD TRAFFIC		**578**	**668**	**154**		**50**	**514**	**210**		**109**	**589**	**35**		**95**	**286**	**200**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		122	177	22		15	262	31		41	106	6		59	160	142
PM 2045 NO-BUILD TRAFFIC		**430**	**623**	**77**		**52**	**923**	**110**		**145**	**374**	**22**		**207**	**564**	**499**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SE 17th Street and SE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.90
PM PEAK HOUR FACTOR: 0.94

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		377	487	16		23	295	104		5	106	6		92	44	81
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**381**	**492**	**16**		**23**	**298**	**105**		**5**	**107**	**6**		**93**	**44**	**82**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		74	457	4		59	713	110		6	51	10		165	109	269
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**75**	**462**	**4**		**60**	**720**	**111**		**6**	**52**	**10**		**167**	**110**	**272**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		151	195	6		9	118	42		2	42	2		37	17	33
AM 2045 NO-BUILD TRAFFIC		**532**	**687**	**22**		**32**	**416**	**147**		**7**	**149**	**8**		**130**	**61**	**115**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		30	183	2		24	286	44		2	21	4		66	44	108
PM 2045 NO-BUILD TRAFFIC		**105**	**645**	**6**		**84**	**1,006**	**155**		**8**	**73**	**14**		**233**	**154**	**380**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Flagler Drive and SR 838/Sunrise Boulevard
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.96

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	1,108	47		11	747	10		42	101	70		5	73	73
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**0**	**1,119**	**47**		**11**	**754**	**10**		**42**	**102**	**71**		**5**	**74**	**74**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	1,121	51		11	918	12		63	127	64		4	94	81
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**0**	**1,132**	**52**		**11**	**927**	**12**		**64**	**128**	**65**		**4**	**95**	**82**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	444	19		4	299	4		17	40	28		2	29	29
AM 2045 NO-BUILD TRAFFIC		**0**	**1,563**	**66**		**15**	**1,053**	**14**		**59**	**142**	**99**		**7**	**103**	**103**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	449	21		4	368	5		25	51	26		2	38	33
PM 2045 NO-BUILD TRAFFIC		**0**	**1,581**	**73**		**15**	**1,295**	**17**		**89**	**179**	**91**		**6**	**133**	**115**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: N Flagler Drive/NE 4th Avenue and NE 9th Street
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.98
PM PEAK HOUR FACTOR: 0.82

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	9	2	0	33	0	0		0	139	7		9	82	0
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**0**	**9**	**2**	**0**	**33**	**0**	**0**		**0**	**140**	**7**		**9**	**83**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	10	2	4	78	0	0		0	204	22		15	106	0
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**0**	**10**	**2**	**4**	**79**	**0**	**0**		**0**	**206**	**22**		**15**	**107**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0	0	0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	4	1	0	13	0	0		0	56	3		4	33	0
AM 2045 NO-BUILD TRAFFIC		**0**	**13**	**3**	**0**	**46**	**0**	**0**		**0**	**196**	**10**		**13**	**116**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0	0	0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	4	1	2	31	0	0		0	82	9		6	42	0
PM 2045 NO-BUILD TRAFFIC		**0**	**14**	**3**	**6**	**110**	**0**	**0**		**0**	**288**	**31**		**21**	**149**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: US 1/Federal Highway and SR 838/Sunrise Boulevard
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.97

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT (1)	WBR (1)	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	902	259		1,201	730	2		0	0	858		0	0	0
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**0**	**911**	**262**		**1,213**	**737**	**2**		**0**	**0**	**867**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT (1)	WBR (1)	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	948	248		1,167	824	23		0	0	1,033		0	0	0
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**0**	**957**	**250**		**1,179**	**832**	**23**		**0**	**0**	**1,043**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT (1)	WBR (1)	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	362	104		481	293	1		0	0	344		0	0	0
AM 2045 NO-BUILD TRAFFIC		**0**	**1,273**	**366**		**1,694**	**1,030**	**3**		**0**	**0**	**1,211**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT (1)	WBR (1)	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	380	99		468	330	9		0	0	414		0	0	0
PM 2045 NO-BUILD TRAFFIC		**0**	**1,337**	**349**		**1,647**	**1,162**	**32**		**0**	**0**	**1,457**		**0**	**0**	**0**

Note: (1) WBT and WBR volumes represent westbound through traffic that utilized turbo lanes.

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: US 1/Federal Highway and NE 9th Street
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.91
PM PEAK HOUR FACTOR: 0.97

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		21	10	30		31	12	10		18	858	22		46	1,354	18
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**21**	**10**	**30**		**31**	**12**	**10**		**18**	**867**	**22**		**46**	**1,368**	**18**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		24	20	23		43	32	15		82	944	65		76	1,271	37
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**24**	**20**	**23**		**43**	**32**	**15**		**83**	**953**	**66**		**77**	**1,284**	**37**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		8	4	12		12	5	4		7	344	9		18	543	7
AM 2045 NO-BUILD TRAFFIC		**29**	**14**	**42**		**43**	**17**	**14**		**25**	**1,211**	**31**		**64**	**1,911**	**25**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		10	8	9		17	13	6		33	378	26		31	510	15
PM 2045 NO-BUILD TRAFFIC		**34**	**28**	**32**		**60**	**45**	**21**		**116**	**1,331**	**92**		**108**	**1,794**	**52**

Scenario 1

SCENARIO 1
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SR 838/Sunrise Boulevard and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.96
PM PEAK HOUR FACTOR: 0.96

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		188	1,419	321		66	996	58		165	384	31		156	500	120
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**190**	**1,433**	**324**		**67**	**1,006**	**59**		**167**	**388**	**31**		**158**	**505**	**121**
AM Peak Hour Diversions			**-193**	**193**		**75**	**167**			**-167**	**-388**	**-31**			**346**	
AM 2024 SCENARIO 1 CONDITIONS		**190**	**1,240**	**517**		**142**	**1,173**	**59**		**0**	**0**	**0**		**158**	**851**	**121**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		312	1,404	227		89	977	186		166	657	45		105	468	117
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**315**	**1,418**	**229**		**90**	**987**	**188**		**168**	**664**	**45**		**106**	**473**	**118**
PM Peak Hour Diversions			**-146**	**146**		**147**	**168**			**-168**	**-664**	**-45**			**279**	
PM 2024 SCENARIO 1 CONDITIONS		**315**	**1,272**	**375**		**237**	**1,155**	**188**		**0**	**0**	**0**		**106**	**752**	**118**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		75	492	205		56	466	23		0	0	0		63	338	48
AM 2045 SCENARIO 1 TRAFFIC		**265**	**1,732**	**722**		**198**	**1,639**	**82**		**0**	**0**	**0**		**221**	**1,189**	**169**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		125	505	149		94	458	75		0	0	0		42	298	47
PM 2045 SCENARIO 1 TRAFFIC		**440**	**1,777**	**524**		**331**	**1,613**	**263**		**0**	**0**	**0**		**148**	**1,050**	**165**

SCENARIO 1
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Progresso Drive and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.91
PM PEAK HOUR FACTOR: 0.91

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	16		12	3	1		2	514	31		5	779	33
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**0**	**0**	**16**		**12**	**3**	**1**		**2**	**519**	**31**		**5**	**787**	**33**
AM Peak Hour Diversions				**0**		**1**	**0**	**-1**		**-2**	**-519**	**-31**		**0**	**662**	**7**
AM 2024 SCENARIO 1 CONDITIONS		**0**	**0**	**16**		**13**	**3**	**0**		**0**	**0**	**0**		**5**	**1,449**	**40**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	14		18	14	13		7	846	21		1	670	51
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**0**	**0**	**14**		**18**	**14**	**13**		**7**	**854**	**21**		**1**	**677**	**52**
PM Peak Hour Diversions				**0**		**13**	**0**	**-13**		**-7**	**-854**	**-21**		**0**	**558**	**6**
PM 2024 SCENARIO 1 CONDITIONS		**0**	**0**	**14**		**31**	**14**	**0**		**0**	**0**	**0**		**1**	**1,235**	**58**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	0	6		5	1	0		0	0	0		2	575	16
AM 2045 SCENARIO 1 TRAFFIC		**0**	**0**	**22**		**18**	**4**	**0**		**0**	**0**	**0**		**7**	**2,024**	**56**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	0	6		12	6	0		0	0	0		0	490	23
PM 2045 SCENARIO 1 TRAFFIC		**0**	**0**	**20**		**43**	**20**	**0**		**0**	**0**	**0**		**1**	**1,725**	**81**

SCENARIO 1
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: N Flagler Drive and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.94
PM PEAK HOUR FACTOR: 0.90

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	0		26	0	51		0	495	98		30	778	0
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**0**	**0**	**0**		**26**	**0**	**52**		**0**	**500**	**99**		**30**	**786**	**0**
AM Peak Hour Diversions						**55**		**-52**		**0**	**-500**	**-99**		**0**	**684**	**0**
AM 2024 SCENARIO 1 CONDITIONS		**0**	**0**	**0**		**81**	**0**	**0**		**0**	**0**	**0**		**30**	**1,470**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	0		42	0	49		0	782	103		39	695	0
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**0**	**0**	**0**		**42**	**0**	**49**		**0**	**790**	**104**		**39**	**702**	**0**
PM Peak Hour Diversions						**68**		**-49**		**0**	**-790**	**-104**		**0**	**582**	**0**
PM 2024 SCENARIO 1 CONDITIONS		**0**	**0**	**0**		**110**	**0**	**0**		**0**	**0**	**0**		**39**	**1,284**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		32	0	0		0	0	0		12	583	0
AM 2045 SCENARIO 1 TRAFFIC		**0**	**0**	**0**		**113**	**0**	**0**		**0**	**0**	**0**		**42**	**2,053**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		44	0	0		0	0	0		15	510	0
PM 2045 SCENARIO 1 TRAFFIC		**0**	**0**	**0**		**154**	**0**	**0**		**0**	**0**	**0**		**54**	**1,794**	**0**

SCENARIO 1
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Sistrunk Boulevard/NE/NW 6th Street and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.96
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		83	407	314		51	212	116		62	398	32		90	660	44
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**84**	**411**	**317**		**52**	**214**	**117**		**63**	**402**	**32**		**91**	**667**	**44**
AM Peak Hour Diversions		**-84**	**-102**	**186**		**45**	**8**	**-117**		**-63**	**-402**	**-32**		**38**	**627**	**55**
AM 2024 SCENARIO 1 CONDITIONS		**0**	**309**	**503**		**97**	**222**	**0**		**0**	**0**	**0**		**129**	**1,294**	**99**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		53	250	105		35	431	58		217	749	49		85	540	112
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**54**	**253**	**106**		**35**	**435**	**59**		**219**	**756**	**49**		**86**	**545**	**113**
PM Peak Hour Diversions		**-54**	**5**	**49**		**40**	**154**	**-59**		**-219**	**-756**	**-49**		**39**	**491**	**65**
PM 2024 SCENARIO 1 CONDITIONS		**0**	**258**	**155**		**75**	**589**	**0**		**0**	**0**	**0**		**125**	**1,036**	**178**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	123	200		39	88	0		0	0	0		51	514	39
AM 2045 SCENARIO 1 TRAFFIC		**0**	**432**	**703**		**136**	**310**	**0**		**0**	**0**	**0**		**180**	**1,808**	**138**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	102	62		30	234	0		0	0	0		50	411	71
PM 2045 SCENARIO 1 TRAFFIC		**0**	**360**	**217**		**105**	**823**	**0**		**0**	**0**	**0**		**175**	**1,447**	**249**

SCENARIO 1
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: NE/NW 4th Street and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.96
PM PEAK HOUR FACTOR: 0.89

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		37	164	104		58	199	42		30	378	36		80	866	69
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		37	166	105		59	201	42		30	382	36		81	875	70
AM Peak Hour Diversions		-37	-78	115		64	-22	-42		-30	-382	-36		73	779	52
AM 2024 SCENARIO 1 CONDITIONS		0	88	220		123	179	0		0	0	0		154	1,654	122

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		50	146	51		31	257	53		124	905	62		41	579	52
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		51	147	52		31	260	54		125	914	63		41	585	53
PM Peak Hour Diversions		-51	7	44		60	77	-54		-125	-914	-63		31	500	48
PM 2024 SCENARIO 1 CONDITIONS		0	154	96		91	337	0		0	0	0		72	1,085	101

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	35	87		49	71	0		0	0	0		61	656	48
AM 2045 SCENARIO 1 TRAFFIC		0	123	307		172	250	0		0	0	0		215	2,310	170

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	61	38		36	134	0		0	0	0		29	431	40
PM 2045 SCENARIO 1 TRAFFIC		0	215	134		127	471	0		0	0	0		101	1,516	141

SCENARIO 1
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: NE/NW 2nd Street and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.94
PM PEAK HOUR FACTOR: 0.88

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT [(1)]	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		13	16	15		16	19	11		7	390	28		140	835	39
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**13**	**16**	**15**		**16**	**19**	**11**		**7**	**394**	**28**		**141**	**843**	**39**
AM Peak Hour Diversions		**-13**	**13**			**18**	**-28**	**-11**		**-7**	**-394**	**-28**		**-7**	**925**	**35**
AM 2024 SCENARIO 1 CONDITIONS		**0**	**29**	**15**		**34**	**2**	**0**		**0**	**0**	**0**		**134**	**1,768**	**74**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL [(1)]	SBT	SBR
PM Raw Turning Movements		28	21	11		83	38	123		14	877	15		15	603	24
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**28**	**21**	**11**		**84**	**38**	**124**		**14**	**886**	**15**		**15**	**609**	**24**
PM Peak Hour Diversions		**-28**	**28**			**14**	**3**	**-124**		**-14**	**-886**	**-15**		**-25**	**647**	**11**
PM 2024 SCENARIO 1 CONDITIONS		**0**	**49**	**11**		**98**	**41**	**0**		**0**	**0**	**0**		**2**	**1,256**	**35**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	12	6		13	1	0		0	0	0		53	702	29
AM 2045 SCENARIO 1 TRAFFIC		**0**	**41**	**21**		**47**	**3**	**0**		**0**	**0**	**0**		**187**	**2,470**	**103**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	19	4		39	16	0		0	0	0		1	499	14
PM 2045 SCENARIO 1 TRAFFIC		**0**	**68**	**15**		**137**	**57**	**0**		**0**	**0**	**0**		**3**	**1,755**	**49**

Note: (1) Sum of diversion and no-build volume results in a negative build volume. Therefore, to provide a conservative analysis, build volume was assumed to be 10 percent (10%) of no-build volume.

SCENARIO 1
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SR 842/Broward Boulevard and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.96
PM PEAK HOUR FACTOR: 0.98

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		109	1,288	254		0	892	83		147	307	60		154	564	101
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		110	1,301	257		0	901	84		148	310	61		156	570	102
AM Peak Hour Diversions		-110	-425	535		207	27	-84		-148	-310	-61		127	607	121
AM 2024 SCENARIO 1 CONDITIONS		0	876	792		207	928	0		0	0	0		283	1,177	223

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		107	1,132	103		0	1,010	80		261	676	120		138	449	128
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		108	1,143	104		0	1,020	81		264	683	121		139	453	129
PM Peak Hour Diversions		-108	-127	235		172	122	-81		-264	-683	-121		99	455	142
PM 2024 SCENARIO 1 CONDITIONS		0	1,016	339		172	1,142	0		0	0	0		238	908	271

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	348	314		82	368	0		0	0	0		112	467	89
AM 2045 SCENARIO 1 TRAFFIC		0	1,224	1,106		289	1,296	0		0	0	0		395	1,644	312

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	403	135		68	453	0		0	0	0		94	360	108
PM 2045 SCENARIO 1 TRAFFIC		0	1,419	474		240	1,595	0		0	0	0		332	1,268	379

SCENARIO 1
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SE/SW 2nd Street and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT [(1)]	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		11	137	61		14	38	53		134	455	54		139	639	50
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**11**	**138**	**62**		**14**	**38**	**54**		**135**	**460**	**55**		**140**	**645**	**51**
AM Peak Hour Diversions		**-11**	**-25**	**36**		**28**	**-40**	**-54**		**-135**	**-460**	**-55**		**171**	**855**	**175**
AM 2024 SCENARIO 1 CONDITIONS		**0**	**113**	**98**		**42**	**4**	**0**		**0**	**0**	**0**		**311**	**1,500**	**226**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		53	71	101		78	174	244		119	760	26		52	471	30
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**54**	**72**	**102**		**79**	**176**	**246**		**120**	**768**	**26**		**53**	**476**	**30**
PM Peak Hour Diversions		**-54**	**-4**	**58**		**114**	**-11**	**-246**		**-120**	**-768**	**-26**		**77**	**650**	**131**
PM 2024 SCENARIO 1 CONDITIONS		**0**	**68**	**160**		**193**	**165**	**0**		**0**	**0**	**0**		**130**	**1,126**	**161**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	45	39		17	2	0		0	0	0		123	595	90
AM 2045 SCENARIO 1 TRAFFIC		**0**	**158**	**137**		**59**	**6**	**0**		**0**	**0**	**0**		**434**	**2,095**	**316**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	27	64		77	65	0		0	0	0		52	447	64
PM 2045 SCENARIO 1 TRAFFIC		**0**	**95**	**224**		**270**	**230**	**0**		**0**	**0**	**0**		**182**	**1,573**	**225**

Note: (1) Sum of diversion and no-build volume results in a negative build volume. Therefore, to provide a conservative analysis, build volume was assumed to be 10 percent (10%) of no-build volume.

SCENARIO 1
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Las Olas Boulevard and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.94
PM PEAK HOUR FACTOR: 0.87

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		69	38	78		48	0	78		0	482	213		136	576	0
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**70**	**38**	**79**		**48**	**0**	**79**		**0**	**487**	**215**		**137**	**582**	**0**
AM Peak Hour Diversions		**-70**	**14**	**56**		**212**		**-79**		**0**	**-487**	**-215**		**210**	**710**	
AM 2024 SCENARIO 1 CONDITIONS		**0**	**52**	**135**		**260**	**0**	**0**		**0**	**0**	**0**		**347**	**1,292**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT [(1)]	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		69	35	72		195	0	169		0	656	155		83	567	0
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**70**	**35**	**73**		**197**	**0**	**171**		**0**	**663**	**157**		**84**	**573**	**0**
PM Peak Hour Diversions		**-70**	**-52**	**122**		**273**		**-171**		**0**	**-663**	**-157**		**161**	**660**	
PM 2024 SCENARIO 1 CONDITIONS		**0**	**4**	**195**		**470**	**0**	**0**		**0**	**0**	**0**		**245**	**1,233**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	21	54		103	0	0		0	0	0		138	513	0
AM 2045 SCENARIO 1 TRAFFIC		**0**	**73**	**189**		**363**	**0**	**0**		**0**	**0**	**0**		**485**	**1,805**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	2	77		187	0	0		0	0	0		97	489	0
PM 2045 SCENARIO 1 TRAFFIC		**0**	**6**	**272**		**657**	**0**	**0**		**0**	**0**	**0**		**342**	**1,722**	**0**

Note: (1) Sum of diversion and no-build volume results in a negative build volume. Therefore, to provide a conservative analysis, build volume was assumed to be 10 percent (10%) of no-build volume.

SCENARIO 1
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SE/SW 6th Street and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.88
PM PEAK HOUR FACTOR: 0.88

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT [(1)]	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		122	0	118		43	60	43		44	567	0		0	604	52
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**123**	**0**	**119**		**43**	**61**	**43**		**44**	**573**	**0**		**0**	**610**	**53**
AM Peak Hour Diversions		**-123**		**123**		**21**	**-109**	**-43**		**-44**	**-573**	**0**			**866**	**153**
AM 2024 SCENARIO 1 CONDITIONS		**0**	**0**	**242**		**64**	**6**	**0**		**0**	**0**	**0**		**0**	**1,476**	**206**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		108	0	69		179	292	100		67	618	0		0	680	62
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**109**	**0**	**70**		**181**	**295**	**101**		**68**	**624**	**0**		**0**	**687**	**63**
PM Peak Hour Diversions		**-109**		**109**		**61**	**-57**	**-101**		**-68**	**-624**	**0**			**1,029**	**125**
PM 2024 SCENARIO 1 CONDITIONS		**0**	**0**	**179**		**242**	**238**	**0**		**0**	**0**	**0**		**0**	**1,716**	**188**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	0	96		25	2	0		0	0	0		0	586	82
AM 2045 SCENARIO 1 TRAFFIC		**0**	**0**	**338**		**89**	**8**	**0**		**0**	**0**	**0**		**0**	**2,062**	**288**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	0	71		96	94	0		0	0	0		0	681	75
PM 2045 SCENARIO 1 TRAFFIC		**0**	**0**	**250**		**338**	**332**	**0**		**0**	**0**	**0**		**0**	**2,397**	**263**

Note: (1) Sum of diversion and no-build volume results in a negative build volume. Therefore, to provide a conservative analysis, build volume was assumed to be 10 percent (10%) of no-build volume.

SCENARIO 1
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SE/SW 7th Street and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.89

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		40	191	80		8	48	12		49	625	45		26	632	26
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**40**	**193**	**81**		**8**	**48**	**12**		**49**	**631**	**45**		**26**	**638**	**26**
AM Peak Hour Diversions		**-40**	**34**	**6**		**12**	**33**	**-12**		**-49**	**-631**	**-45**		**54**	**436**	**16**
AM 2024 SCENARIO 1 CONDITIONS		**0**	**227**	**87**		**20**	**81**	**0**		**0**	**0**	**0**		**80**	**1,074**	**42**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		20	46	62		207	225	28		110	584	27		19	868	38
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**20**	**46**	**63**		**209**	**227**	**28**		**111**	**590**	**27**		**19**	**877**	**38**
PM Peak Hour Diversions		**-20**	**6**	**14**		**28**	**74**	**-28**		**-111**	**-590**	**-27**		**64**	**881**	**37**
PM 2024 SCENARIO 1 CONDITIONS		**0**	**52**	**77**		**237**	**301**	**0**		**0**	**0**	**0**		**83**	**1,758**	**75**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	90	35		8	32	0		0	0	0		32	426	17
AM 2045 SCENARIO 1 TRAFFIC		**0**	**317**	**122**		**28**	**113**	**0**		**0**	**0**	**0**		**112**	**1,500**	**59**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	21	31		94	119	0		0	0	0		33	698	30
PM 2045 SCENARIO 1 TRAFFIC		**0**	**73**	**108**		**331**	**420**	**0**		**0**	**0**	**0**		**116**	**2,456**	**105**

SCENARIO 1
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Davie Boulevard and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.85
PM PEAK HOUR FACTOR: 0.97

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		164	695	133		73	446	58		112	560	185		132	403	125
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**166**	**702**	**134**		**74**	**450**	**59**		**113**	**566**	**187**		**133**	**407**	**126**
AM Peak Hour Diversions		**-166**	**56**	**110**		**36**	**-30**	**-59**		**-113**	**-566**	**-187**		**68**	**205**	**143**
AM 2024 SCENARIO 1 CONDITIONS		**0**	**758**	**244**		**110**	**420**	**0**		**0**	**0**	**0**		**201**	**612**	**269**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		167	597	145		172	913	79		156	486	121		76	731	332
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**169**	**603**	**146**		**174**	**922**	**80**		**158**	**491**	**122**		**77**	**738**	**335**
PM Peak Hour Diversions		**-169**	**114**	**55**		**37**	**-199**	**-80**		**-158**	**-491**	**-122**		**148**	**404**	**357**
PM 2024 SCENARIO 1 CONDITIONS		**0**	**717**	**201**		**211**	**723**	**0**		**0**	**0**	**0**		**225**	**1,142**	**692**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	301	97		44	167	0		0	0	0		80	243	107
AM 2045 SCENARIO 1 TRAFFIC		**0**	**1,059**	**341**		**154**	**587**	**0**		**0**	**0**	**0**		**281**	**855**	**376**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	285	80		84	287	0		0	0	0		89	453	275
PM 2045 SCENARIO 1 TRAFFIC		**0**	**1,002**	**281**		**295**	**1,010**	**0**		**0**	**0**	**0**		**314**	**1,595**	**967**

SCENARIO 1
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SE/SW 17th Street and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.93
PM PEAK HOUR FACTOR: 0.97

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		69	362	46		77	192	97		48	1,021	409		121	309	41
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		70	366	46		78	194	98		48	1,031	413		122	312	41
AM Peak Hour Diversions		-70	70				-82	-98			-1,031	738		93	44	82
AM 2024 SCENARIO 1 CONDITIONS		0	436	46		78	112	0		48	0	1,151		215	356	123

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		16	272	35		178	585	150		68	467	124		99	883	158
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		16	275	35		180	591	152		69	472	125		100	892	160
PM Peak Hour Diversions		-16	16				-272	-152			-472	124		167	110	272
PM 2024 SCENARIO 1 CONDITIONS		0	291	35		180	319	0		69	0	249		267	1,002	432

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	173	18		31	44	0		19	0	457		85	141	49
AM 2045 SCENARIO 1 TRAFFIC		0	609	64		109	156	0		67	0	1,608		300	497	172

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	116	14		71	127	0		27	0	99		106	398	171
PM 2045 SCENARIO 1 TRAFFIC		0	407	49		251	446	0		96	0	348		373	1,400	603

SCENARIO 1
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SR 838/Sunrise Boulevard and NE 4th Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.98

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		188	1,077	191		29	807	60		163	261	20		113	388	133
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**190**	**1,088**	**193**		**29**	**815**	**61**		**165**	**264**	**20**		**114**	**392**	**134**
AM Peak Hour Diversions			**-31**	**-193**		**-29**	**29**			**167**	**388**	**31**			**-392**	**46**
AM 2024 SCENARIO 1 CONDITIONS		**190**	**1,057**	**0**		**0**	**844**	**61**		**332**	**652**	**51**		**114**	**0**	**180**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		221	1,093	145		43	884	110		207	521	24		103	379	170
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**223**	**1,104**	**146**		**43**	**893**	**111**		**209**	**526**	**24**		**104**	**383**	**172**
PM Peak Hour Diversions			**-45**	**-146**		**-43**	**43**			**168**	**664**	**45**			**-383**	**104**
PM 2024 SCENARIO 1 CONDITIONS		**223**	**1,059**	**0**		**0**	**936**	**111**		**377**	**1,190**	**69**		**104**	**0**	**276**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		75	420	0		0	335	24		132	259	20		45	0	71
AM 2045 SCENARIO 1 TRAFFIC		**265**	**1,477**	**0**		**0**	**1,179**	**85**		**464**	**911**	**71**		**159**	**0**	**251**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		89	420	0		0	372	44		150	472	27		41	0	110
PM 2045 SCENARIO 1 TRAFFIC		**312**	**1,479**	**0**		**0**	**1,308**	**155**		**527**	**1,662**	**96**		**145**	**0**	**386**

SCENARIO 1
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Progresso Drive and NE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.91
PM PEAK HOUR FACTOR: 0.94

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	22		0	0	0		0	432	0		0	655	7
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**0**	**0**	**22**		**0**	**0**	**0**		**0**	**436**	**0**		**0**	**662**	**7**
AM Peak Hour Diversions		**23**	**0**	**-22**		**0**	**0**	**0**			**552**			**0**	**-662**	**-7**
AM 2024 SCENARIO 1 CONDITIONS		**23**	**0**	**0**		**0**	**0**	**0**		**0**	**988**	**0**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	23		0	0	0		0	758	0		0	552	6
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**0**	**0**	**23**		**0**	**0**	**0**		**0**	**766**	**0**		**0**	**558**	**6**
PM Peak Hour Diversions		**36**	**0**	**-23**		**0**	**0**	**0**			**882**			**0**	**-558**	**-6**
PM 2024 SCENARIO 1 CONDITIONS		**36**	**0**	**0**		**0**	**0**	**0**		**0**	**1,648**	**0**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		9	0	0		0	0	0		0	392	0		0	0	0
AM 2045 SCENARIO 1 TRAFFIC		**32**	**0**	**0**		**0**	**0**	**0**		**0**	**1,380**	**0**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		14	0	0		0	0	0		0	654	0		0	0	0
PM 2045 SCENARIO 1 TRAFFIC		**50**	**0**	**0**		**0**	**0**	**0**		**0**	**2,302**	**0**		**0**	**0**	**0**

SCENARIO 1
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: N. Flagler Drive and NE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT [(1)]	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		18	63	10		54	28	21		0	393	82		0	658	19
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**18**	**64**	**10**		**55**	**28**	**21**		**0**	**397**	**83**		**0**	**665**	**19**
AM Peak Hour Diversions		**10**	**-99**	**-10**		**-55**	**3**	**52**		**0**	**500**	**99**		**0**	**-665**	**-19**
AM 2024 SCENARIO 1 CONDITIONS		**28**	**6**	**0**		**0**	**31**	**73**		**0**	**897**	**182**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT [(1)]	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		26	63	12		67	51	21		0	713	155		0	557	19
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**26**	**64**	**12**		**68**	**52**	**21**		**0**	**720**	**157**		**0**	**563**	**19**
PM Peak Hour Diversions		**12**	**-104**	**-12**		**-68**	**19**	**49**		**0**	**790**	**104**		**0**	**-563**	**-19**
PM 2024 SCENARIO 1 CONDITIONS		**38**	**6**	**0**		**0**	**71**	**70**		**0**	**1,510**	**261**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		11	2	0		0	12	29		0	356	72		0	0	0
AM 2045 SCENARIO 1 TRAFFIC		**39**	**8**	**0**		**0**	**43**	**102**		**0**	**1,253**	**254**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		15	2	0		0	28	28		0	599	104		0	0	0
PM 2045 SCENARIO 1 TRAFFIC		**53**	**8**	**0**		**0**	**99**	**98**		**0**	**2,109**	**365**		**0**	**0**	**0**

Note: (1) Sum of diversion and no-build volume results in a negative build volume. Therefore, to provide a conservative analysis, build volume was assumed to be 10 percent (10%) of no-build volume.

SCENARIO 1
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Sistrunk Boulevard/NE 6th Street and NE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.97

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		46	291	184		45	213	36		55	342	42		38	621	54
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**46**	**294**	**186**		**45**	**215**	**36**		**56**	**345**	**42**		**38**	**627**	**55**
AM Peak Hour Diversions		**84**	**6**	**-186**		**-45**	**-72**	**117**		**63**	**402**	**32**		**-38**	**-627**	**-55**
AM 2024 SCENARIO 1 CONDITIONS		**130**	**300**	**0**		**0**	**143**	**153**		**119**	**747**	**74**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		44	250	49		40	321	32		137	739	69		39	486	64
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**44**	**253**	**49**		**40**	**324**	**32**		**138**	**746**	**70**		**39**	**491**	**65**
PM Peak Hour Diversions		**54**	**-10**	**-49**		**-40**	**-19**	**59**		**219**	**756**	**49**		**-39**	**-491**	**-65**
PM 2024 SCENARIO 1 CONDITIONS		**98**	**243**	**0**		**0**	**305**	**91**		**357**	**1,502**	**119**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		52	119	0		0	57	61		47	296	29		0	0	0
AM 2045 SCENARIO 1 TRAFFIC		**182**	**419**	**0**		**0**	**200**	**214**		**166**	**1,043**	**103**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		39	96	0		0	121	36		142	596	47		0	0	0
PM 2045 SCENARIO 1 TRAFFIC		**137**	**339**	**0**		**0**	**426**	**127**		**499**	**2,098**	**166**		**0**	**0**	**0**

SCENARIO 1
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: NE 4th Street and NE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.94
PM PEAK HOUR FACTOR: 0.95

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		40	178	114		63	163	32		30	335	54		72	771	51
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**40**	**180**	**115**		**64**	**165**	**32**		**30**	**338**	**55**		**73**	**779**	**52**
AM Peak Hour Diversions		**37**	**37**	**-115**		**-64**	**22**	**42**		**30**	**382**	**36**		**-73**	**-779**	**-52**
AM 2024 SCENARIO 1 CONDITIONS		**77**	**217**	**0**		**0**	**187**	**74**		**60**	**720**	**91**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		30	162	44		59	231	52		88	874	96		31	495	48
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**30**	**164**	**44**		**60**	**233**	**53**		**89**	**883**	**97**		**31**	**500**	**48**
PM Peak Hour Diversions		**51**	**-32**	**-44**		**-60**	**6**	**54**		**125**	**914**	**63**		**-31**	**-500**	**-48**
PM 2024 SCENARIO 1 CONDITIONS		**81**	**132**	**0**		**0**	**239**	**107**		**214**	**1,797**	**160**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		31	86	0		0	74	29		24	286	36		0	0	0
AM 2045 SCENARIO 1 TRAFFIC		**108**	**303**	**0**		**0**	**261**	**103**		**84**	**1,006**	**127**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		32	52	0		0	95	42		85	713	64		0	0	0
PM 2045 SCENARIO 1 TRAFFIC		**113**	**184**	**0**		**0**	**334**	**149**		**299**	**2,510**	**224**		**0**	**0**	**0**

SCENARIO 1
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: NE 3rd Street and NE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.96

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		7	27	27		42	24	85		7	326	45		62	865	21
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**7**	**27**	**27**		**42**	**24**	**86**		**7**	**329**	**45**		**63**	**874**	**21**
AM Peak Hour Diversions				**-27**		**-42**					**433**			**-63**	**-874**	**-21**
AM 2024 SCENARIO 1 CONDITIONS		**7**	**27**	**0**		**0**	**24**	**86**		**7**	**762**	**45**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		20	18	15		40	50	157		10	879	40		28	559	12
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**20**	**18**	**15**		**40**	**51**	**159**		**10**	**888**	**40**		**28**	**565**	**12**
PM Peak Hour Diversions				**-15**		**-40**					**1,070**			**-28**	**-565**	**-12**
PM 2024 SCENARIO 1 CONDITIONS		**20**	**18**	**0**		**0**	**51**	**159**		**10**	**1,958**	**40**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		3	11	0		0	10	34		3	302	18		0	0	0
AM 2045 SCENARIO 1 TRAFFIC		**10**	**38**	**0**		**0**	**34**	**120**		**10**	**1,064**	**63**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		8	7	0		0	20	63		4	777	16		0	0	0
PM 2045 SCENARIO 1 TRAFFIC		**28**	**25**	**0**		**0**	**71**	**222**		**14**	**2,735**	**56**		**0**	**0**	**0**

SCENARIO 1
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: NE 2nd Street and NE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.93
PM PEAK HOUR FACTOR: 0.93

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		12	28	51		18	22	27		9	339	50		45	864	35
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		12	28	52		18	22	27		9	342	51		45	873	35
AM Peak Hour Diversions		13	17	-52		-18	7	11		7	394	28		-45	-873	-35
AM 2024 SCENARIO 1 CONDITIONS		25	45	0		0	29	38		16	736	79		0	0	0

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT [(1)]	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		45	17	42		14	20	53		32	824	17		17	599	11
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		45	17	42		14	20	54		32	832	17		17	605	11
PM Peak Hour Diversions		28	2	-42		-14	-110	124		14	886	15		-17	-605	-11
PM 2024 SCENARIO 1 CONDITIONS		73	19	0		0	2	178		46	1,718	32		0	0	0

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		10	18	0		0	12	15		6	292	31		0	0	0
AM 2045 SCENARIO 1 TRAFFIC		35	63	0		0	41	53		22	1,028	110		0	0	0

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		29	8	0		0	1	71		18	682	13		0	0	0
PM 2045 SCENARIO 1 TRAFFIC		102	27	0		0	3	249		64	2,400	45		0	0	0

Note: (1) Sum of diversion and no-build volume results in a negative build volume. Therefore, to provide a conservative analysis, build volume was assumed to be 10 percent (10%) of no-build volume.

SCENARIO 1
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Broward Boulevard and NE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.97
PM PEAK HOUR FACTOR: 0.96

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		127	915	530		205	689	86		175	283	84		126	601	120
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**128**	**924**	**535**		**207**	**696**	**87**		**177**	**286**	**85**		**127**	**607**	**121**
AM Peak Hour Diversions		**110**	**66**	**-535**		**-207**	**123**	**84**		**148**	**310**	**61**		**-127**	**-607**	**-121**
AM 2024 SCENARIO 1 CONDITIONS		**238**	**990**	**0**		**0**	**819**	**171**		**325**	**596**	**146**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		188	938	233		170	729	52		233	637	147		98	450	141
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**190**	**947**	**235**		**172**	**736**	**53**		**235**	**643**	**148**		**99**	**455**	**142**
PM Peak Hour Diversions		**108**	**-22**	**-235**		**-172**	**91**	**81**		**264**	**683**	**121**		**-99**	**-455**	**-142**
PM 2024 SCENARIO 1 CONDITIONS		**298**	**925**	**0**		**0**	**827**	**134**		**499**	**1,326**	**269**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		94	393	0		0	325	68		129	237	58		0	0	0
AM 2045 SCENARIO 1 TRAFFIC		**332**	**1,383**	**0**		**0**	**1,144**	**239**		**454**	**833**	**204**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		118	367	0		0	328	53		198	526	107		0	0	0
PM 2045 SCENARIO 1 TRAFFIC		**416**	**1,292**	**0**		**0**	**1,155**	**187**		**697**	**1,852**	**376**		**0**	**0**	**0**

SCENARIO 1
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SE 2nd Street and SE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.96
PM PEAK HOUR FACTOR: 0.96

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		42	66	36		28	34	127		25	387	166		169	847	173
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		42	67	36		28	34	128		25	391	168		171	855	175
AM Peak Hour Diversions		11	116	-36		-28	-26	54		135	460	55		-171	-855	-175
AM 2024 SCENARIO 1 CONDITIONS		53	183	0		0	8	182		160	851	223		0	0	0

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT [(1)]	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		101	51	57		113	110	245		47	602	72		76	644	130
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		102	52	58		114	111	247		47	608	73		77	650	131
PM Peak Hour Diversions		54	51	-58		-114	-132	246		120	768	26		-77	-650	-131
PM 2024 SCENARIO 1 CONDITIONS		156	103	0		0	11	493		167	1,376	99		0	0	0

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		21	73	0		0	3	72		64	338	89		0	0	0
AM 2045 SCENARIO 1 TRAFFIC		74	256	0		0	11	254		224	1,189	312		0	0	0

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		62	41	0		0	4	196		66	546	39		0	0	0
PM 2045 SCENARIO 1 TRAFFIC		218	144	0		0	15	689		233	1,922	138		0	0	0

Note: (1) Sum of diversion and no-build volume results in a negative build volume. Therefore, to provide a conservative analysis, build volume was assumed to be 10 percent (10%) of no-build volume.

SCENARIO 1
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Las Olas Boulevard and SE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.94

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		52	186	55		210	96	64		129	459	236		165	703	43
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		53	188	56		212	97	65		130	464	238		167	710	43
AM Peak Hour Diversions		70	-5	-56		-212	133	79		0	487	215		-167	-710	-43
AM 2024 SCENARIO 1 CONDITIONS		123	183	0		0	230	144		130	951	453		0	0	0

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		54	165	121		270	162	49		148	607	201		101	653	58
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		55	167	122		273	164	49		149	613	203		102	660	59
PM Peak Hour Diversions		70	4	-122		-273	102	171		0	663	157		-102	-660	-59
PM 2024 SCENARIO 1 CONDITIONS		125	171	0		0	266	220		149	1,276	360		0	0	0

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		49	73	0		0	91	57		52	377	180		0	0	0
AM 2045 SCENARIO 1 TRAFFIC		172	256	0		0	321	201		182	1,328	633		0	0	0

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		50	68	0		0	106	87		59	506	143		0	0	0
PM 2045 SCENARIO 1 TRAFFIC		175	239	0		0	372	307		208	1,782	503		0	0	0

SCENARIO 1
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SE 6th Street and SE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.93
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	0		21	26	188		75	877	76		300	557	151
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**0**	**0**	**0**		**21**	**26**	**190**		**76**	**886**	**77**		**303**	**563**	**153**
AM Peak Hour Diversions						**-21**	**-22**	**43**		**44**	**573**	**0**		**-303**	**-563**	**-153**
AM 2024 SCENARIO 1 CONDITIONS		**0**	**0**	**0**		**0**	**4**	**233**		**120**	**1,459**	**77**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	0		60	153	240		44	794	65		167	851	124
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**0**	**0**	**0**		**61**	**155**	**242**		**44**	**802**	**66**		**169**	**860**	**125**
PM Peak Hour Diversions						**-61**	**-40**	**101**		**68**	**624**	**0**		**-169**	**-860**	**-125**
PM 2024 SCENARIO 1 CONDITIONS		**0**	**0**	**0**		**0**	**115**	**343**		**112**	**1,426**	**66**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		0	2	92		48	579	31		0	0	0
AM 2045 SCENARIO 1 TRAFFIC		**0**	**0**	**0**		**0**	**6**	**325**		**168**	**2,038**	**108**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	46	136		44	566	26		0	0	0
PM 2045 SCENARIO 1 TRAFFIC		**0**	**0**	**0**		**0**	**161**	**479**		**156**	**1,992**	**92**		**0**	**0**	**0**

SCENARIO 1
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SE 7th Street and SE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.97

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		56	81	6		12	50	58		31	981	47		53	432	16
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**57**	**82**	**6**		**12**	**51**	**59**		**31**	**991**	**47**		**54**	**436**	**16**
AM Peak Hour Diversions		**40**	**9**	**-6**		**-12**	**0**	**12**		**49**	**631**	**45**		**-54**	**-436**	**-16**
AM 2024 SCENARIO 1 CONDITIONS		**97**	**91**	**0**		**0**	**51**	**71**		**80**	**1,622**	**92**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		50	71	14		28	89	65		29	735	28		63	872	37
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**51**	**72**	**14**		**28**	**90**	**66**		**29**	**742**	**28**		**64**	**881**	**37**
PM Peak Hour Diversions		**20**	**37**	**-14**		**-28**	**0**	**28**		**111**	**590**	**27**		**-64**	**-881**	**-37**
PM 2024 SCENARIO 1 CONDITIONS		**71**	**109**	**0**		**0**	**90**	**94**		**140**	**1,332**	**55**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		39	36	0		0	20	28		32	644	37		0	0	0
AM 2045 SCENARIO 1 TRAFFIC		**136**	**127**	**0**		**0**	**71**	**99**		**112**	**2,266**	**129**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		28	43	0		0	36	37		56	529	22		0	0	0
PM 2045 SCENARIO 1 TRAFFIC		**99**	**152**	**0**		**0**	**126**	**131**		**196**	**1,861**	**77**		**0**	**0**	**0**

SCENARIO 1
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Davie Boulevard and SE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.87
PM PEAK HOUR FACTOR: 0.97

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		410	473	109		36	364	149		77	418	25		67	203	142
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**414**	**478**	**110**		**36**	**368**	**150**		**78**	**422**	**25**		**68**	**205**	**143**
AM Peak Hour Diversions		**166**	**-119**	**-110**		**-36**	**-23**	**59**		**113**	**566**	**187**		**-68**	**-205**	**-143**
AM 2024 SCENARIO 1 CONDITIONS		**580**	**359**	**0**		**0**	**345**	**209**		**191**	**988**	**212**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		305	442	54		37	654	78		103	265	16		147	400	353
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**308**	**446**	**55**		**37**	**661**	**79**		**104**	**268**	**16**		**148**	**404**	**357**
PM Peak Hour Diversions		**169**	**26**	**-55**		**-37**	**-43**	**80**		**158**	**491**	**122**		**-148**	**-404**	**-357**
PM 2024 SCENARIO 1 CONDITIONS		**477**	**472**	**0**		**0**	**618**	**159**		**262**	**759**	**138**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		230	142	0		0	137	83		76	392	84		0	0	0
AM 2045 SCENARIO 1 TRAFFIC		**810**	**501**	**0**		**0**	**482**	**292**		**267**	**1,380**	**296**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		189	187	0		0	245	63		104	301	55		0	0	0
PM 2045 SCENARIO 1 TRAFFIC		**666**	**659**	**0**		**0**	**863**	**222**		**366**	**1,060**	**193**		**0**	**0**	**0**

SCENARIO 1
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SE 17th Street and SE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.90
PM PEAK HOUR FACTOR: 0.94

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		377	487	16		23	295	104		5	106	6		92	44	81
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**381**	**492**	**16**		**23**	**298**	**105**		**5**	**107**	**6**		**93**	**44**	**82**
AM Peak Hour Diversions		**808**	**93**				**-98**	**98**			**293**			**-93**	**-44**	**-82**
AM 2024 SCENARIO 1 CONDITIONS		**1,189**	**585**	**16**		**23**	**200**	**203**		**5**	**400**	**6**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		74	457	4		59	713	110		6	51	10		165	109	269
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**75**	**462**	**4**		**60**	**720**	**111**		**6**	**52**	**10**		**167**	**110**	**272**
PM Peak Hour Diversions		**140**	**167**				**-152**	**152**			**348**			**-167**	**-110**	**-272**
PM 2024 SCENARIO 1 CONDITIONS		**215**	**629**	**4**		**60**	**568**	**263**		**6**	**400**	**10**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		472	232	6		9	79	81		2	159	2		0	0	0
AM 2045 SCENARIO 1 TRAFFIC		**1,661**	**817**	**22**		**32**	**279**	**284**		**7**	**559**	**8**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		85	250	2		24	225	104		2	159	4		0	0	0
PM 2045 SCENARIO 1 TRAFFIC		**300**	**879**	**6**		**84**	**793**	**367**		**8**	**559**	**14**		**0**	**0**	**0**

SCENARIO 1
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Flagler Drive and SR 838/Sunrise Boulevard
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.96

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	1,108	47		11	747	10		42	101	70		5	73	73
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**0**	**1,119**	**47**		**11**	**754**	**10**		**42**	**102**	**71**		**5**	**74**	**74**
AM Peak Hour Diversions																
AM 2024 SCENARIO 1 CONDITIONS		**0**	**1,119**	**47**		**11**	**754**	**10**		**42**	**102**	**71**		**5**	**74**	**74**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	1,121	51		11	918	12		63	127	64		4	94	81
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**0**	**1,132**	**52**		**11**	**927**	**12**		**64**	**128**	**65**		**4**	**95**	**82**
PM Peak Hour Diversions																
PM 2024 SCENARIO 1 CONDITIONS		**0**	**1,132**	**52**		**11**	**927**	**12**		**64**	**128**	**65**		**4**	**95**	**82**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	444	19		4	299	4		17	40	28		2	29	29
AM 2045 SCENARIO 1 TRAFFIC		**0**	**1,563**	**66**		**15**	**1,053**	**14**		**59**	**142**	**99**		**7**	**103**	**103**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	449	21		4	368	5		25	51	26		2	38	33
PM 2045 SCENARIO 1 TRAFFIC		**0**	**1,581**	**73**		**15**	**1,295**	**17**		**89**	**179**	**91**		**6**	**133**	**115**

SCENARIO 1
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: N Flagler Drive/NE 4th Avenue and NE 9th Street
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.98
PM PEAK HOUR FACTOR: 0.82

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	9	2	0	33	0	0		0	139	7		9	82	0
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**0**	**9**	**2**	**0**	**33**	**0**	**0**		**0**	**140**	**7**		**9**	**83**	**0**
AM Peak Hour Diversions																
AM 2024 SCENARIO 1 CONDITIONS		**0**	**9**	**2**	**0**	**33**	**0**	**0**		**0**	**140**	**7**		**9**	**83**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	10	2	4	78	0	0		0	204	22		15	106	0
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**0**	**10**	**2**	**4**	**79**	**0**	**0**		**0**	**206**	**22**		**15**	**107**	**0**
PM Peak Hour Diversions																
PM 2024 SCENARIO 1 CONDITIONS		**0**	**10**	**2**	**4**	**79**	**0**	**0**		**0**	**206**	**22**		**15**	**107**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0	0	0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	4	1	0	13	0	0		0	56	3		4	33	0
AM 2045 SCENARIO 1 TRAFFIC		**0**	**13**	**3**	**0**	**46**	**0**	**0**		**0**	**196**	**10**		**13**	**116**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0	0	0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	4	1	2	31	0	0		0	82	9		6	42	0
PM 2045 SCENARIO 1 TRAFFIC		**0**	**14**	**3**	**6**	**110**	**0**	**0**		**0**	**288**	**31**		**21**	**149**	**0**

SCENARIO 1
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: US 1/Federal Highway and SR 838/Sunrise Boulevard
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.97

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT (1)	WBR (1)	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	902	259		1,201	730	2		0	0	858		0	0	0
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**0**	**911**	**262**		**1,213**	**737**	**2**		**0**	**0**	**867**		**0**	**0**	**0**
AM Peak Hour Diversions																
AM 2024 SCENARIO 1 CONDITIONS		**0**	**911**	**262**		**1,213**	**737**	**2**		**0**	**0**	**867**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT (1)	WBR (1)	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	948	248		1,167	824	23		0	0	1,033		0	0	0
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**0**	**957**	**250**		**1,179**	**832**	**23**		**0**	**0**	**1,043**		**0**	**0**	**0**
PM Peak Hour Diversions																
PM 2024 SCENARIO 1 CONDITIONS		**0**	**957**	**250**		**1,179**	**832**	**23**		**0**	**0**	**1,043**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT (1)	WBR (1)	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	362	104		481	293	1		0	0	344		0	0	0
AM 2045 SCENARIO 1 TRAFFIC		**0**	**1,273**	**366**		**1,694**	**1,030**	**3**		**0**	**0**	**1,211**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT (1)	WBR (1)	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	380	99		468	330	9		0	0	414		0	0	0
PM 2045 SCENARIO 1 TRAFFIC		**0**	**1,337**	**349**		**1,647**	**1,162**	**32**		**0**	**0**	**1,457**		**0**	**0**	**0**

Note: (1) WBT and WBR volumes represent westbound through traffic that utilized turbo lanes.

SCENARIO 1
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: US 1/Federal Highway and NE 9th Street
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.91
PM PEAK HOUR FACTOR: 0.97

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		21	10	30		31	12	10		18	858	22		46	1,354	18
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**21**	**10**	**30**		**31**	**12**	**10**		**18**	**867**	**22**		**46**	**1,368**	**18**
AM Peak Hour Diversions																
AM 2024 SCENARIO 1 CONDITIONS		**21**	**10**	**30**		**31**	**12**	**10**		**18**	**867**	**22**		**46**	**1,368**	**18**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		24	20	23		43	32	15		82	944	65		76	1,271	37
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**24**	**20**	**23**		**43**	**32**	**15**		**83**	**953**	**66**		**77**	**1,284**	**37**
PM Peak Hour Diversions																
PM 2024 SCENARIO 1 CONDITIONS		**24**	**20**	**23**		**43**	**32**	**15**		**83**	**953**	**66**		**77**	**1,284**	**37**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		8	4	12		12	5	4		7	344	9		18	543	7
AM 2045 SCENARIO 1 TRAFFIC		**29**	**14**	**42**		**43**	**17**	**14**		**25**	**1,211**	**31**		**64**	**1,911**	**25**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		10	8	9		17	13	6		33	378	26		31	510	15
PM 2045 SCENARIO 1 TRAFFIC		**34**	**28**	**32**		**60**	**45**	**21**		**116**	**1,331**	**92**		**108**	**1,794**	**52**

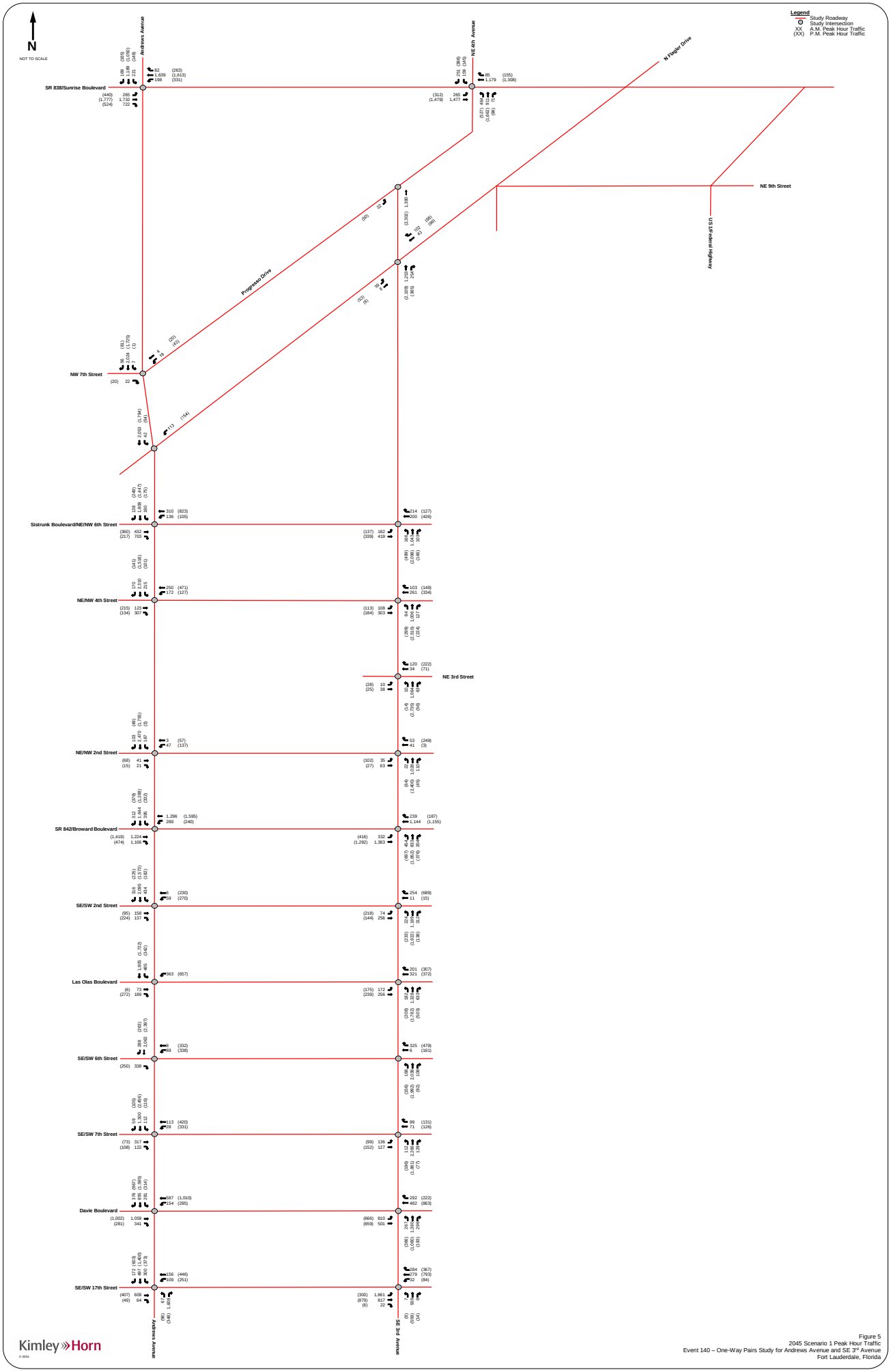


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Figure 5
2045 Scenario 1 Peak Hour Traffic
Event 140 – One-Way Pairs Study for Andrews Avenue and SE 3rd Avenue
Fort Lauderdale, Florida

Scenario 2

SCENARIO 2
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SR 838/Sunrise Boulevard and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.96
PM PEAK HOUR FACTOR: 0.96

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		188	1,419	321		66	996	58		165	384	31		156	500	120
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**190**	**1,433**	**324**		**67**	**1,006**	**59**		**167**	**388**	**31**		**158**	**505**	**121**
AM Peak Hour Diversions			**324**	**-324**		**-67**	**-165**			**165**	**264**	**20**		**167**	**-505**	
AM 2024 SCENARIO 2 CONDITIONS		**190**	**1,757**	**0**		**0**	**841**	**59**		**332**	**652**	**51**		**325**	**0**	**121**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		312	1,404	227		89	977	186		166	657	45		105	468	117
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**315**	**1,418**	**229**		**90**	**987**	**188**		**168**	**664**	**45**		**106**	**473**	**118**
PM Peak Hour Diversions			**229**	**-229**		**-90**	**-209**			**209**	**526**	**24**		**128**	**-473**	
PM 2024 SCENARIO 2 CONDITIONS		**315**	**1,647**	**0**		**0**	**778**	**188**		**377**	**1,190**	**69**		**234**	**0**	**118**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		75	697	0		0	334	23		132	259	20		129	0	48
AM 2045 SCENARIO 2 TRAFFIC		**265**	**2,454**	**0**		**0**	**1,175**	**82**		**464**	**911**	**71**		**454**	**0**	**169**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		125	654	0		0	309	75		150	472	27		93	0	47
PM 2045 SCENARIO 2 TRAFFIC		**440**	**2,301**	**0**		**0**	**1,087**	**263**		**527**	**1,662**	**96**		**327**	**0**	**165**

SCENARIO 2
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Progresso Drive and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.91
PM PEAK HOUR FACTOR: 0.91

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	16		12	3	1		2	514	31		5	779	33
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**0**	**0**	**16**		**12**	**3**	**1**		**2**	**519**	**31**		**5**	**787**	**33**
AM Peak Hour Diversions			**16**	**-16**		**-12**		**12**		**0**	**436**	**0**		**-5**	**-787**	**-33**
AM 2024 SCENARIO 2 CONDITIONS		**0**	**16**	**0**		**0**	**3**	**13**		**2**	**955**	**31**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	14		18	14	13		7	846	21		1	670	51
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**0**	**0**	**14**		**18**	**14**	**13**		**7**	**854**	**21**		**1**	**677**	**52**
PM Peak Hour Diversions			**14**	**-14**		**-18**		**18**		**0**	**766**	**0**		**-1**	**-677**	**-52**
PM 2024 SCENARIO 2 CONDITIONS		**0**	**14**	**0**		**0**	**14**	**31**		**7**	**1,620**	**21**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	6	0		0	1	5		1	379	12		0	0	0
AM 2045 SCENARIO 2 TRAFFIC		**0**	**22**	**0**		**0**	**4**	**18**		**3**	**1,334**	**43**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	6	0		0	6	12		3	643	8		0	0	0
PM 2045 SCENARIO 2 TRAFFIC		**0**	**20**	**0**		**0**	**20**	**43**		**10**	**2,263**	**29**		**0**	**0**	**0**

SCENARIO 2
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: N Flagler Drive and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.94
PM PEAK HOUR FACTOR: 0.90

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	0		26	0	51		0	495	98		30	778	0
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**0**	**0**	**0**		**26**	**0**	**52**		**0**	**500**	**99**		**30**	**786**	**0**
AM Peak Hour Diversions						**-26**		**21**		**0**	**397**	**83**		**-30**	**-786**	**0**
AM 2024 SCENARIO 2 CONDITIONS		**0**	**0**	**0**		**0**	**0**	**73**		**0**	**897**	**182**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	0		42	0	49		0	782	103		39	695	0
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**0**	**0**	**0**		**42**	**0**	**49**		**0**	**790**	**104**		**39**	**702**	**0**
PM Peak Hour Diversions						**-42**		**21**		**0**	**720**	**157**		**-39**	**-702**	**0**
PM 2024 SCENARIO 2 CONDITIONS		**0**	**0**	**0**		**0**	**0**	**70**		**0**	**1,510**	**261**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	29		0	356	72		0	0	0
AM 2045 SCENARIO 2 TRAFFIC		**0**	**0**	**0**		**0**	**0**	**102**		**0**	**1,253**	**254**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	28		0	599	104		0	0	0
PM 2045 SCENARIO 2 TRAFFIC		**0**	**0**	**0**		**0**	**0**	**98**		**0**	**2,109**	**365**		**0**	**0**	**0**

SCENARIO 2
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Sistrunk Boulevard/NE/NW 6th Street and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.96
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		83	407	314		51	212	116		62	398	32		90	660	44
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**84**	**411**	**317**		**52**	**214**	**117**		**63**	**402**	**32**		**91**	**667**	**44**
AM Peak Hour Diversions		**46**	**271**	**-317**		**-52**	**-12**	**36**		**56**	**345**	**42**		**-91**	**-667**	**-44**
AM 2024 SCENARIO 2 CONDITIONS		**130**	**682**	**0**		**0**	**202**	**153**		**119**	**747**	**74**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		53	250	105		35	431	58		217	749	49		85	540	112
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**54**	**253**	**106**		**35**	**435**	**59**		**219**	**756**	**49**		**86**	**545**	**113**
PM Peak Hour Diversions		**44**	**62**	**-106**		**-35**	**-25**	**32**		**138**	**746**	**70**		**-86**	**-545**	**-113**
PM 2024 SCENARIO 2 CONDITIONS		**98**	**315**	**0**		**0**	**410**	**91**		**357**	**1,502**	**119**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		52	271	0		0	80	61		47	296	29		0	0	0
AM 2045 SCENARIO 2 TRAFFIC		**182**	**953**	**0**		**0**	**282**	**214**		**166**	**1,043**	**103**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		39	125	0		0	163	36		142	596	47		0	0	0
PM 2045 SCENARIO 2 TRAFFIC		**137**	**440**	**0**		**0**	**573**	**127**		**499**	**2,098**	**166**		**0**	**0**	**0**

SCENARIO 2
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: NE/NW 4th Street and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.96
PM PEAK HOUR FACTOR: 0.89

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		37	164	104		58	199	42		30	378	36		80	866	69
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**37**	**166**	**105**		**59**	**201**	**42**		**30**	**382**	**36**		**81**	**875**	**70**
AM Peak Hour Diversions		**40**	**65**	**-105**		**-59**	**40**	**32**		**30**	**338**	**55**		**-81**	**-875**	**-70**
AM 2024 SCENARIO 2 CONDITIONS		**77**	**231**	**0**		**0**	**241**	**74**		**60**	**720**	**91**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		50	146	51		31	257	53		124	905	62		41	579	52
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**51**	**147**	**52**		**31**	**260**	**54**		**125**	**914**	**63**		**41**	**585**	**53**
PM Peak Hour Diversions		**30**	**22**	**-52**		**-31**	**-36**	**53**		**89**	**883**	**97**		**-41**	**-585**	**-53**
PM 2024 SCENARIO 2 CONDITIONS		**81**	**169**	**0**		**0**	**224**	**107**		**214**	**1,797**	**160**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		31	92	0		0	96	29		24	286	36		0	0	0
AM 2045 SCENARIO 2 TRAFFIC		**108**	**323**	**0**		**0**	**337**	**103**		**84**	**1,006**	**127**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		32	67	0		0	89	42		85	713	64		0	0	0
PM 2045 SCENARIO 2 TRAFFIC		**113**	**236**	**0**		**0**	**313**	**149**		**299**	**2,510**	**224**		**0**	**0**	**0**

SCENARIO 2
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: NE/NW 2nd Street and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.94
PM PEAK HOUR FACTOR: 0.88

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		13	16	15		16	19	11		7	390	28		140	835	39
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		13	16	15		16	19	11		7	394	28		141	843	39
AM Peak Hour Diversions		12	3	-15		-16	30	27		9	342	51		-141	-843	-39
AM 2024 SCENARIO 2 CONDITIONS		25	19	0		0	49	38		16	736	79		0	0	0

"PM EXISTING TRAFFIC"	EBU	EBL	EBT [(1)]	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		28	21	11		83	38	123		14	877	15		15	603	24
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		28	21	11		84	38	124		14	886	15		15	609	24
PM Peak Hour Diversions		45	-34	-11		-84	-8	54		32	832	17		-15	-609	-24
PM 2024 SCENARIO 2 CONDITIONS		73	2	0		0	30	178		46	1,718	32		0	0	0

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		10	8	0		0	19	15		6	292	31		0	0	0
AM 2045 SCENARIO 2 TRAFFIC		35	27	0		0	68	53		22	1,028	110		0	0	0

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		29	1	0		0	12	71		18	682	13		0	0	0
PM 2045 SCENARIO 2 TRAFFIC		102	3	0		0	42	249		64	2,400	45		0	0	0

Note: (1) Sum of diversion and no-build volume results in a negative build volume. Therefore, to provide a conservative analysis, build volume was assumed to be 10 percent (10%) of no-build volume.

SCENARIO 2
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SR 842/Broward Boulevard and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.96
PM PEAK HOUR FACTOR: 0.98

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		109	1,288	254		0	892	83		147	307	60		154	564	101
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**110**	**1,301**	**257**		**0**	**901**	**84**		**148**	**310**	**61**		**156**	**570**	**102**
AM Peak Hour Diversions		**128**	**129**	**-257**		**0**	**-75**	**87**		**177**	**286**	**85**		**-156**	**-570**	**-102**
AM 2024 SCENARIO 2 CONDITIONS		**238**	**1,430**	**0**		**0**	**826**	**171**		**325**	**596**	**146**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		107	1,132	103		0	1,010	80		261	676	120		138	449	128
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**108**	**1,143**	**104**		**0**	**1,020**	**81**		**264**	**683**	**121**		**139**	**453**	**129**
PM Peak Hour Diversions		**190**	**-86**	**-104**		**0**	**-106**	**53**		**235**	**643**	**148**		**-139**	**-453**	**-129**
PM 2024 SCENARIO 2 CONDITIONS		**298**	**1,057**	**0**		**0**	**914**	**134**		**499**	**1,326**	**269**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		94	568	0		0	328	68		129	237	58		0	0	0
AM 2045 SCENARIO 2 TRAFFIC		**332**	**1,998**	**0**		**0**	**1,154**	**239**		**454**	**833**	**204**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		118	420	0		0	363	53		198	526	107		0	0	0
PM 2045 SCENARIO 2 TRAFFIC		**416**	**1,477**	**0**		**0**	**1,277**	**187**		**697**	**1,852**	**376**		**0**	**0**	**0**

SCENARIO 2
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SE/SW 2nd Street and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		11	137	61		14	38	53		134	455	54		139	639	50
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**11**	**138**	**62**		**14**	**38**	**54**		**135**	**460**	**55**		**140**	**645**	**51**
AM Peak Hour Diversions		**42**	**20**	**-62**		**-14**	**26**	**128**		**25**	**391**	**168**		**-140**	**-645**	**-51**
AM 2024 SCENARIO 2 CONDITIONS		**53**	**158**	**0**		**0**	**64**	**182**		**160**	**851**	**223**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		53	71	101		78	174	244		119	760	26		52	471	30
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**54**	**72**	**102**		**79**	**176**	**246**		**120**	**768**	**26**		**53**	**476**	**30**
PM Peak Hour Diversions		**102**	**0**	**-102**		**-79**	**-17**	**247**		**47**	**608**	**73**		**-53**	**-476**	**-30**
PM 2024 SCENARIO 2 CONDITIONS		**156**	**72**	**0**		**0**	**159**	**493**		**167**	**1,376**	**99**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		21	63	0		0	25	72		64	338	89		0	0	0
AM 2045 SCENARIO 2 TRAFFIC		**74**	**221**	**0**		**0**	**89**	**254**		**224**	**1,189**	**312**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		62	29	0		0	63	196		66	546	39		0	0	0
PM 2045 SCENARIO 2 TRAFFIC		**218**	**101**	**0**		**0**	**222**	**689**		**233**	**1,922**	**138**		**0**	**0**	**0**

SCENARIO 2
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Las Olas Boulevard and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.94
PM PEAK HOUR FACTOR: 0.87

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		69	38	78		48	0	78		0	482	213		136	576	0
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**70**	**38**	**79**		**48**	**0**	**79**		**0**	**487**	**215**		**137**	**582**	**0**
AM Peak Hour Diversions		**53**	**26**	**-79**		**-48**		**-65**			**594**	**238**		**-137**	**-582**	**0**
AM 2024 SCENARIO 2 CONDITIONS		**123**	**64**	**0**		**0**	**0**	**14**		**0**	**1,081**	**453**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		69	35	72		195	0	169		0	656	155		83	567	0
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**70**	**35**	**73**		**197**	**0**	**171**		**0**	**663**	**157**		**84**	**573**	**0**
PM Peak Hour Diversions		**55**	**18**	**-73**		**-197**		**-100**			**762**	**203**		**-84**	**-573**	**0**
PM 2024 SCENARIO 2 CONDITIONS		**125**	**53**	**0**		**0**	**0**	**71**		**0**	**1,425**	**360**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		49	25	0		0	0	6		0	429	180		0	0	0
AM 2045 SCENARIO 2 TRAFFIC		**172**	**89**	**0**		**0**	**0**	**20**		**0**	**1,510**	**633**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		50	21	0		0	0	28		0	566	143		0	0	0
PM 2045 SCENARIO 2 TRAFFIC		**175**	**74**	**0**		**0**	**0**	**99**		**0**	**1,991**	**503**		**0**	**0**	**0**

SCENARIO 2
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SE/SW 6th Street and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.88
PM PEAK HOUR FACTOR: 0.88

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		122	0	118		43	60	43		44	567	0		0	604	52
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**123**	**0**	**119**		**43**	**61**	**43**		**44**	**573**	**0**		**0**	**610**	**53**
AM Peak Hour Diversions		**119**		**-119**		**-43**	**-23**	**190**		**76**	**963**			**0**	**-610**	**-53**
AM 2024 SCENARIO 2 CONDITIONS		**242**	**0**	**0**		**0**	**38**	**233**		**120**	**1,536**	**0**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		108	0	69		179	292	100		67	618	0		0	680	62
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**109**	**0**	**70**		**181**	**295**	**101**		**68**	**624**	**0**		**0**	**687**	**63**
PM Peak Hour Diversions		**70**		**-70**		**-181**	**19**	**242**		**44**	**868**			**0**	**-687**	**-63**
PM 2024 SCENARIO 2 CONDITIONS		**179**	**0**	**0**		**0**	**314**	**343**		**112**	**1,492**	**0**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		96	0	0		0	15	92		48	610	0		0	0	0
AM 2045 SCENARIO 2 TRAFFIC		**338**	**0**	**0**		**0**	**53**	**325**		**168**	**2,146**	**0**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		71	0	0		0	125	136		44	592	0		0	0	0
PM 2045 SCENARIO 2 TRAFFIC		**250**	**0**	**0**		**0**	**439**	**479**		**156**	**2,084**	**0**		**0**	**0**	**0**

SCENARIO 2
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SE/SW 7th Street and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.89

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		40	191	80		8	48	12		49	625	45		26	632	26
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**40**	**193**	**81**		**8**	**48**	**12**		**49**	**631**	**45**		**26**	**638**	**26**
AM Peak Hour Diversions		**57**	**24**	**-81**		**-8**	**-5**	**59**		**31**	**991**	**47**		**-26**	**-638**	**-26**
AM 2024 SCENARIO 2 CONDITIONS		**97**	**217**	**0**		**0**	**43**	**71**		**80**	**1,622**	**92**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		20	46	62		207	225	28		110	584	27		19	868	38
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**20**	**46**	**63**		**209**	**227**	**28**		**111**	**590**	**27**		**19**	**877**	**38**
PM Peak Hour Diversions		**51**	**12**	**-63**		**-209**	**9**	**66**		**29**	**742**	**28**		**-19**	**-877**	**-38**
PM 2024 SCENARIO 2 CONDITIONS		**71**	**58**	**0**		**0**	**236**	**94**		**140**	**1,332**	**55**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		39	86	0		0	17	28		32	644	37		0	0	0
AM 2045 SCENARIO 2 TRAFFIC		**136**	**303**	**0**		**0**	**60**	**99**		**112**	**2,266**	**129**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		28	23	0		0	94	37		56	529	22		0	0	0
PM 2045 SCENARIO 2 TRAFFIC		**99**	**81**	**0**		**0**	**330**	**131**		**196**	**1,861**	**77**		**0**	**0**	**0**

SCENARIO 2
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Davie Boulevard and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.85
PM PEAK HOUR FACTOR: 0.97

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		164	695	133		73	446	58		112	560	185		132	403	125
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**166**	**702**	**134**		**74**	**450**	**59**		**113**	**566**	**187**		**133**	**407**	**126**
AM Peak Hour Diversions		**414**	**-280**	**-134**		**-74**	**48**	**150**		**78**	**422**	**25**		**-133**	**-407**	**-126**
AM 2024 SCENARIO 2 CONDITIONS		**580**	**422**	**0**		**0**	**498**	**209**		**191**	**988**	**212**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		167	597	145		172	913	79		156	486	121		76	731	332
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**169**	**603**	**146**		**174**	**922**	**80**		**158**	**491**	**122**		**77**	**738**	**335**
PM Peak Hour Diversions		**308**	**-162**	**-146**		**-174**	**231**	**79**		**104**	**268**	**16**		**-77**	**-738**	**-335**
PM 2024 SCENARIO 2 CONDITIONS		**477**	**441**	**0**		**0**	**1,153**	**159**		**262**	**759**	**138**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		230	167	0		0	198	83		76	392	84		0	0	0
AM 2045 SCENARIO 2 TRAFFIC		**810**	**589**	**0**		**0**	**696**	**292**		**267**	**1,380**	**296**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		189	175	0		0	458	63		104	301	55		0	0	0
PM 2045 SCENARIO 2 TRAFFIC		**666**	**616**	**0**		**0**	**1,611**	**222**		**366**	**1,060**	**193**		**0**	**0**	**0**

SCENARIO 2
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SE/SW 17th Street and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.93
PM PEAK HOUR FACTOR: 0.97

"AM EXISTING TRAFFIC"	EBU	EBL	EBT [(1)]	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		69	362	46		77	192	97		48	1,021	409		121	309	41
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**70**	**366**	**46**		**78**	**194**	**98**		**48**	**1,031**	**413**		**122**	**312**	**41**
AM Peak Hour Diversions		**381**	**-381**			**0**	**41**	**105**			**107**			**-122**	**-312**	**-41**
AM 2024 SCENARIO 2 CONDITIONS		**451**	**37**	**46**		**78**	**235**	**203**		**48**	**1,138**	**413**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		16	272	35		178	585	150		68	467	124		99	883	158
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**16**	**275**	**35**		**180**	**591**	**152**		**69**	**472**	**125**		**100**	**892**	**160**
PM Peak Hour Diversions		**75**	**-75**			**602**	**160**	**111**			**52**			**-100**	**-892**	**-160**
PM 2024 SCENARIO 2 CONDITIONS		**91**	**200**	**35**		**782**	**751**	**263**		**69**	**524**	**125**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		179	15	18		31	93	81		19	452	164		0	0	0
AM 2045 SCENARIO 2 TRAFFIC		**630**	**52**	**64**		**109**	**328**	**284**		**67**	**1,590**	**577**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		36	79	14		310	298	104		27	208	50		0	0	0
PM 2045 SCENARIO 2 TRAFFIC		**127**	**279**	**49**		**1,092**	**1,049**	**367**		**96**	**732**	**175**		**0**	**0**	**0**

Note: (1) Sum of diversion and no-build volume results in a negative build volume. Therefore, to provide a conservative analysis, build volume was assumed to be 10 percent (10%) of no-build volume.

SCENARIO 2
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SR 838/Sunrise Boulevard and NE 4th Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.98

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		188	1,077	191		29	807	60		163	261	20		113	388	133
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**190**	**1,088**	**193**		**29**	**815**	**61**		**165**	**264**	**20**		**114**	**392**	**134**
AM Peak Hour Diversions			**20**	**491**		**67**	**-67**			**-165**	**-264**	**-20**			**338**	
AM 2024 SCENARIO 2 CONDITIONS		**190**	**1,108**	**684**		**96**	**748**	**61**		**0**	**0**	**0**		**114**	**730**	**134**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		221	1,093	145		43	884	110		207	521	24		103	379	170
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**223**	**1,104**	**146**		**43**	**893**	**111**		**209**	**526**	**24**		**104**	**383**	**172**
PM Peak Hour Diversions			**24**	**357**		**90**	**-90**			**-209**	**-526**	**-24**			**345**	
PM 2024 SCENARIO 2 CONDITIONS		**223**	**1,128**	**503**		**133**	**803**	**111**		**0**	**0**	**0**		**104**	**728**	**172**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		75	440	271		38	297	24		0	0	0		45	290	53
AM 2045 SCENARIO 2 TRAFFIC		**265**	**1,548**	**955**		**134**	**1,045**	**85**		**0**	**0**	**0**		**159**	**1,020**	**187**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		89	448	200		53	319	44		0	0	0		41	289	68
PM 2045 SCENARIO 2 TRAFFIC		**312**	**1,576**	**703**		**186**	**1,122**	**155**		**0**	**0**	**0**		**145**	**1,017**	**240**

SCENARIO 2
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Progresso Drive and NE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.91
PM PEAK HOUR FACTOR: 0.94

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	22		0	0	0		0	432	0		0	655	7
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**0**	**0**	**22**		**0**	**0**	**0**		**0**	**436**	**0**		**0**	**662**	**7**
AM Peak Hour Diversions		**0**		**11**						**0**	**-436**	**0**			**792**	
AM 2024 SCENARIO 2 CONDITIONS		**0**	**0**	**33**		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**1,454**	**7**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	23		0	0	0		0	758	0		0	552	6
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**0**	**0**	**23**		**0**	**0**	**0**		**0**	**766**	**0**		**0**	**558**	**6**
PM Peak Hour Diversions		**0**		**13**						**0**	**-766**	**0**			**678**	
PM 2024 SCENARIO 2 CONDITIONS		**0**	**0**	**36**		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**1,236**	**6**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	0	13		0	0	0		0	0	0		0	577	3
AM 2045 SCENARIO 2 TRAFFIC		**0**	**0**	**46**		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**2,031**	**10**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	0	14		0	0	0		0	0	0		0	491	2
PM 2045 SCENARIO 2 TRAFFIC		**0**	**0**	**50**		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**1,727**	**8**

SCENARIO 2
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: N. Flagler Drive and NE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		18	63	10		54	28	21		0	393	82		0	658	19
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**18**	**64**	**10**		**55**	**28**	**21**		**0**	**397**	**83**		**0**	**665**	**19**
AM Peak Hour Diversions		**-18**	**53**	**18**		**26**	**-5**	**-21**		**0**	**-397**	**-83**			**816**	**0**
AM 2024 SCENARIO 2 CONDITIONS		**0**	**117**	**28**		**81**	**23**	**0**		**0**	**0**	**0**		**0**	**1,481**	**19**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		26	63	12		67	51	21		0	713	155		0	557	19
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**26**	**64**	**12**		**68**	**52**	**21**		**0**	**720**	**157**		**0**	**563**	**19**
PM Peak Hour Diversions		**-26**	**118**	**26**		**42**	**-21**	**-21**		**0**	**-720**	**-157**			**741**	**0**
PM 2024 SCENARIO 2 CONDITIONS		**0**	**182**	**38**		**110**	**31**	**0**		**0**	**0**	**0**		**0**	**1,304**	**19**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	46	11		32	9	0		0	0	0		0	588	8
AM 2045 SCENARIO 2 TRAFFIC		**0**	**163**	**39**		**113**	**32**	**0**		**0**	**0**	**0**		**0**	**2,069**	**27**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	72	15		44	12	0		0	0	0		0	518	8
PM 2045 SCENARIO 2 TRAFFIC		**0**	**254**	**53**		**154**	**43**	**0**		**0**	**0**	**0**		**0**	**1,822**	**27**

SCENARIO 2
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Sistrunk Boulevard/NE 6th Street and NE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.97

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		46	291	184		45	213	36		55	342	42		38	621	54
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**46**	**294**	**186**		**45**	**215**	**36**		**56**	**345**	**42**		**38**	**627**	**55**
AM Peak Hour Diversions		**-46**	**-49**	**317**		**52**	**-16**	**-36**		**-56**	**-345**	**-42**		**91**	**667**	**44**
AM 2024 SCENARIO 2 CONDITIONS		**0**	**245**	**503**		**97**	**199**	**0**		**0**	**0**	**0**		**129**	**1,294**	**99**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		44	250	49		40	321	32		137	739	69		39	486	64
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**44**	**253**	**49**		**40**	**324**	**32**		**138**	**746**	**70**		**39**	**491**	**65**
PM Peak Hour Diversions		**-44**	**-16**	**106**		**35**	**-3**	**-32**		**-138**	**-746**	**-70**		**86**	**545**	**113**
PM 2024 SCENARIO 2 CONDITIONS		**0**	**237**	**155**		**75**	**321**	**0**		**0**	**0**	**0**		**125**	**1,036**	**178**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	97	200		39	79	0		0	0	0		51	514	39
AM 2045 SCENARIO 2 TRAFFIC		**0**	**342**	**703**		**136**	**278**	**0**		**0**	**0**	**0**		**180**	**1,808**	**138**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	94	62		30	127	0		0	0	0		50	411	71
PM 2045 SCENARIO 2 TRAFFIC		**0**	**331**	**217**		**105**	**448**	**0**		**0**	**0**	**0**		**175**	**1,447**	**249**

SCENARIO 2
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: NE 4th Street and NE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.94
PM PEAK HOUR FACTOR: 0.95

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		40	178	114		63	163	32		30	335	54		72	771	51
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**40**	**180**	**115**		**64**	**165**	**32**		**30**	**338**	**55**		**73**	**779**	**52**
AM Peak Hour Diversions		**-40**	**-26**	**105**		**59**	**-27**	**-32**		**-30**	**-338**	**-55**		**81**	**875**	**70**
AM 2024 SCENARIO 2 CONDITIONS		**0**	**154**	**220**		**123**	**138**	**0**		**0**	**0**	**0**		**154**	**1,654**	**122**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		30	162	44		59	231	52		88	874	96		31	495	48
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**30**	**164**	**44**		**60**	**233**	**53**		**89**	**883**	**97**		**31**	**500**	**48**
PM Peak Hour Diversions		**-30**	**56**	**52**		**31**	**22**	**-53**		**-89**	**-883**	**-97**		**41**	**585**	**53**
PM 2024 SCENARIO 2 CONDITIONS		**0**	**220**	**96**		**91**	**255**	**0**		**0**	**0**	**0**		**72**	**1,085**	**101**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	61	87		49	55	0		0	0	0		61	656	48
AM 2045 SCENARIO 2 TRAFFIC		**0**	**215**	**307**		**172**	**193**	**0**		**0**	**0**	**0**		**215**	**2,310**	**170**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	87	38		36	101	0		0	0	0		29	431	40
PM 2045 SCENARIO 2 TRAFFIC		**0**	**307**	**134**		**127**	**356**	**0**		**0**	**0**	**0**		**101**	**1,516**	**141**

SCENARIO 2
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: NE 3rd Street and NE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.96

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT [(1)]	SBR
AM Raw Turning Movements		7	27	27		42	24	85		7	326	45		62	865	21
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**7**	**27**	**27**		**42**	**24**	**86**		**7**	**329**	**45**		**63**	**874**	**21**
AM Peak Hour Diversions		**-7**						**-86**		**-7**	**-329**	**-45**			**1,031**	
AM 2024 SCENARIO 2 CONDITIONS		**0**	**27**	**27**		**42**	**24**	**0**		**0**	**0**	**0**		**63**	**1,905**	**21**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT [(1)]	SBR
PM Raw Turning Movements		20	18	15		40	50	157		10	879	40		28	559	12
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**20**	**18**	**15**		**40**	**51**	**159**		**10**	**888**	**40**		**28**	**565**	**12**
PM Peak Hour Diversions		**-20**						**-159**		**-10**	**-888**	**-40**			**658**	
PM 2024 SCENARIO 2 CONDITIONS		**0**	**18**	**15**		**40**	**51**	**0**		**0**	**0**	**0**		**28**	**1,223**	**12**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	11	11		17	10	0		0	0	0		25	756	8
AM 2045 SCENARIO 2 TRAFFIC		**0**	**38**	**38**		**59**	**34**	**0**		**0**	**0**	**0**		**88**	**2,661**	**29**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	7	6		16	20	0		0	0	0		11	485	5
PM 2045 SCENARIO 2 TRAFFIC		**0**	**25**	**21**		**56**	**71**	**0**		**0**	**0**	**0**		**39**	**1,708**	**17**

Note: (1) Diversion is interpolation of upstream and downstream southbound diversions along NE 3rd Avenue.

SCENARIO 2
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: NE 2nd Street and NE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.93
PM PEAK HOUR FACTOR: 0.93

"AM EXISTING TRAFFIC"	EBU	EBL	EBT [1]	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		12	28	51		18	22	27		9	339	50		45	864	35
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**12**	**28**	**52**		**18**	**22**	**27**		**9**	**342**	**51**		**45**	**873**	**35**
AM Peak Hour Diversions		**-12**	**-90**	**15**		**16**	**11**	**-27**		**-9**	**-342**	**-51**		**141**	**843**	**39**
AM 2024 SCENARIO 2 CONDITIONS		**0**	**3**	**67**		**34**	**33**	**0**		**0**	**0**	**0**		**186**	**1,716**	**74**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT [1]	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		45	17	42		14	20	53		32	824	17		17	599	11
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**45**	**17**	**42**		**14**	**20**	**54**		**32**	**832**	**17**		**17**	**605**	**11**
PM Peak Hour Diversions		**-45**	**2**	**11**		**84**	**-30**	**-54**		**-32**	**-832**	**-17**		**15**	**609**	**24**
PM 2024 SCENARIO 2 CONDITIONS		**0**	**19**	**53**		**98**	**2**	**0**		**0**	**0**	**0**		**32**	**1,214**	**35**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	1	27		13	13	0		0	0	0		74	681	29
AM 2045 SCENARIO 2 TRAFFIC		**0**	**4**	**94**		**47**	**46**	**0**		**0**	**0**	**0**		**260**	**2,397**	**103**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	8	21		39	1	0		0	0	0		13	482	14
PM 2045 SCENARIO 2 TRAFFIC		**0**	**27**	**74**		**137**	**3**	**0**		**0**	**0**	**0**		**45**	**1,696**	**49**

Note: (1) Sum of diversion and no-build volume results in a negative build volume. Therefore, to provide a conservative analysis, build volume was assumed to be 10 percent (10%) of no-build volume.

SCENARIO 2
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Broward Boulevard and NE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.97
PM PEAK HOUR FACTOR: 0.96

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		127	915	530		205	689	86		175	283	84		126	601	120
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**128**	**924**	**535**		**207**	**696**	**87**		**177**	**286**	**85**		**127**	**607**	**121**
AM Peak Hour Diversions		**-128**	**-71**	**257**		**0**	**87**	**-87**		**-177**	**-286**	**-85**		**156**	**570**	**102**
AM 2024 SCENARIO 2 CONDITIONS		**0**	**853**	**792**		**207**	**783**	**0**		**0**	**0**	**0**		**283**	**1,177**	**223**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		188	938	233		170	729	52		233	637	147		98	450	141
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**190**	**947**	**235**		**172**	**736**	**53**		**235**	**643**	**148**		**99**	**455**	**142**
PM Peak Hour Diversions		**-190**	**9**	**104**		**0**	**53**	**-53**		**-235**	**-643**	**-148**		**139**	**453**	**129**
PM 2024 SCENARIO 2 CONDITIONS		**0**	**956**	**339**		**172**	**789**	**0**		**0**	**0**	**0**		**238**	**908**	**271**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	339	314		82	311	0		0	0	0		112	467	89
AM 2045 SCENARIO 2 TRAFFIC		**0**	**1,192**	**1,106**		**289**	**1,094**	**0**		**0**	**0**	**0**		**395**	**1,644**	**312**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	379	135		68	313	0		0	0	0		94	360	108
PM 2045 SCENARIO 2 TRAFFIC		**0**	**1,335**	**474**		**240**	**1,102**	**0**		**0**	**0**	**0**		**332**	**1,268**	**379**

SCENARIO 2
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SE 2nd Street and SE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.96
PM PEAK HOUR FACTOR: 0.96

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		42	66	36		28	34	127		25	387	166		169	847	173
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		42	67	36		28	34	128		25	391	168		171	855	175
AM Peak Hour Diversions		-42	28	62		14	114	-128		-25	-391	-168		140	645	51
AM 2024 SCENARIO 2 CONDITIONS		0	95	98		42	148	0		0	0	0		311	1,500	226

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		101	51	57		113	110	245		47	602	72		76	644	130
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		102	52	58		114	111	247		47	608	73		77	650	131
PM Peak Hour Diversions		-102	20	102		79	168	-247		-47	-608	-73		53	476	30
PM 2024 SCENARIO 2 CONDITIONS		0	72	160		193	279	0		0	0	0		130	1,126	161

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	38	39		17	59	0		0	0	0		123	595	90
AM 2045 SCENARIO 2 TRAFFIC		0	133	137		59	207	0		0	0	0		434	2,095	316

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	29	64		77	111	0		0	0	0		52	447	64
PM 2045 SCENARIO 2 TRAFFIC		0	101	224		270	390	0		0	0	0		182	1,573	225

SCENARIO 2
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Las Olas Boulevard and SE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.94

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		52	186	55		210	96	64		129	459	236		165	703	43
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		53	188	56		212	97	65		130	464	238		167	710	43
AM Peak Hour Diversions		-53	101	79		48	17	-65		-130	-464	-238		137	582	0
AM 2024 SCENARIO 2 CONDITIONS		0	289	135		260	114	0		0	0	0		304	1,292	43

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		54	165	121		270	162	49		148	607	201		101	653	58
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		55	167	122		273	164	49		149	613	203		102	660	59
PM Peak Hour Diversions		-55	119	73		197	-148	-49		-149	-613	-203		84	573	0
PM 2024 SCENARIO 2 CONDITIONS		0	286	195		470	16	0		0	0	0		186	1,233	59

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	115	54		103	45	0		0	0	0		121	513	17
AM 2045 SCENARIO 2 TRAFFIC		0	404	189		363	159	0		0	0	0		425	1,805	60

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	114	77		187	6	0		0	0	0		74	489	23
PM 2045 SCENARIO 2 TRAFFIC		0	400	272		657	22	0		0	0	0		260	1,722	82

SCENARIO 2
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SE 6th Street and SE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.93
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	0		21	26	188		75	877	76		300	557	151
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**0**	**0**	**0**		**21**	**26**	**190**		**76**	**886**	**77**		**303**	**563**	**153**
AM Peak Hour Diversions						**43**	**147**	**-190**		**-76**	**-886**	**-77**		**0**	**610**	**53**
AM 2024 SCENARIO 2 CONDITIONS		**0**	**0**	**0**		**64**	**173**	**0**		**0**	**0**	**0**		**303**	**1,173**	**206**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	0		60	153	240		44	794	65		167	851	124
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**0**	**0**	**0**		**61**	**155**	**242**		**44**	**802**	**66**		**169**	**860**	**125**
PM Peak Hour Diversions						**181**	**61**	**-242**		**-44**	**-802**	**-66**		**0**	**687**	**63**
PM 2024 SCENARIO 2 CONDITIONS		**0**	**0**	**0**		**242**	**216**	**0**		**0**	**0**	**0**		**169**	**1,547**	**188**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		25	69	0		0	0	0		120	466	82
AM 2045 SCENARIO 2 TRAFFIC		**0**	**0**	**0**		**89**	**242**	**0**		**0**	**0**	**0**		**423**	**1,639**	**288**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		96	86	0		0	0	0		67	614	75
PM 2045 SCENARIO 2 TRAFFIC		**0**	**0**	**0**		**338**	**302**	**0**		**0**	**0**	**0**		**236**	**2,161**	**263**

SCENARIO 2
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SE 7th Street and SE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.97

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		56	81	6		12	50	58		31	981	47		53	432	16
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**57**	**82**	**6**		**12**	**51**	**59**		**31**	**991**	**47**		**54**	**436**	**16**
AM Peak Hour Diversions		**-57**	**21**	**81**		**8**	**51**	**-59**		**-31**	**-991**	**-47**		**26**	**638**	**26**
AM 2024 SCENARIO 2 CONDITIONS		**0**	**103**	**87**		**20**	**102**	**0**		**0**	**0**	**0**		**80**	**1,074**	**42**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT [(1)]	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		50	71	14		28	89	65		29	735	28		63	872	37
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**51**	**72**	**14**		**28**	**90**	**66**		**29**	**742**	**28**		**64**	**881**	**37**
PM Peak Hour Diversions		**-51**	**9**	**63**		**209**	**-143**	**-66**		**-29**	**-742**	**-28**		**19**	**877**	**38**
PM 2024 SCENARIO 2 CONDITIONS		**0**	**81**	**77**		**237**	**9**	**0**		**0**	**0**	**0**		**83**	**1,758**	**75**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	41	35		8	40	0		0	0	0		32	426	17
AM 2045 SCENARIO 2 TRAFFIC		**0**	**144**	**122**		**28**	**142**	**0**		**0**	**0**	**0**		**112**	**1,500**	**59**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	32	31		94	4	0		0	0	0		33	698	30
PM 2045 SCENARIO 2 TRAFFIC		**0**	**113**	**108**		**331**	**13**	**0**		**0**	**0**	**0**		**116**	**2,456**	**105**

Note: (1) Sum of diversion and no-build volume results in a negative build volume. Therefore, to provide a conservative analysis, build volume was assumed to be 10 percent (10%) of no-build volume.

SCENARIO 2
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Davie Boulevard and SE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.87
PM PEAK HOUR FACTOR: 0.97

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		410	473	109		36	364	149		77	418	25		67	203	142
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		414	478	110		36	368	150		78	422	25		68	205	143
AM Peak Hour Diversions		-414	-108	134		74	76	-150		-78	-422	-25		133	407	126
AM 2024 SCENARIO 2 CONDITIONS		0	370	244		110	444	0		0	0	0		201	612	269

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		305	442	54		37	654	78		103	265	16		147	400	353
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		308	446	55		37	661	79		104	268	16		148	404	357
PM Peak Hour Diversions		-308	-61	146		174	-95	-79		-104	-268	-16		77	738	335
PM 2024 SCENARIO 2 CONDITIONS		0	385	201		211	566	0		0	0	0		225	1,142	692

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	147	97		44	176	0		0	0	0		80	243	107
AM 2045 SCENARIO 2 TRAFFIC		0	517	341		154	620	0		0	0	0		281	855	376

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	153	80		84	225	0		0	0	0		89	453	275
PM 2045 SCENARIO 2 TRAFFIC		0	538	281		295	791	0		0	0	0		314	1,595	967

SCENARIO 2
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SE 17th Street and SE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.90
PM PEAK HOUR FACTOR: 0.94

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		377	487	16		23	295	104		5	106	6		92	44	81
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		381	492	16		23	298	105		5	107	6		93	44	82
AM Peak Hour Diversions		-381	-122				105	-105			-107			122	312	41
AM 2024 SCENARIO 2 CONDITIONS		0	370	16		23	403	0		5	0	6		215	356	123

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		74	457	4		59	713	110		6	51	10		165	109	269
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		75	462	4		60	720	111		6	52	10		167	110	272
PM Peak Hour Diversions		-75	-100				111	-111			-52			100	290	762
PM 2024 SCENARIO 2 CONDITIONS		0	362	4		60	831	0		6	0	10		267	400	1,034

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	147	6		9	160	0		2	0	2		85	141	49
AM 2045 SCENARIO 2 TRAFFIC		0	517	22		32	563	0		7	0	8		300	497	172

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	144	2		24	330	0		2	0	4		106	159	410
PM 2045 SCENARIO 2 TRAFFIC		0	506	6		84	1,161	0		8	0	14		373	559	1,444

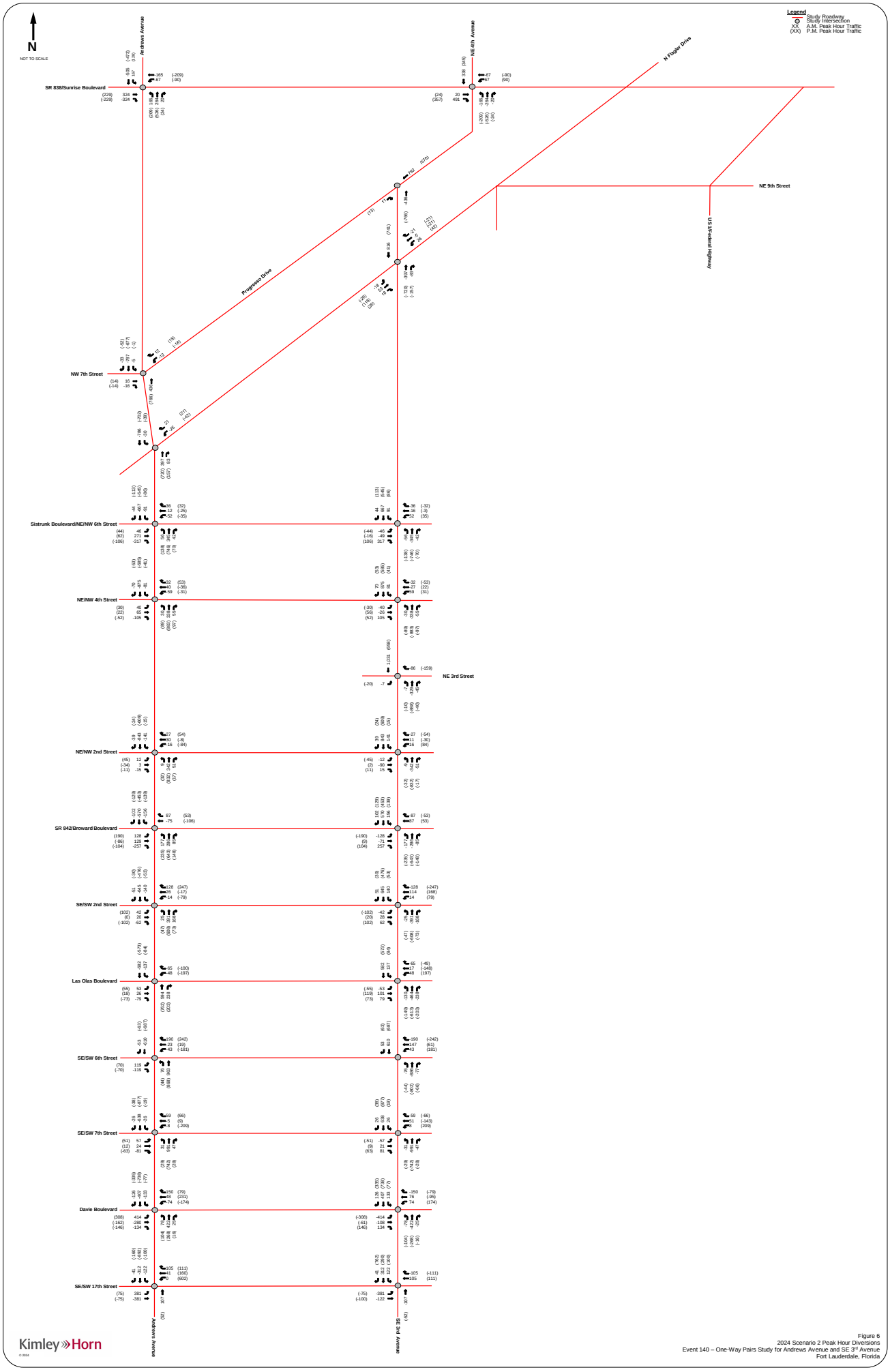

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Figure 6
2024 Scenario 2 Peak Hour Diversions
Event 140 – One-Way Pairs Study for Andrews Avenue and SE 3rd Avenue
Fort Lauderdale, Florida

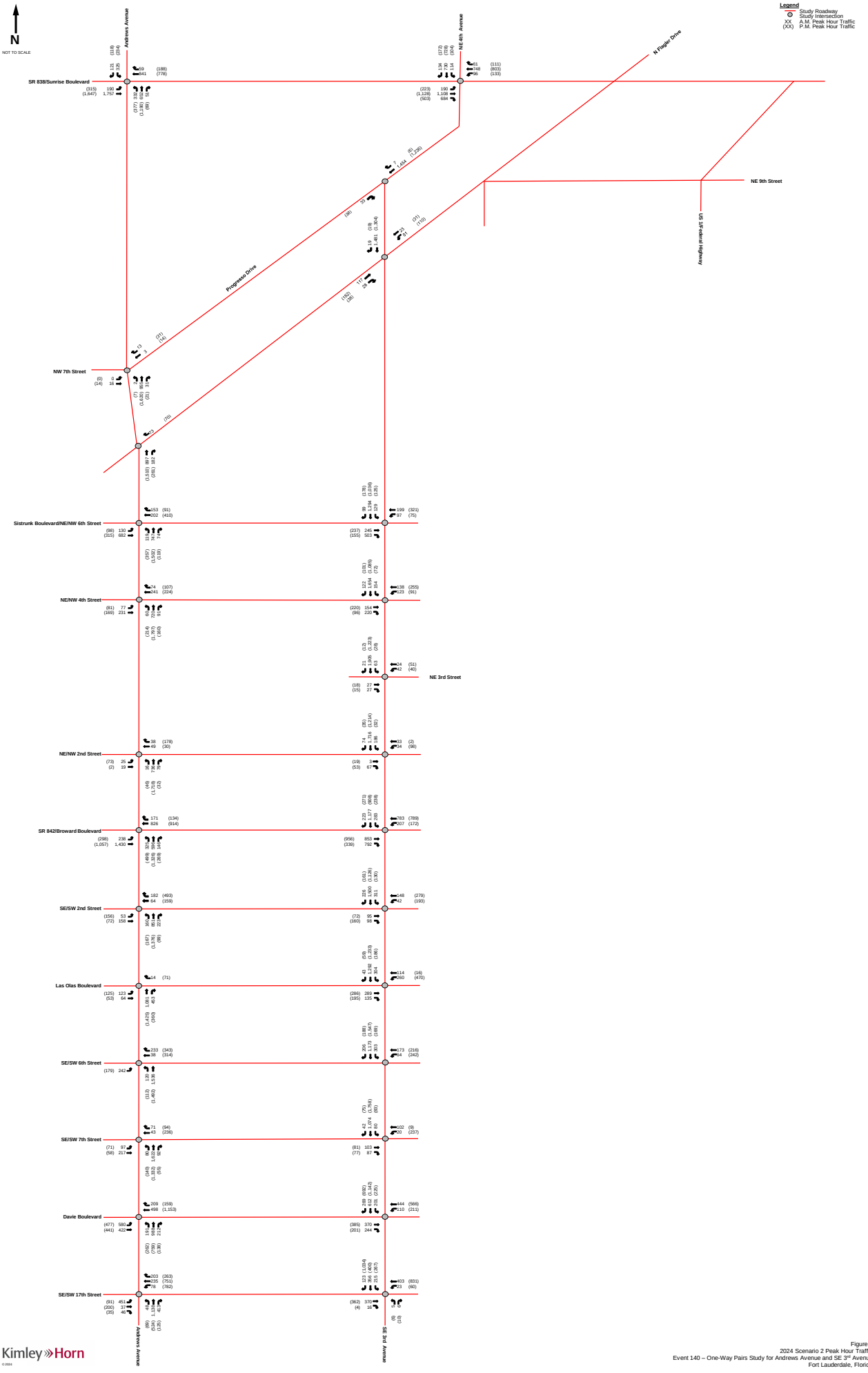

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Figure 7
2024 Scenario 2 Peak Hour Traffic
Event 140 – One-Way Pairs Study for Andrews Avenue and SE 3rd Avenue
Fort Lauderdale, Florida

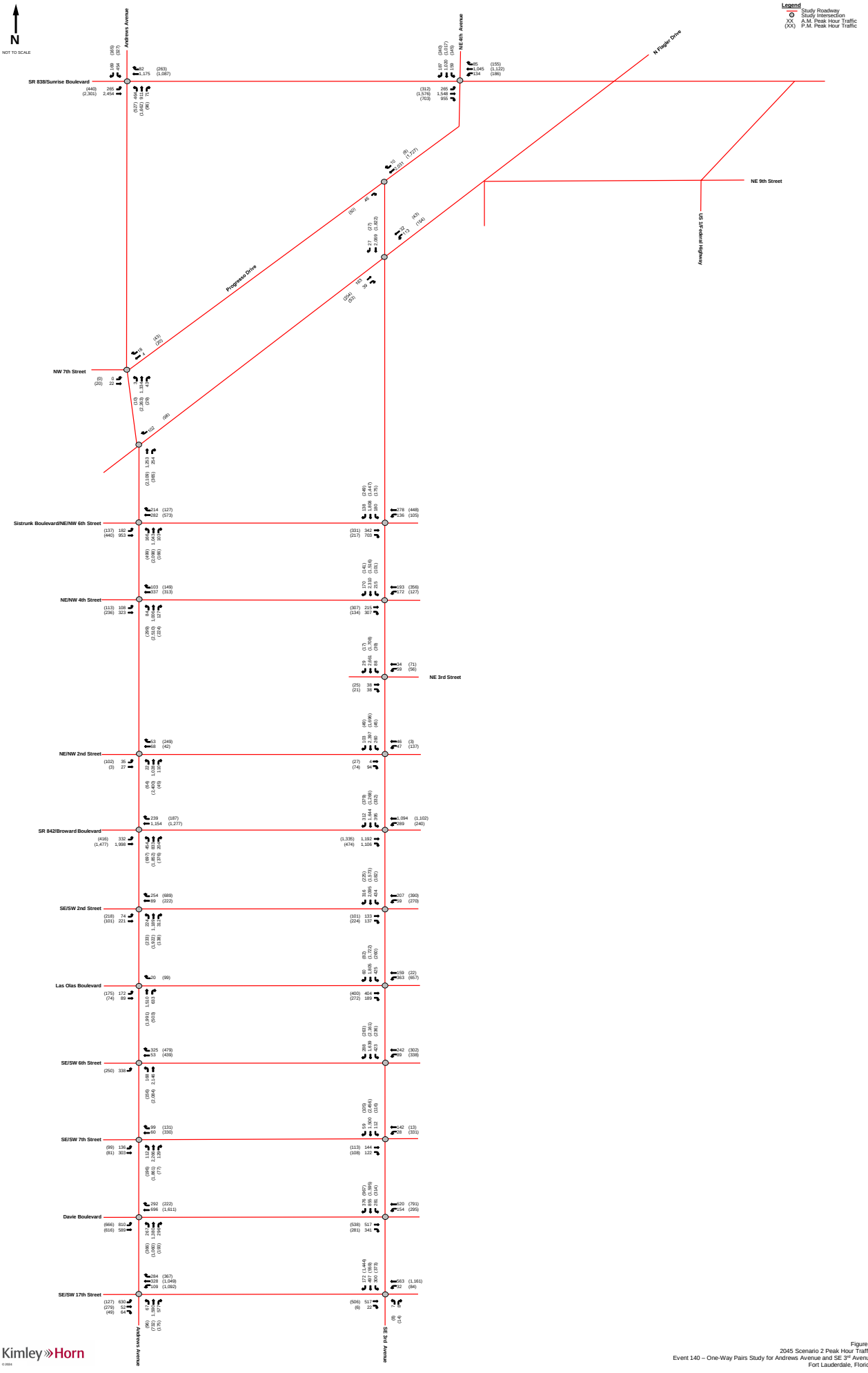


Figure 8
2045 Scenario 2 Peak Hour Traffic
Event 140 – One-Way Pairs Study for Andrews Avenue and SE 3rd Avenue
Fort Lauderdale, Florida

Kimley»Horn
© 2024

Scenario 3

SCENARIO 3
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SR 838/Sunrise Boulevard and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.96
PM PEAK HOUR FACTOR: 0.96

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		188	1,419	321		66	996	58		165	384	31		156	500	120
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**190**	**1,433**	**324**		**67**	**1,006**	**59**		**167**	**388**	**31**		**158**	**505**	**121**
AM Peak Hour Diversions			**324**	**-324**		**-67**	**-42**			**42**	**102**	**71**		**253**	**-505**	
AM 2024 SCENARIO 3 CONDITIONS		**190**	**1,757**	**0**		**0**	**964**	**59**		**209**	**490**	**102**		**411**	**0**	**121**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		312	1,404	227		89	977	186		166	657	45		105	468	117
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**315**	**1,418**	**229**		**90**	**987**	**188**		**168**	**664**	**45**		**106**	**473**	**118**
PM Peak Hour Diversions			**229**	**-229**		**-90**	**-64**			**64**	**128**	**65**		**237**	**-473**	
PM 2024 SCENARIO 3 CONDITIONS		**315**	**1,647**	**0**		**0**	**923**	**188**		**232**	**792**	**110**		**343**	**0**	**118**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		75	697	0		0	383	23		83	194	40		163	0	48
AM 2045 SCENARIO 3 TRAFFIC		**265**	**2,454**	**0**		**0**	**1,347**	**82**		**292**	**684**	**142**		**574**	**0**	**169**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		125	654	0		0	366	75		92	314	44		136	0	47
PM 2045 SCENARIO 3 TRAFFIC		**440**	**2,301**	**0**		**0**	**1,289**	**263**		**324**	**1,106**	**154**		**479**	**0**	**165**

SCENARIO 3
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Progresso Drive and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.91
PM PEAK HOUR FACTOR: 0.91

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	16		12	3	1		2	514	31		5	779	33
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**0**	**0**	**16**		**12**	**3**	**1**		**2**	**519**	**31**		**5**	**787**	**33**
AM Peak Hour Diversions			**16**	**-16**		**-12**		**12**		**0**	**436**	**0**		**-5**	**-787**	**-33**
AM 2024 SCENARIO 3 CONDITIONS		**0**	**16**	**0**		**0**	**3**	**13**		**2**	**955**	**31**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	14		18	14	13		7	846	21		1	670	51
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**0**	**0**	**14**		**18**	**14**	**13**		**7**	**854**	**21**		**1**	**677**	**52**
PM Peak Hour Diversions			**14**	**-14**		**-18**		**18**		**0**	**766**	**0**		**-1**	**-677**	**-52**
PM 2024 SCENARIO 3 CONDITIONS		**0**	**14**	**0**		**0**	**14**	**31**		**7**	**1,620**	**21**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	6	0		0	1	5		1	379	12		0	0	0
AM 2045 SCENARIO 3 TRAFFIC		**0**	**22**	**0**		**0**	**4**	**18**		**3**	**1,334**	**43**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	6	0		0	6	12		3	643	8		0	0	0
PM 2045 SCENARIO 3 TRAFFIC		**0**	**20**	**0**		**0**	**20**	**43**		**10**	**2,263**	**29**		**0**	**0**	**0**

SCENARIO 3
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: N Flagler Drive and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.94
PM PEAK HOUR FACTOR: 0.90

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	0		26	0	51		0	495	98		30	778	0
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**0**	**0**	**0**		**26**	**0**	**52**		**0**	**500**	**99**		**30**	**786**	**0**
AM Peak Hour Diversions						**-26**		**0**		**0**	**397**	**83**		**-30**	**-786**	**0**
AM 2024 SCENARIO 3 CONDITIONS		**0**	**0**	**0**		**0**	**0**	**52**		**0**	**897**	**182**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	0		42	0	49		0	782	103		39	695	0
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**0**	**0**	**0**		**42**	**0**	**49**		**0**	**790**	**104**		**39**	**702**	**0**
PM Peak Hour Diversions						**-42**		**0**		**0**	**720**	**157**		**-39**	**-702**	**0**
PM 2024 SCENARIO 3 CONDITIONS		**0**	**0**	**0**		**0**	**0**	**49**		**0**	**1,510**	**261**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	21		0	356	72		0	0	0
AM 2045 SCENARIO 3 TRAFFIC		**0**	**0**	**0**		**0**	**0**	**73**		**0**	**1,253**	**254**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	19		0	599	104		0	0	0
PM 2045 SCENARIO 3 TRAFFIC		**0**	**0**	**0**		**0**	**0**	**68**		**0**	**2,109**	**365**		**0**	**0**	**0**

SCENARIO 3
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Sistrunk Boulevard/NE/NW 6th Street and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.96
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		83	407	314		51	212	116		62	398	32		90	660	44
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**84**	**411**	**317**		**52**	**214**	**117**		**63**	**402**	**32**		**91**	**667**	**44**
AM Peak Hour Diversions		**46**	**271**	**-317**		**-52**	**-12**	**36**		**56**	**345**	**42**		**-91**	**-667**	**-44**
AM 2024 SCENARIO 3 CONDITIONS		**130**	**682**	**0**		**0**	**202**	**153**		**119**	**747**	**74**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		53	250	105		35	431	58		217	749	49		85	540	112
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**54**	**253**	**106**		**35**	**435**	**59**		**219**	**756**	**49**		**86**	**545**	**113**
PM Peak Hour Diversions		**44**	**62**	**-106**		**-35**	**-25**	**32**		**138**	**746**	**70**		**-86**	**-545**	**-113**
PM 2024 SCENARIO 3 CONDITIONS		**98**	**315**	**0**		**0**	**410**	**91**		**357**	**1,502**	**119**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		52	271	0		0	80	61		47	296	29		0	0	0
AM 2045 SCENARIO 3 TRAFFIC		**182**	**953**	**0**		**0**	**282**	**214**		**166**	**1,043**	**103**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		39	125	0		0	163	36		142	596	47		0	0	0
PM 2045 SCENARIO 3 TRAFFIC		**137**	**440**	**0**		**0**	**573**	**127**		**499**	**2,098**	**166**		**0**	**0**	**0**

SCENARIO 3
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: NE/NW 4th Street and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.96
PM PEAK HOUR FACTOR: 0.89

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		37	164	104		58	199	42		30	378	36		80	866	69
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**37**	**166**	**105**		**59**	**201**	**42**		**30**	**382**	**36**		**81**	**875**	**70**
AM Peak Hour Diversions		**40**	**65**	**-105**		**-59**	**40**	**32**		**30**	**338**	**55**		**-81**	**-875**	**-70**
AM 2024 SCENARIO 3 CONDITIONS		**77**	**231**	**0**		**0**	**241**	**74**		**60**	**720**	**91**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		50	146	51		31	257	53		124	905	62		41	579	52
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**51**	**147**	**52**		**31**	**260**	**54**		**125**	**914**	**63**		**41**	**585**	**53**
PM Peak Hour Diversions		**30**	**22**	**-52**		**-31**	**-36**	**53**		**89**	**883**	**97**		**-41**	**-585**	**-53**
PM 2024 SCENARIO 3 CONDITIONS		**81**	**169**	**0**		**0**	**224**	**107**		**214**	**1,797**	**160**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		31	92	0		0	96	29		24	286	36		0	0	0
AM 2045 SCENARIO 3 TRAFFIC		**108**	**323**	**0**		**0**	**337**	**103**		**84**	**1,006**	**127**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		32	67	0		0	89	42		85	713	64		0	0	0
PM 2045 SCENARIO 3 TRAFFIC		**113**	**236**	**0**		**0**	**313**	**149**		**299**	**2,510**	**224**		**0**	**0**	**0**

SCENARIO 3
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: NE/NW 2nd Street and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.94
PM PEAK HOUR FACTOR: 0.88

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		13	16	15		16	19	11		7	390	28		140	835	39
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**13**	**16**	**15**		**16**	**19**	**11**		**7**	**394**	**28**		**141**	**843**	**39**
AM Peak Hour Diversions		**12**	**3**	**-15**		**-16**	**30**	**27**		**9**	**342**	**51**		**-141**	**-843**	**-39**
AM 2024 SCENARIO 3 CONDITIONS		**25**	**19**	**0**		**0**	**49**	**38**		**16**	**736**	**79**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT [(1)]	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		28	21	11		83	38	123		14	877	15		15	603	24
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**28**	**21**	**11**		**84**	**38**	**124**		**14**	**886**	**15**		**15**	**609**	**24**
PM Peak Hour Diversions		**45**	**-34**	**-11**		**-84**	**-8**	**54**		**32**	**832**	**17**		**-15**	**-609**	**-24**
PM 2024 SCENARIO 3 CONDITIONS		**73**	**2**	**0**		**0**	**30**	**178**		**46**	**1,718**	**32**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		10	8	0		0	19	15		6	292	31		0	0	0
AM 2045 SCENARIO 3 TRAFFIC		**35**	**27**	**0**		**0**	**68**	**53**		**22**	**1,028**	**110**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		29	1	0		0	12	71		18	682	13		0	0	0
PM 2045 SCENARIO 3 TRAFFIC		**102**	**3**	**0**		**0**	**42**	**249**		**64**	**2,400**	**45**		**0**	**0**	**0**

SCENARIO 3
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SR 842/Broward Boulevard and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.96
PM PEAK HOUR FACTOR: 0.98

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		109	1,288	254		0	892	83		147	307	60		154	564	101
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		110	1,301	257		0	901	84		148	310	61		156	570	102
AM Peak Hour Diversions		128	129	-257		0	-75	87		177	286	85		-156	-570	-102
AM 2024 SCENARIO 3 CONDITIONS		238	1,430	0		0	826	171		325	596	146		0	0	0

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		107	1,132	103		0	1,010	80		261	676	120		138	449	128
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		108	1,143	104		0	1,020	81		264	683	121		139	453	129
PM Peak Hour Diversions		190	-86	-104		0	-106	53		235	643	148		-139	-453	-129
PM 2024 SCENARIO 3 CONDITIONS		298	1,057	0		0	914	134		499	1,326	269		0	0	0

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		94	568	0		0	328	68		129	237	58		0	0	0
AM 2045 SCENARIO 3 TRAFFIC		332	1,998	0		0	1,154	239		454	833	204		0	0	0

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		118	420	0		0	363	53		198	526	107		0	0	0
PM 2045 SCENARIO 3 TRAFFIC		416	1,477	0		0	1,277	187		697	1,852	376		0	0	0

SCENARIO 3
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SE/SW 2nd Street and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		11	137	61		14	38	53		134	455	54		139	639	50
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**11**	**138**	**62**		**14**	**38**	**54**		**135**	**460**	**55**		**140**	**645**	**51**
AM Peak Hour Diversions		**42**	**20**	**-62**		**-14**	**26**	**128**		**25**	**391**	**168**		**-140**	**-645**	**-51**
AM 2024 SCENARIO 3 CONDITIONS		**53**	**158**	**0**		**0**	**64**	**182**		**160**	**851**	**223**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		53	71	101		78	174	244		119	760	26		52	471	30
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**54**	**72**	**102**		**79**	**176**	**246**		**120**	**768**	**26**		**53**	**476**	**30**
PM Peak Hour Diversions		**102**	**0**	**-102**		**-79**	**-17**	**247**		**47**	**608**	**73**		**-53**	**-476**	**-30**
PM 2024 SCENARIO 3 CONDITIONS		**156**	**72**	**0**		**0**	**159**	**493**		**167**	**1,376**	**99**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		21	63	0		0	25	72		64	338	89		0	0	0
AM 2045 SCENARIO 3 TRAFFIC		**74**	**221**	**0**		**0**	**89**	**254**		**224**	**1,189**	**312**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		62	29	0		0	63	196		66	546	39		0	0	0
PM 2045 SCENARIO 3 TRAFFIC		**218**	**101**	**0**		**0**	**222**	**689**		**233**	**1,922**	**138**		**0**	**0**	**0**

SCENARIO 3
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Las Olas Boulevard and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.94
PM PEAK HOUR FACTOR: 0.87

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		69	38	78		48	0	78		0	482	213		136	576	0
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**70**	**38**	**79**		**48**	**0**	**79**		**0**	**487**	**215**		**137**	**582**	**0**
AM Peak Hour Diversions		**53**	**26**	**-79**		**-48**		**-65**			**594**	**238**		**-137**	**-582**	**0**
AM 2024 SCENARIO 3 CONDITIONS		**123**	**64**	**0**		**0**	**0**	**14**		**0**	**1,081**	**453**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		69	35	72		195	0	169		0	656	155		83	567	0
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**70**	**35**	**73**		**197**	**0**	**171**		**0**	**663**	**157**		**84**	**573**	**0**
PM Peak Hour Diversions		**55**	**18**	**-73**		**-197**		**-100**			**762**	**203**		**-84**	**-573**	**0**
PM 2024 SCENARIO 3 CONDITIONS		**125**	**53**	**0**		**0**	**0**	**71**		**0**	**1,425**	**360**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		49	25	0		0	0	6		0	429	180		0	0	0
AM 2045 SCENARIO 3 TRAFFIC		**172**	**89**	**0**		**0**	**0**	**20**		**0**	**1,510**	**633**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		50	21	0		0	0	28		0	566	143		0	0	0
PM 2045 SCENARIO 3 TRAFFIC		**175**	**74**	**0**		**0**	**0**	**99**		**0**	**1,991**	**503**		**0**	**0**	**0**

SCENARIO 3
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SE/SW 6th Street and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.88
PM PEAK HOUR FACTOR: 0.88

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		122	0	118		43	60	43		44	567	0		0	604	52
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**123**	**0**	**119**		**43**	**61**	**43**		**44**	**573**	**0**		**0**	**610**	**53**
AM Peak Hour Diversions		**119**		**-119**		**-43**	**-23**	**190**		**76**	**963**			**0**	**-610**	**-53**
AM 2024 SCENARIO 3 CONDITIONS		**242**	**0**	**0**		**0**	**38**	**233**		**120**	**1,536**	**0**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		108	0	69		179	292	100		67	618	0		0	680	62
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**109**	**0**	**70**		**181**	**295**	**101**		**68**	**624**	**0**		**0**	**687**	**63**
PM Peak Hour Diversions		**70**		**-70**		**-181**	**19**	**242**		**44**	**868**			**0**	**-687**	**-63**
PM 2024 SCENARIO 3 CONDITIONS		**179**	**0**	**0**		**0**	**314**	**343**		**112**	**1,492**	**0**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		96	0	0		0	15	92		48	610	0		0	0	0
AM 2045 SCENARIO 3 TRAFFIC		**338**	**0**	**0**		**0**	**53**	**325**		**168**	**2,146**	**0**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		71	0	0		0	125	136		44	592	0		0	0	0
PM 2045 SCENARIO 3 TRAFFIC		**250**	**0**	**0**		**0**	**439**	**479**		**156**	**2,084**	**0**		**0**	**0**	**0**

SCENARIO 3
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SE/SW 7th Street and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.89

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		40	191	80		8	48	12		49	625	45		26	632	26
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**40**	**193**	**81**		**8**	**48**	**12**		**49**	**631**	**45**		**26**	**638**	**26**
AM Peak Hour Diversions		**57**	**24**	**-81**		**-8**	**-5**	**59**		**31**	**991**	**47**		**-26**	**-638**	**-26**
AM 2024 SCENARIO 3 CONDITIONS		**97**	**217**	**0**		**0**	**43**	**71**		**80**	**1,622**	**92**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		20	46	62		207	225	28		110	584	27		19	868	38
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**20**	**46**	**63**		**209**	**227**	**28**		**111**	**590**	**27**		**19**	**877**	**38**
PM Peak Hour Diversions		**51**	**12**	**-63**		**-209**	**9**	**66**		**29**	**742**	**28**		**-19**	**-877**	**-38**
PM 2024 SCENARIO 3 CONDITIONS		**71**	**58**	**0**		**0**	**236**	**94**		**140**	**1,332**	**55**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		39	86	0		0	17	28		32	644	37		0	0	0
AM 2045 SCENARIO 3 TRAFFIC		**136**	**303**	**0**		**0**	**60**	**99**		**112**	**2,266**	**129**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		28	23	0		0	94	37		56	529	22		0	0	0
PM 2045 SCENARIO 3 TRAFFIC		**99**	**81**	**0**		**0**	**330**	**131**		**196**	**1,861**	**77**		**0**	**0**	**0**

SCENARIO 3
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Davie Boulevard and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.85
PM PEAK HOUR FACTOR: 0.97

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		164	695	133		73	446	58		112	560	185		132	403	125
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**166**	**702**	**134**		**74**	**450**	**59**		**113**	**566**	**187**		**133**	**407**	**126**
AM Peak Hour Diversions		**414**	**-280**	**-134**		**-74**	**48**	**150**		**78**	**422**	**25**		**-133**	**-407**	**-126**
AM 2024 SCENARIO 3 CONDITIONS		**580**	**422**	**0**		**0**	**498**	**209**		**191**	**988**	**212**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		167	597	145		172	913	79		156	486	121		76	731	332
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**169**	**603**	**146**		**174**	**922**	**80**		**158**	**491**	**122**		**77**	**738**	**335**
PM Peak Hour Diversions		**308**	**-162**	**-146**		**-174**	**231**	**79**		**104**	**268**	**16**		**-77**	**-738**	**-335**
PM 2024 SCENARIO 3 CONDITIONS		**477**	**441**	**0**		**0**	**1,153**	**159**		**262**	**759**	**138**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		230	167	0		0	198	83		76	392	84		0	0	0
AM 2045 SCENARIO 3 TRAFFIC		**810**	**589**	**0**		**0**	**696**	**292**		**267**	**1,380**	**296**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		189	175	0		0	458	63		104	301	55		0	0	0
PM 2045 SCENARIO 3 TRAFFIC		**666**	**616**	**0**		**0**	**1,611**	**222**		**366**	**1,060**	**193**		**0**	**0**	**0**

SCENARIO 3
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SE/SW 17th Street and Andrews Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.93
PM PEAK HOUR FACTOR: 0.97

"AM EXISTING TRAFFIC"	EBU	EBL	EBT [(1)]	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		69	362	46		77	192	97		48	1,021	409		121	309	41
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**70**	**366**	**46**		**78**	**194**	**98**		**48**	**1,031**	**413**		**122**	**312**	**41**
AM Peak Hour Diversions		**381**	**-381**			**0**	**41**	**105**			**107**			**-122**	**-312**	**-41**
AM 2024 SCENARIO 3 CONDITIONS		**451**	**37**	**46**		**78**	**235**	**203**		**48**	**1,138**	**413**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		16	272	35		178	585	150		68	467	124		99	883	158
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**16**	**275**	**35**		**180**	**591**	**152**		**69**	**472**	**125**		**100**	**892**	**160**
PM Peak Hour Diversions		**75**	**-75**			**602**	**160**	**111**			**52**			**-100**	**-892**	**-160**
PM 2024 SCENARIO 3 CONDITIONS		**91**	**200**	**35**		**782**	**751**	**263**		**69**	**524**	**125**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		179	15	18		31	93	81		19	452	164		0	0	0
AM 2045 SCENARIO 3 TRAFFIC		**630**	**52**	**64**		**109**	**328**	**284**		**67**	**1,590**	**577**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		36	79	14		310	298	104		27	208	50		0	0	0
PM 2045 SCENARIO 3 TRAFFIC		**127**	**279**	**49**		**1,092**	**1,049**	**367**		**96**	**732**	**175**		**0**	**0**	**0**

Note: (1) Sum of diversion and no-build volume results in a negative build volume. Therefore, to provide a conservative analysis, build volume was assumed to be 10 percent (10%) of no-build volume.

SCENARIO 3
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SR 838/Sunrise Boulevard and NE 4th Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.98

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		188	1,077	191		29	807	60		163	261	20		113	388	133
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**190**	**1,088**	**193**		**29**	**815**	**61**		**165**	**264**	**20**		**114**	**392**	**134**
AM Peak Hour Diversions			648				-109							252		
AM 2024 SCENARIO 3 CONDITIONS		**190**	**1,736**	**193**		**29**	**706**	**61**		**165**	**264**	**20**		**366**	**392**	**134**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		221	1,093	145		43	884	110		207	521	24		103	379	170
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**223**	**1,104**	**146**		**43**	**893**	**111**		**209**	**526**	**24**		**104**	**383**	**172**
PM Peak Hour Diversions			531				-154							236		
PM 2024 SCENARIO 3 CONDITIONS		**223**	**1,635**	**146**		**43**	**739**	**111**		**209**	**526**	**24**		**340**	**383**	**172**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		75	689	77		12	280	24		65	105	8		145	156	53
AM 2045 SCENARIO 3 TRAFFIC		**265**	**2,425**	**270**		**41**	**986**	**85**		**230**	**369**	**28**		**511**	**548**	**187**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		89	649	58		17	293	44		83	209	10		135	152	68
PM 2045 SCENARIO 3 TRAFFIC		**312**	**2,284**	**204**		**60**	**1,032**	**155**		**292**	**735**	**34**		**475**	**535**	**240**

SCENARIO 3
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Progresso Drive and NE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.91
PM PEAK HOUR FACTOR: 0.94

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	22		0	0	0		0	432	0		0	655	7
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**0**	**0**	**22**		**0**	**0**	**0**		**0**	**436**	**0**		**0**	**662**	**7**
AM Peak Hour Diversions				**11**							**-397**					
AM 2024 SCENARIO 3 CONDITIONS		**0**	**0**	**33**		**0**	**0**	**0**		**0**	**39**	**0**		**0**	**662**	**7**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	23		0	0	0		0	758	0		0	552	6
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**0**	**0**	**23**		**0**	**0**	**0**		**0**	**766**	**0**		**0**	**558**	**6**
PM Peak Hour Diversions				**13**							**-719**					
PM 2024 SCENARIO 3 CONDITIONS		**0**	**0**	**36**		**0**	**0**	**0**		**0**	**47**	**0**		**0**	**558**	**6**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	0	13		0	0	0		0	15	0		0	263	3
AM 2045 SCENARIO 3 TRAFFIC		**0**	**0**	**46**		**0**	**0**	**0**		**0**	**54**	**0**		**0**	**925**	**10**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	0	14		0	0	0		0	19	0		0	221	2
PM 2045 SCENARIO 3 TRAFFIC		**0**	**0**	**50**		**0**	**0**	**0**		**0**	**66**	**0**		**0**	**779**	**8**

SCENARIO 3
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: N. Flagler Drive and NE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		18	63	10		54	28	21		0	393	82		0	658	19
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**18**	**64**	**10**		**55**	**28**	**21**		**0**	**397**	**83**		**0**	**665**	**19**
AM Peak Hour Diversions		**117**	**-64**			**786**	**30**			**0**	**-397**	**-83**				
AM 2024 SCENARIO 3 CONDITIONS		**135**	**0**	**10**		**841**	**58**	**21**		**0**	**0**	**0**		**0**	**665**	**19**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		26	63	12		67	51	21		0	713	155		0	557	19
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**26**	**64**	**12**		**68**	**52**	**21**		**0**	**720**	**157**		**0**	**563**	**19**
PM Peak Hour Diversions		**182**	**-64**			**702**	**39**			**0**	**-720**	**-157**				
PM 2024 SCENARIO 3 CONDITIONS		**208**	**0**	**12**		**770**	**91**	**21**		**0**	**0**	**0**		**0**	**563**	**19**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		54	0	4		334	23	8		0	0	0		0	264	8
AM 2045 SCENARIO 3 TRAFFIC		**189**	**0**	**14**		**1,175**	**81**	**29**		**0**	**0**	**0**		**0**	**929**	**27**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		83	0	5		306	36	8		0	0	0		0	223	8
PM 2045 SCENARIO 3 TRAFFIC		**291**	**0**	**17**		**1,076**	**127**	**29**		**0**	**0**	**0**		**0**	**786**	**27**

SCENARIO 3
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Sistrunk Boulevard/NE 6th Street and NE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.97

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		46	291	184		45	213	36		55	342	42		38	621	54
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**46**	**294**	**186**		**45**	**215**	**36**		**56**	**345**	**42**		**38**	**627**	**55**
AM Peak Hour Diversions		**-46**	**-49**	**317**		**52**	**-16**	**-36**		**-56**	**-345**	**-42**		**91**	**667**	**44**
AM 2024 SCENARIO 3 CONDITIONS		**0**	**245**	**503**		**97**	**199**	**0**		**0**	**0**	**0**		**129**	**1,294**	**99**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		44	250	49		40	321	32		137	739	69		39	486	64
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**44**	**253**	**49**		**40**	**324**	**32**		**138**	**746**	**70**		**39**	**491**	**65**
PM Peak Hour Diversions		**-44**	**-16**	**106**		**35**	**-3**	**-32**		**-138**	**-746**	**-70**		**86**	**545**	**113**
PM 2024 SCENARIO 3 CONDITIONS		**0**	**237**	**155**		**75**	**321**	**0**		**0**	**0**	**0**		**125**	**1,036**	**178**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	97	200		39	79	0		0	0	0		51	514	39
AM 2045 SCENARIO 3 TRAFFIC		**0**	**342**	**703**		**136**	**278**	**0**		**0**	**0**	**0**		**180**	**1,808**	**138**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	94	62		30	127	0		0	0	0		50	411	71
PM 2045 SCENARIO 3 TRAFFIC		**0**	**331**	**217**		**105**	**448**	**0**		**0**	**0**	**0**		**175**	**1,447**	**249**

SCENARIO 3
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: NE 4th Street and NE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.94
PM PEAK HOUR FACTOR: 0.95

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		40	178	114		63	163	32		30	335	54		72	771	51
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**40**	**180**	**115**		**64**	**165**	**32**		**30**	**338**	**55**		**73**	**779**	**52**
AM Peak Hour Diversions		**-40**	**-26**	**105**		**59**	**-27**	**-32**		**-30**	**-338**	**-55**		**81**	**875**	**70**
AM 2024 SCENARIO 3 CONDITIONS		**0**	**154**	**220**		**123**	**138**	**0**		**0**	**0**	**0**		**154**	**1,654**	**122**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		30	162	44		59	231	52		88	874	96		31	495	48
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**30**	**164**	**44**		**60**	**233**	**53**		**89**	**883**	**97**		**31**	**500**	**48**
PM Peak Hour Diversions		**-30**	**56**	**52**		**31**	**22**	**-53**		**-89**	**-883**	**-97**		**41**	**585**	**53**
PM 2024 SCENARIO 3 CONDITIONS		**0**	**220**	**96**		**91**	**255**	**0**		**0**	**0**	**0**		**72**	**1,085**	**101**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	61	87		49	55	0		0	0	0		61	656	48
AM 2045 SCENARIO 3 TRAFFIC		**0**	**215**	**307**		**172**	**193**	**0**		**0**	**0**	**0**		**215**	**2,310**	**170**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	87	38		36	101	0		0	0	0		29	431	40
PM 2045 SCENARIO 3 TRAFFIC		**0**	**307**	**134**		**127**	**356**	**0**		**0**	**0**	**0**		**101**	**1,516**	**141**

SCENARIO 3
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: NE 3rd Street and NE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.96

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT (1)	SBR
AM Raw Turning Movements		7	27	27		42	24	85		7	326	45		62	865	21
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**7**	**27**	**27**		**42**	**24**	**86**		**7**	**329**	**45**		**63**	**874**	**21**
AM Peak Hour Diversions		**-7**						**-86**		**-7**	**-329**	**-45**			**1,031**	
AM 2024 SCENARIO 3 CONDITIONS		**0**	**27**	**27**		**42**	**24**	**0**		**0**	**0**	**0**		**63**	**1,905**	**21**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT (1)	SBR
PM Raw Turning Movements		20	18	15		40	50	157		10	879	40		28	559	12
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**20**	**18**	**15**		**40**	**51**	**159**		**10**	**888**	**40**		**28**	**565**	**12**
PM Peak Hour Diversions		**-20**						**-159**		**-10**	**-888**	**-40**			**658**	
PM 2024 SCENARIO 3 CONDITIONS		**0**	**18**	**15**		**40**	**51**	**0**		**0**	**0**	**0**		**28**	**1,223**	**12**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	11	11		17	10	0		0	0	0		25	756	8
AM 2045 SCENARIO 3 TRAFFIC		**0**	**38**	**38**		**59**	**34**	**0**		**0**	**0**	**0**		**88**	**2,661**	**29**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	7	6		16	20	0		0	0	0		11	485	5
PM 2045 SCENARIO 3 TRAFFIC		**0**	**25**	**21**		**56**	**71**	**0**		**0**	**0**	**0**		**39**	**1,708**	**17**

Note: (1) Diversion is interpolation of upstream and downstream southbound diversions along NE 3rd Avenue.

SCENARIO 3
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: NE 2nd Street and NE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.93
PM PEAK HOUR FACTOR: 0.93

"AM EXISTING TRAFFIC"	EBU	EBL	EBT [1]	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		12	28	51		18	22	27		9	339	50		45	864	35
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**12**	**28**	**52**		**18**	**22**	**27**		**9**	**342**	**51**		**45**	**873**	**35**
AM Peak Hour Diversions		**-12**	**-90**	**15**		**16**	**11**	**-27**		**-9**	**-342**	**-51**		**141**	**843**	**39**
AM 2024 SCENARIO 3 CONDITIONS		**0**	**3**	**67**		**34**	**33**	**0**		**0**	**0**	**0**		**186**	**1,716**	**74**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT [1]	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		45	17	42		14	20	53		32	824	17		17	599	11
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**45**	**17**	**42**		**14**	**20**	**54**		**32**	**832**	**17**		**17**	**605**	**11**
PM Peak Hour Diversions		**-45**	**2**	**11**		**84**	**-30**	**-54**		**-32**	**-832**	**-17**		**15**	**609**	**24**
PM 2024 SCENARIO 3 CONDITIONS		**0**	**19**	**53**		**98**	**2**	**0**		**0**	**0**	**0**		**32**	**1,214**	**35**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	1	27		13	13	0		0	0	0		74	681	29
AM 2045 SCENARIO 3 TRAFFIC		**0**	**4**	**94**		**47**	**46**	**0**		**0**	**0**	**0**		**260**	**2,397**	**103**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	8	21		39	1	0		0	0	0		13	482	14
PM 2045 SCENARIO 3 TRAFFIC		**0**	**27**	**74**		**137**	**3**	**0**		**0**	**0**	**0**		**45**	**1,696**	**49**

Note: (1) Sum of diversion and no-build volume results in a negative build volume. Therefore, to provide a conservative analysis, build volume was assumed to be 10 percent (10%) of no-build volume.

SCENARIO 3
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Broward Boulevard and NE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.97
PM PEAK HOUR FACTOR: 0.96

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		127	915	530		205	689	86		175	283	84		126	601	120
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**128**	**924**	**535**		**207**	**696**	**87**		**177**	**286**	**85**		**127**	**607**	**121**
AM Peak Hour Diversions		**-128**	**-71**	**257**		**0**	**87**	**-87**		**-177**	**-286**	**-85**		**156**	**570**	**102**
AM 2024 SCENARIO 3 CONDITIONS		**0**	**853**	**792**		**207**	**783**	**0**		**0**	**0**	**0**		**283**	**1,177**	**223**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		188	938	233		170	729	52		233	637	147		98	450	141
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**190**	**947**	**235**		**172**	**736**	**53**		**235**	**643**	**148**		**99**	**455**	**142**
PM Peak Hour Diversions		**-190**	**9**	**104**		**0**	**53**	**-53**		**-235**	**-643**	**-148**		**139**	**453**	**129**
PM 2024 SCENARIO 3 CONDITIONS		**0**	**956**	**339**		**172**	**789**	**0**		**0**	**0**	**0**		**238**	**908**	**271**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	339	314		82	311	0		0	0	0		112	467	89
AM 2045 SCENARIO 3 TRAFFIC		**0**	**1,192**	**1,106**		**289**	**1,094**	**0**		**0**	**0**	**0**		**395**	**1,644**	**312**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	379	135		68	313	0		0	0	0		94	360	108
PM 2045 SCENARIO 3 TRAFFIC		**0**	**1,335**	**474**		**240**	**1,102**	**0**		**0**	**0**	**0**		**332**	**1,268**	**379**

SCENARIO 3
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SE 2nd Street and SE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.96
PM PEAK HOUR FACTOR: 0.96

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		42	66	36		28	34	127		25	387	166		169	847	173
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		42	67	36		28	34	128		25	391	168		171	855	175
AM Peak Hour Diversions		-42	28	62		14	114	-128		-25	-391	-168		140	645	51
AM 2024 SCENARIO 3 CONDITIONS		0	95	98		42	148	0		0	0	0		311	1,500	226

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		101	51	57		113	110	245		47	602	72		76	644	130
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		102	52	58		114	111	247		47	608	73		77	650	131
PM Peak Hour Diversions		-102	20	102		79	168	-247		-47	-608	-73		53	476	30
PM 2024 SCENARIO 3 CONDITIONS		0	72	160		193	279	0		0	0	0		130	1,126	161

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	38	39		17	59	0		0	0	0		123	595	90
AM 2045 SCENARIO 3 TRAFFIC		0	133	137		59	207	0		0	0	0		434	2,095	316

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	29	64		77	111	0		0	0	0		52	447	64
PM 2045 SCENARIO 3 TRAFFIC		0	101	224		270	390	0		0	0	0		182	1,573	225

SCENARIO 3
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Las Olas Boulevard and SE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.94

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		52	186	55		210	96	64		129	459	236		165	703	43
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		53	188	56		212	97	65		130	464	238		167	710	43
AM Peak Hour Diversions		-53	101	79		48	17	-65		-130	-464	-238		137	582	0
AM 2024 SCENARIO 3 CONDITIONS		0	289	135		260	114	0		0	0	0		304	1,292	43

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		54	165	121		270	162	49		148	607	201		101	653	58
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		55	167	122		273	164	49		149	613	203		102	660	59
PM Peak Hour Diversions		-55	119	73		197	-148	-49		-149	-613	-203		84	573	0
PM 2024 SCENARIO 3 CONDITIONS		0	286	195		470	16	0		0	0	0		186	1,233	59

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	115	54		103	45	0		0	0	0		121	513	17
AM 2045 SCENARIO 3 TRAFFIC		0	404	189		363	159	0		0	0	0		425	1,805	60

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	114	77		187	6	0		0	0	0		74	489	23
PM 2045 SCENARIO 3 TRAFFIC		0	400	272		657	22	0		0	0	0		260	1,722	82

SCENARIO 3
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SE 6th Street and SE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.93
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	0		21	26	188		75	877	76		300	557	151
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**0**	**0**	**0**		**21**	**26**	**190**		**76**	**886**	**77**		**303**	**563**	**153**
AM Peak Hour Diversions						**43**	**147**	**-190**		**-76**	**-886**	**-77**		**0**	**610**	**53**
AM 2024 SCENARIO 3 CONDITIONS		**0**	**0**	**0**		**64**	**173**	**0**		**0**	**0**	**0**		**303**	**1,173**	**206**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	0		60	153	240		44	794	65		167	851	124
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**0**	**0**	**0**		**61**	**155**	**242**		**44**	**802**	**66**		**169**	**860**	**125**
PM Peak Hour Diversions						**181**	**61**	**-242**		**-44**	**-802**	**-66**		**0**	**687**	**63**
PM 2024 SCENARIO 3 CONDITIONS		**0**	**0**	**0**		**242**	**216**	**0**		**0**	**0**	**0**		**169**	**1,547**	**188**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		25	69	0		0	0	0		120	466	82
AM 2045 SCENARIO 3 TRAFFIC		**0**	**0**	**0**		**89**	**242**	**0**		**0**	**0**	**0**		**423**	**1,639**	**288**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		96	86	0		0	0	0		67	614	75
PM 2045 SCENARIO 3 TRAFFIC		**0**	**0**	**0**		**338**	**302**	**0**		**0**	**0**	**0**		**236**	**2,161**	**263**

SCENARIO 3
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SE 7th Street and SE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.97

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		56	81	6		12	50	58		31	981	47		53	432	16
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		57	82	6		12	51	59		31	991	47		54	436	16
AM Peak Hour Diversions		-57	21	81		8	51	-59		-31	-991	-47		26	638	26
AM 2024 SCENARIO 3 CONDITIONS		0	103	87		20	102	0		0	0	0		80	1,074	42

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT [(1)]	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		50	71	14		28	89	65		29	735	28		63	872	37
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		51	72	14		28	90	66		29	742	28		64	881	37
PM Peak Hour Diversions		-51	9	63		209	-143	-66		-29	-742	-28		19	877	38
PM 2024 SCENARIO 3 CONDITIONS		0	81	77		237	9	0		0	0	0		83	1,758	75

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	41	35		8	40	0		0	0	0		32	426	17
AM 2045 SCENARIO 3 TRAFFIC		0	144	122		28	142	0		0	0	0		112	1,500	59

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	32	31		94	4	0		0	0	0		33	698	30
PM 2045 SCENARIO 3 TRAFFIC		0	113	108		331	13	0		0	0	0		116	2,456	105

Note: (1) Sum of diversion and no-build volume results in a negative build volume. Therefore, to provide a conservative analysis, build volume was assumed to be 10 percent (10%) of no-build volume.

SCENARIO 3
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Davie Boulevard and SE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.87
PM PEAK HOUR FACTOR: 0.97

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		410	473	109		36	364	149		77	418	25		67	203	142
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		414	478	110		36	368	150		78	422	25		68	205	143
AM Peak Hour Diversions		-414	-108	134		74	76	-150		-78	-422	-25		133	407	126
AM 2024 SCENARIO 3 CONDITIONS		0	370	244		110	444	0		0	0	0		201	612	269

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		305	442	54		37	654	78		103	265	16		147	400	353
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		308	446	55		37	661	79		104	268	16		148	404	357
PM Peak Hour Diversions		-308	-61	146		174	-95	-79		-104	-268	-16		77	738	335
PM 2024 SCENARIO 3 CONDITIONS		0	385	201		211	566	0		0	0	0		225	1,142	692

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	147	97		44	176	0		0	0	0		80	243	107
AM 2045 SCENARIO 3 TRAFFIC		0	517	341		154	620	0		0	0	0		281	855	376

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	153	80		84	225	0		0	0	0		89	453	275
PM 2045 SCENARIO 3 TRAFFIC		0	538	281		295	791	0		0	0	0		314	1,595	967

SCENARIO 3
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SE 17th Street and SE 3rd Avenue
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.90
PM PEAK HOUR FACTOR: 0.94

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		377	487	16		23	295	104		5	106	6		92	44	81
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**381**	**492**	**16**		**23**	**298**	**105**		**5**	**107**	**6**		**93**	**44**	**82**
AM Peak Hour Diversions		**-381**	**-122**				**105**	**-105**			**-107**			**122**	**312**	**41**
AM 2024 SCENARIO 3 CONDITIONS		**0**	**370**	**16**		**23**	**403**	**0**		**5**	**0**	**6**		**215**	**356**	**123**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		74	457	4		59	713	110		6	51	10		165	109	269
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**75**	**462**	**4**		**60**	**720**	**111**		**6**	**52**	**10**		**167**	**110**	**272**
PM Peak Hour Diversions		**-75**	**-100**				**111**	**-111**			**-52**			**100**	**290**	**762**
PM 2024 SCENARIO 3 CONDITIONS		**0**	**362**	**4**		**60**	**831**	**0**		**6**	**0**	**10**		**267**	**400**	**1,034**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	147	6		9	160	0		2	0	2		85	141	49
AM 2045 SCENARIO 3 TRAFFIC		**0**	**517**	**22**		**32**	**563**	**0**		**7**	**0**	**8**		**300**	**497**	**172**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	144	2		24	330	0		2	0	4		106	159	410
PM 2045 SCENARIO 3 TRAFFIC		**0**	**506**	**6**		**84**	**1,161**	**0**		**8**	**0**	**14**		**373**	**559**	**1,444**

SCENARIO 3
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Flagler Drive and SR 838/Sunrise Boulevard
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.96

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	1,108	47		11	747	10		42	101	70		5	73	73
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**0**	**1,119**	**47**		**11**	**754**	**10**		**42**	**102**	**71**		**5**	**74**	**74**
AM Peak Hour Diversions			**71**	**829**		**67**	**-67**			**-42**	**-102**	**-71**				
AM 2024 SCENARIO 3 CONDITIONS		**0**	**1,190**	**876**		**78**	**687**	**10**		**0**	**0**	**0**		**5**	**74**	**74**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	1,121	51		11	918	12		63	127	64		4	94	81
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**0**	**1,132**	**52**		**11**	**927**	**12**		**64**	**128**	**65**		**4**	**95**	**82**
PM Peak Hour Diversions			**65**	**702**		**90**	**-90**			**-64**	**-128**	**-65**				
PM 2024 SCENARIO 3 CONDITIONS		**0**	**1,197**	**754**		**101**	**837**	**12**		**0**	**0**	**0**		**4**	**95**	**82**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	472	348		31	273	4		0	0	0		2	29	29
AM 2045 SCENARIO 3 TRAFFIC		**0**	**1,662**	**1,224**		**109**	**960**	**14**		**0**	**0**	**0**		**7**	**103**	**103**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	475	299		40	332	5		0	0	0		2	38	33
PM 2045 SCENARIO 3 TRAFFIC		**0**	**1,672**	**1,053**		**141**	**1,169**	**17**		**0**	**0**	**0**		**6**	**133**	**115**

SCENARIO 3
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: N Flagler Drive/NE 4th Avenue and NE 9th Street
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.98
PM PEAK HOUR FACTOR: 0.82

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT (1)	SBR
AM Raw Turning Movements		0	9	2	0	33	0	0		0	139	7		9	82	0
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**0**	**9**	**2**	**0**	**33**	**0**	**0**		**0**	**140**	**7**		**9**	**83**	**0**
AM Peak Hour Diversions		**11**	**-9**	**-2**							**-140**	**-7**			**856**	
AM 2024 SCENARIO 3 CONDITIONS		**11**	**0**	**0**	**0**	**33**	**0**	**0**		**0**	**0**	**0**		**9**	**939**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT (1)	SBR
PM Raw Turning Movements		0	10	2	4	78	0	0		0	204	22		15	106	0
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**0**	**10**	**2**	**4**	**79**	**0**	**0**		**0**	**206**	**22**		**15**	**107**	**0**
PM Peak Hour Diversions		**12**	**-10**	**-2**							**-206**	**-22**			**767**	
PM 2024 SCENARIO 3 CONDITIONS		**12**	**0**	**0**	**4**	**79**	**0**	**0**		**0**	**0**	**0**		**15**	**874**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0	0	0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		4	0	0	0	13	0	0		0	0	0		4	373	0
AM 2045 SCENARIO 3 TRAFFIC		**15**	**0**	**0**	**0**	**46**	**0**	**0**		**0**	**0**	**0**		**13**	**1,312**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0	0	0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		5	0	0	2	31	0	0		0	0	0		6	347	0
PM 2045 SCENARIO 3 TRAFFIC		**17**	**0**	**0**	**6**	**110**	**0**	**0**		**0**	**0**	**0**		**21**	**1,221**	**0**

Note: (1) Diversion is interpolation of upstream and downstream southbound diversions along N Flagler Drive.

SCENARIO 3
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: US 1/Federal Highway and SR 838/Sunrise Boulevard
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.97

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT (1)	WBR (1)	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	902	259		1,201	730	2		0	0	858		0	0	0
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**0**	**911**	**262**		**1,213**	**737**	**2**		**0**	**0**	**867**		**0**	**0**	**0**
AM Peak Hour Diversions																
AM 2024 SCENARIO 3 CONDITIONS		**0**	**911**	**262**		**1,213**	**737**	**2**		**0**	**0**	**867**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT (1)	WBR (1)	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	948	248		1,167	824	23		0	0	1,033		0	0	0
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**0**	**957**	**250**		**1,179**	**832**	**23**		**0**	**0**	**1,043**		**0**	**0**	**0**
PM Peak Hour Diversions																
PM 2024 SCENARIO 3 CONDITIONS		**0**	**957**	**250**		**1,179**	**832**	**23**		**0**	**0**	**1,043**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT (1)	WBR (1)	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		0	362	104		481	293	1		0	0	344		0	0	0
AM 2045 SCENARIO 3 TRAFFIC		**0**	**1,273**	**366**		**1,694**	**1,030**	**3**		**0**	**0**	**1,211**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT (1)	WBR (1)	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		0	380	99		468	330	9		0	0	414		0	0	0
PM 2045 SCENARIO 3 TRAFFIC		**0**	**1,337**	**349**		**1,647**	**1,162**	**32**		**0**	**0**	**1,457**		**0**	**0**	**0**

Note: (1) WBT and WBR volumes represent westbound through traffic that utilized turbo lanes.

SCENARIO 3
TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: US 1/Federal Highway and NE 9th Street
COUNT DATE: April 17, 2024
AM PEAK HOUR FACTOR: 0.91
PM PEAK HOUR FACTOR: 0.97

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		21	10	30		31	12	10		18	858	22		46	1,354	18
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM 2024 NO-BUILD CONDITIONS		**21**	**10**	**30**		**31**	**12**	**10**		**18**	**867**	**22**		**46**	**1,368**	**18**
AM Peak Hour Diversions																
AM 2024 SCENARIO 3 CONDITIONS		**21**	**10**	**30**		**31**	**12**	**10**		**18**	**867**	**22**		**46**	**1,368**	**18**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		24	20	23		43	32	15		82	944	65		76	1,271	37
Peak Season Correction Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM 2024 NO-BUILD CONDITIONS		**24**	**20**	**23**		**43**	**32**	**15**		**83**	**953**	**66**		**77**	**1,284**	**37**
PM Peak Hour Diversions																
PM 2024 SCENARIO 3 CONDITIONS		**24**	**20**	**23**		**43**	**32**	**15**		**83**	**953**	**66**		**77**	**1,284**	**37**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
AM BACKGROUND TRAFFIC GROWTH		8	4	12		12	5	4		7	344	9		18	543	7
AM 2045 SCENARIO 3 TRAFFIC		**29**	**14**	**42**		**43**	**17**	**14**		**25**	**1,211**	**31**		**64**	**1,911**	**25**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
PM BACKGROUND TRAFFIC GROWTH		10	8	9		17	13	6		33	378	26		31	510	15
PM 2045 SCENARIO 3 TRAFFIC		**34**	**28**	**32**		**60**	**45**	**21**		**116**	**1,331**	**92**		**108**	**1,794**	**52**

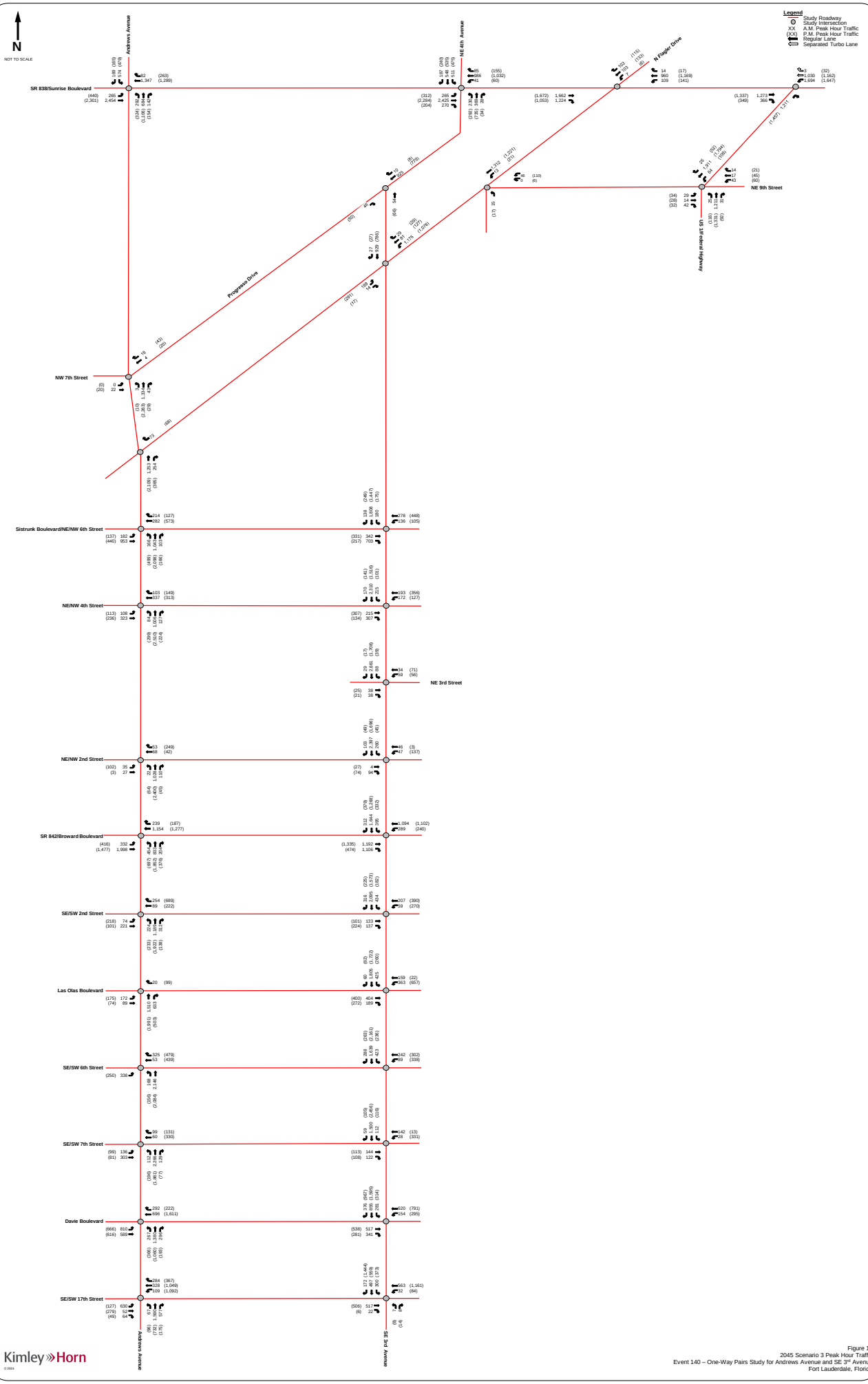


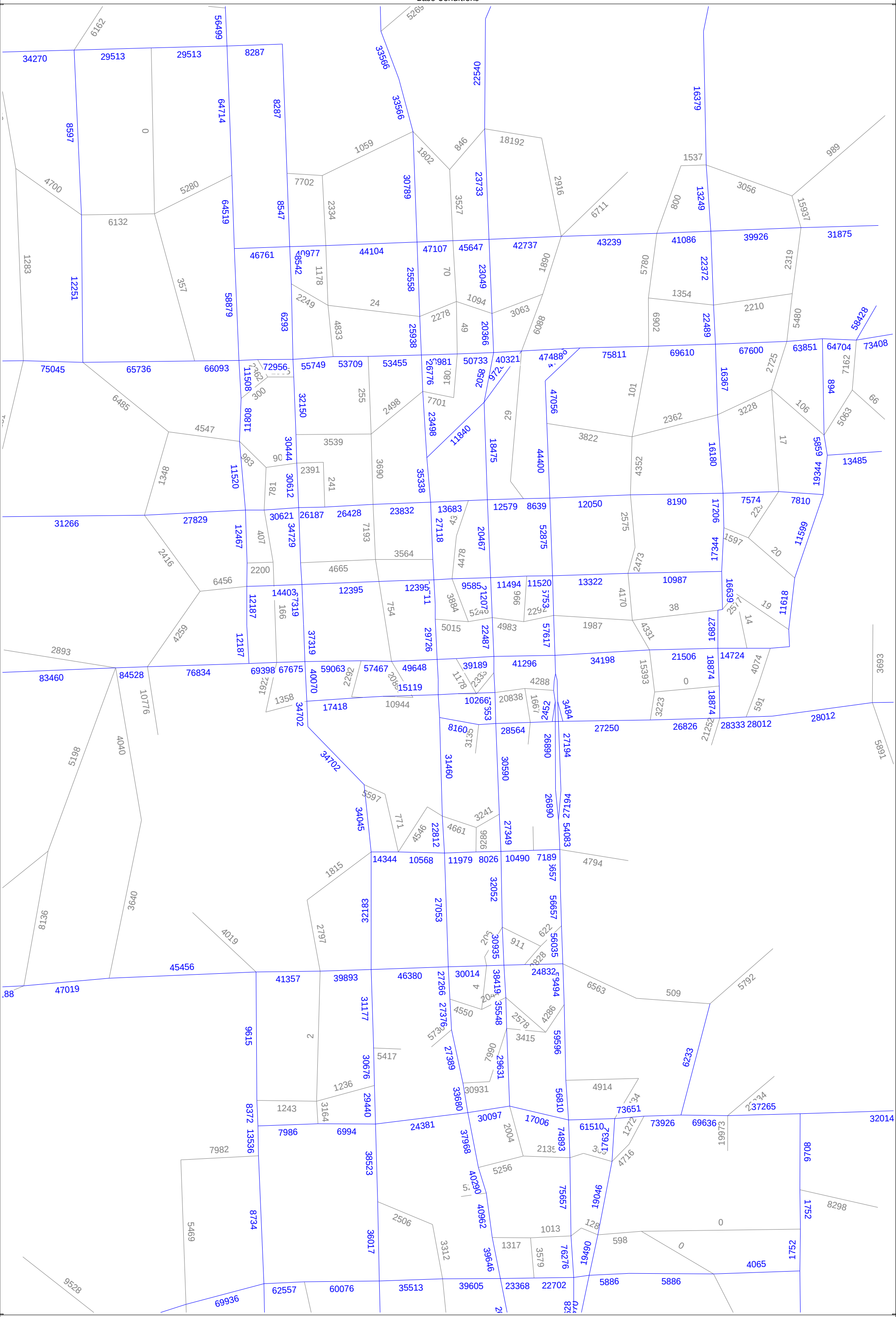
Figure 11
2045 Scenario 3 Peak Hour Traffic
Event 140 – One-Way Pairs Study for Andrews Avenue and SE 3rd Avenue
Fort Lauderdale, Florida

Kimley»Horn
© 2024

APPENDIX H

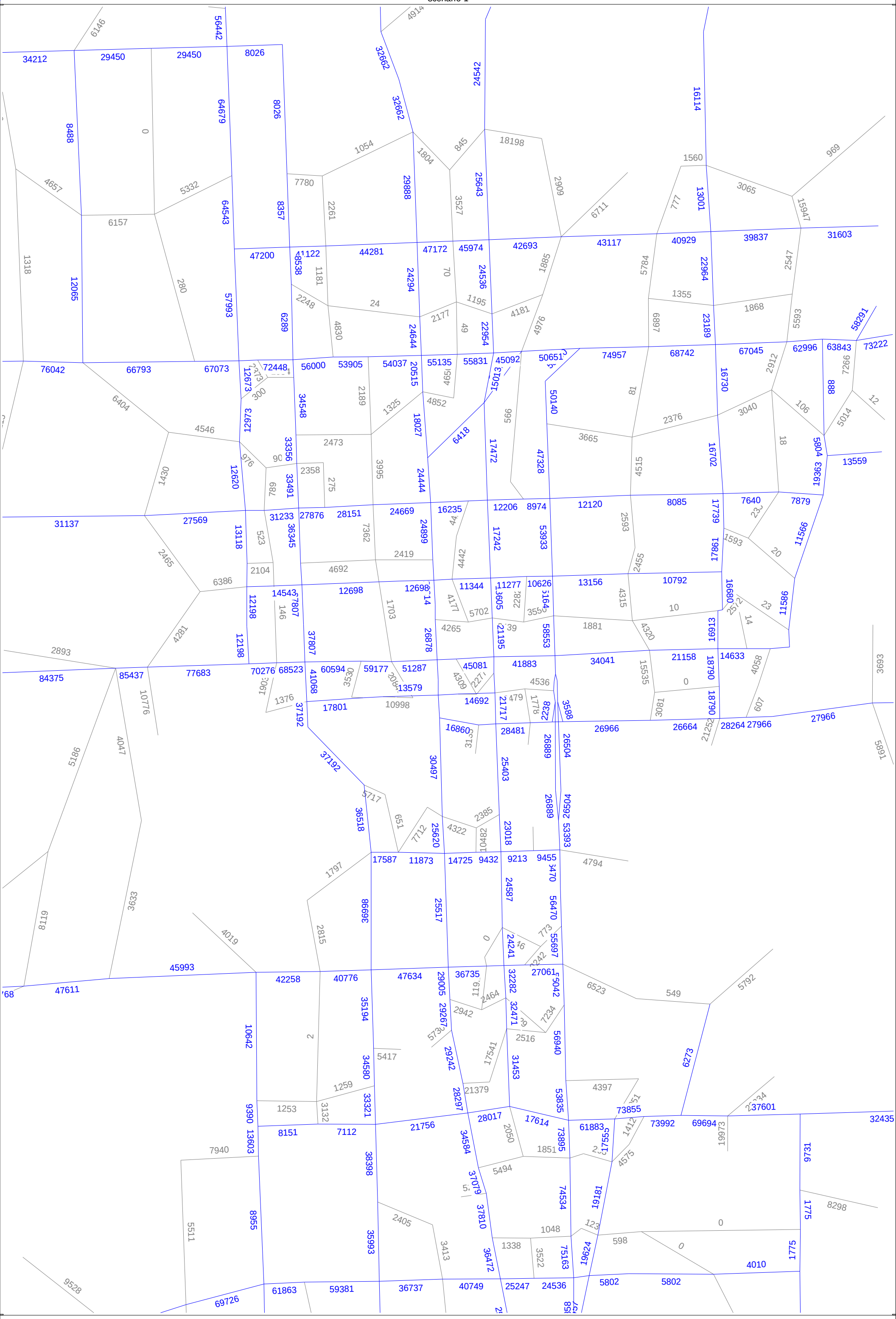
SERPM Output Plots

Fort Lauderdale One-Way Pairs
LRTP_2045
SERPM 8.531
Base Conditions



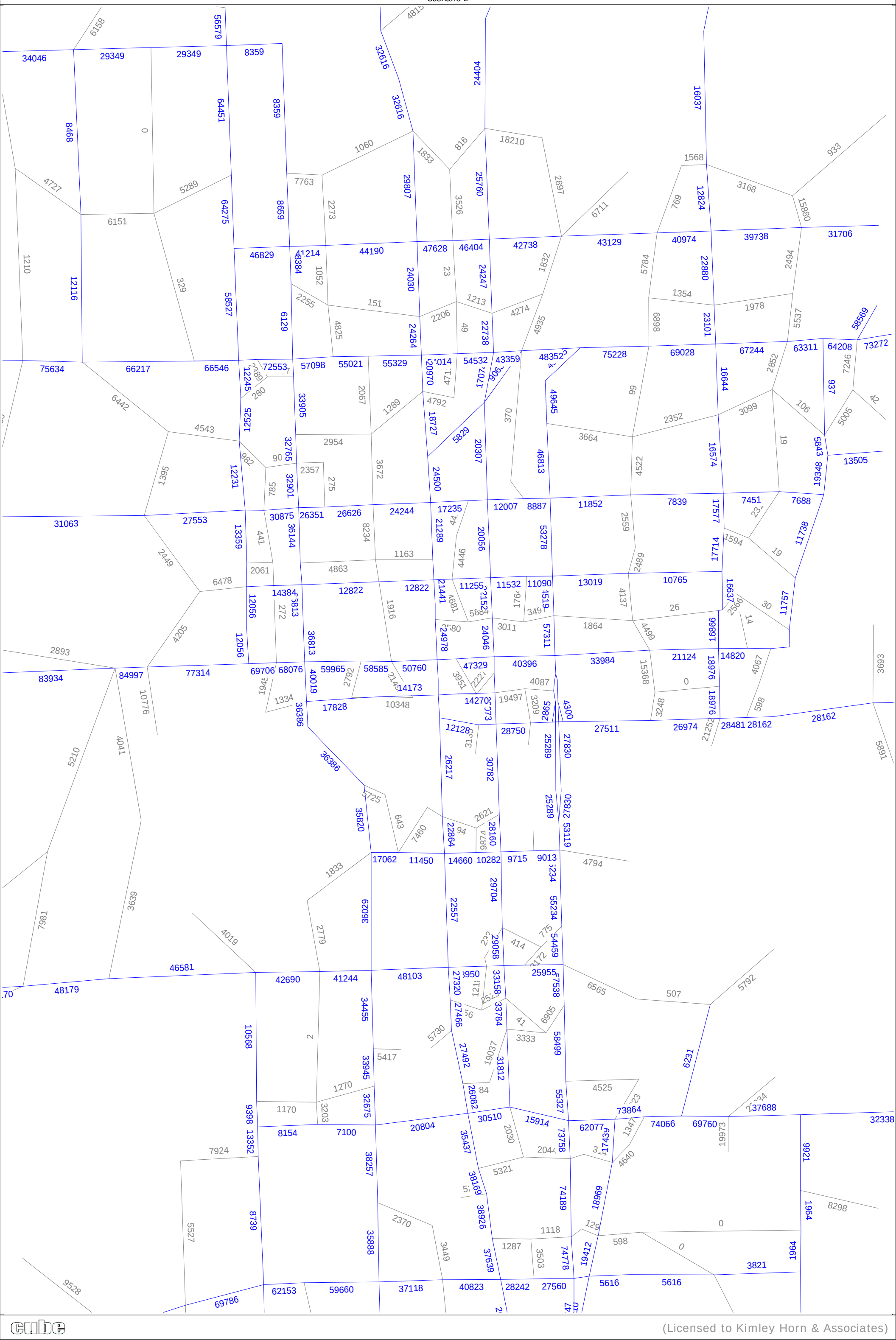
cube
(Licensed to Kimley Horn and Associates Inc)

Fort Lauderdale One-Way Pairs
LRTP_2045
SERPM 8.531
Scenario 1



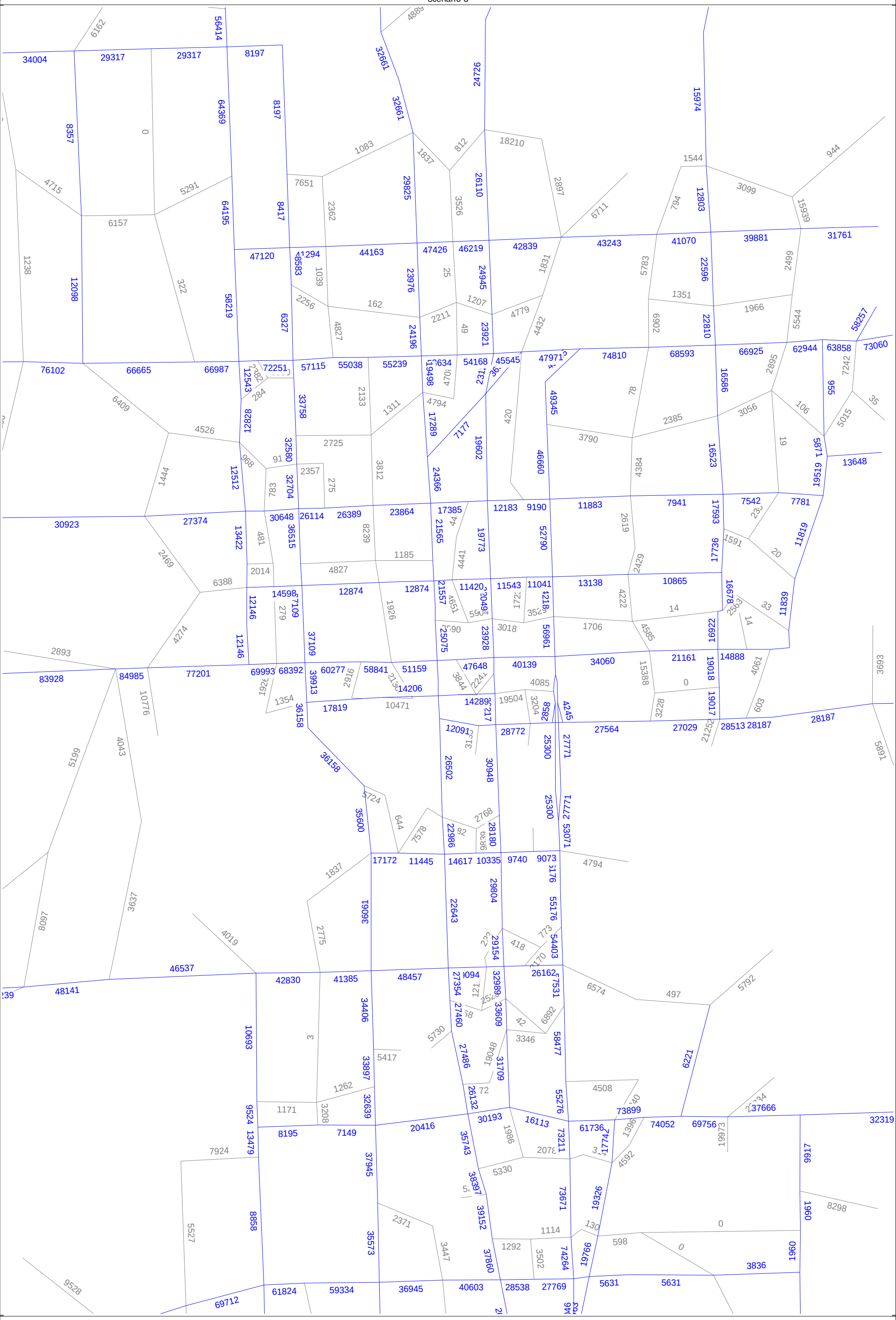
cube
(Licensed to Kimley Horn and Associates Inc)

Fort Lauderdale One-Way Pairs
LRTP_2045
SERPM 8.531
Scenario 2



cube
(Licensed to Kimley Horn & Associates)

Fort Lauderdale One-Way Pairs
LRTP_2045
SERPM 8.531
Scenario 3



cube
(Licensed to Kimley Horn and Associates Inc)

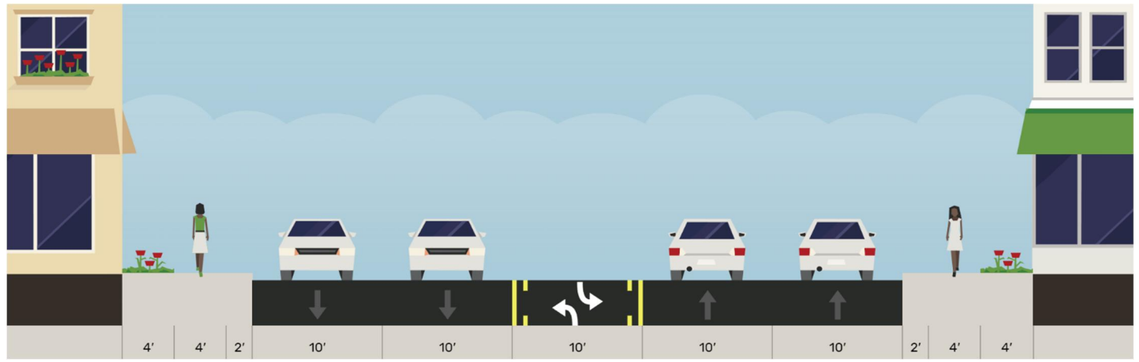
APPENDIX I

Initial Lane Configuration Recommendations

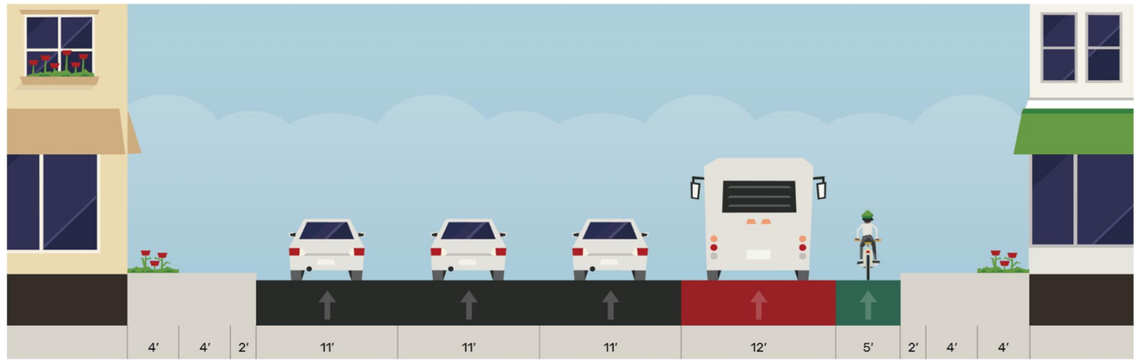
Andrews Avenue

70-Foot Section

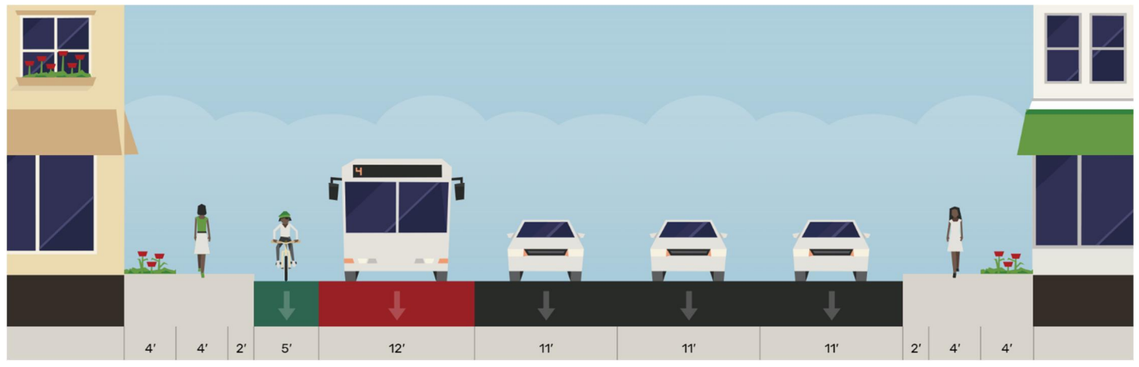
Section Boundary
Atypical Section



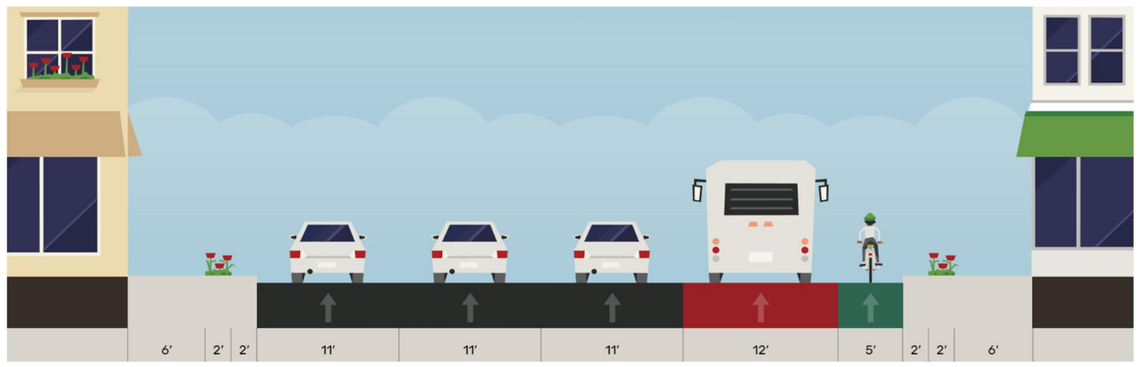
Existing Roadway Configuration



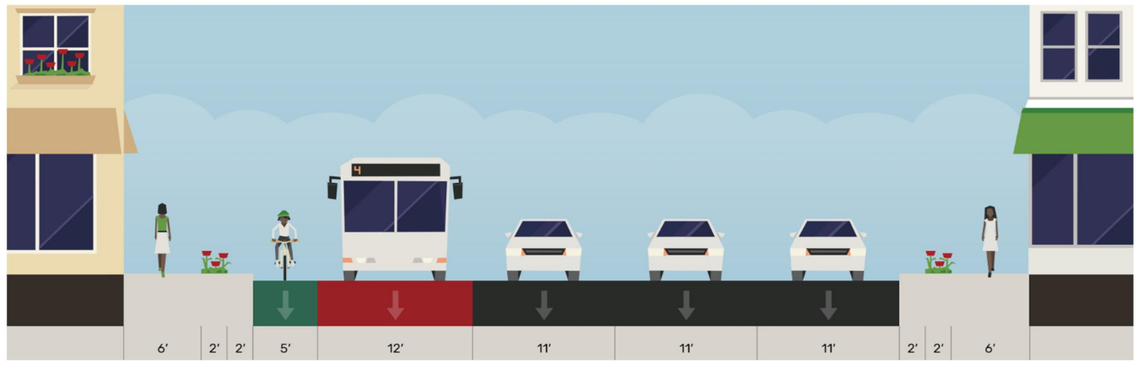
Scenario 2, Within Existing Curb



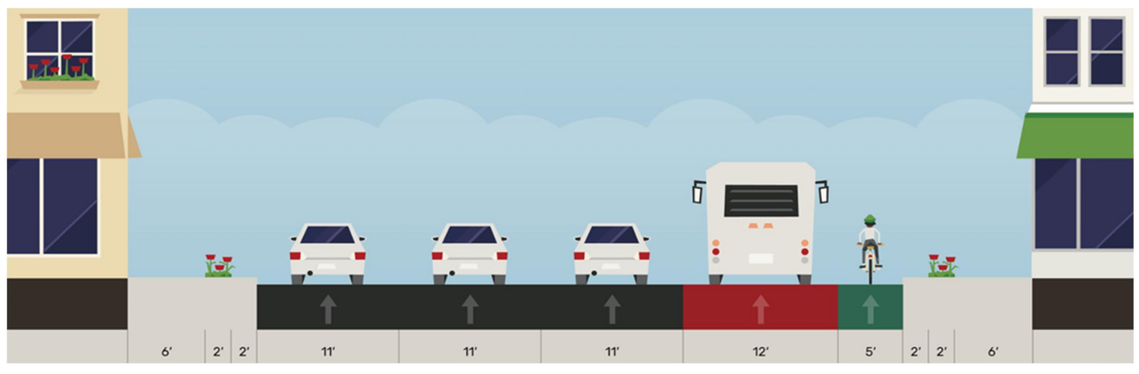
Scenario 1, Within Existing Curb



Scenario 2, Full Reconstruction



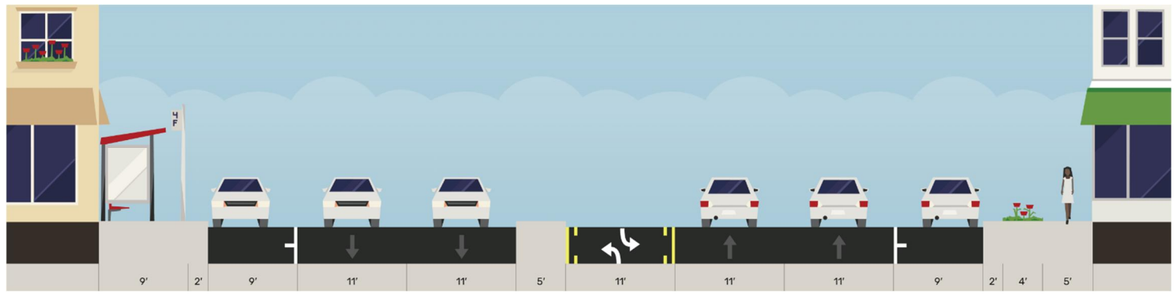
Scenario 1, Full Reconstruction



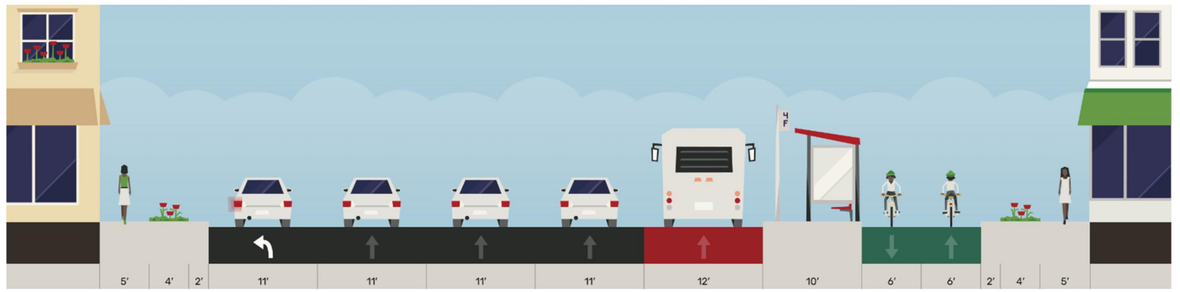
Scenario 3, Full Reconstruction

Andrews Avenue

100-Foot Section at Transit Shelter



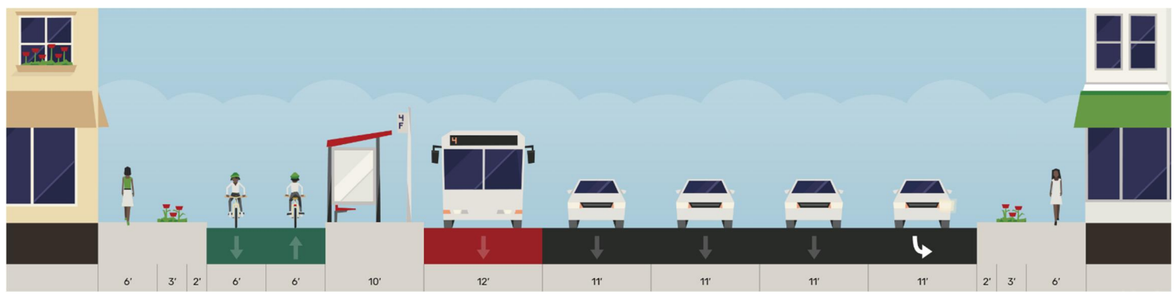
Existing Roadway Configuration



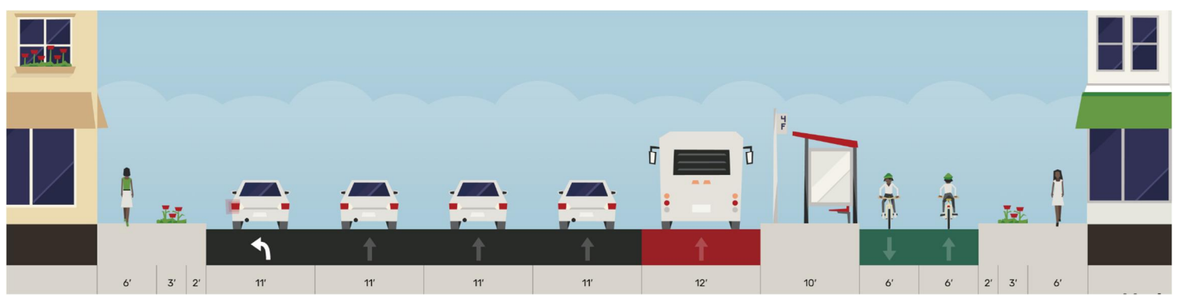
Scenario 2, Within Existing Curb

Scenario 1, Within Existing Curb

Scenario 2, Full Reconstruction



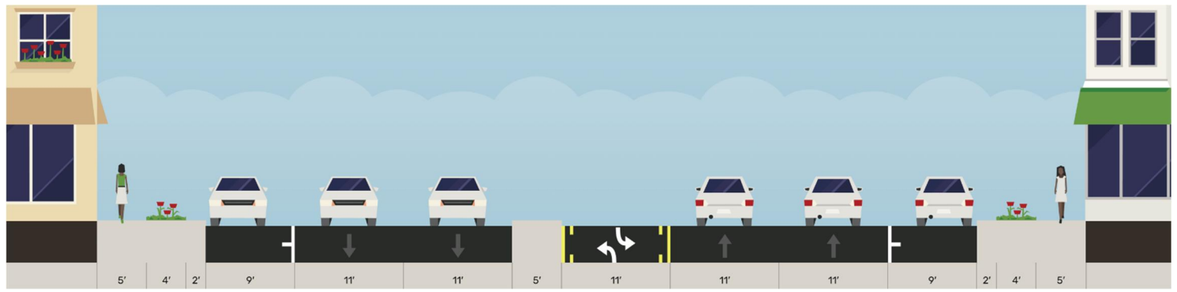
Scenario 1, Full Reconstruction



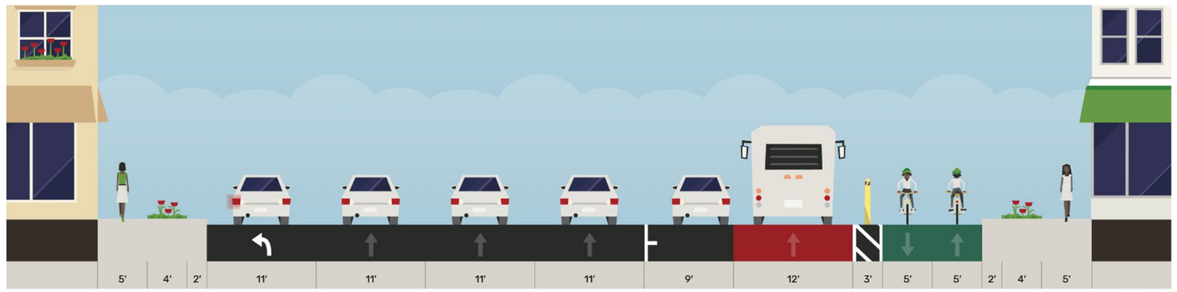
Scenario 3, Full Reconstruction

Andrews Avenue

100-Foot Section without Transit Shelter



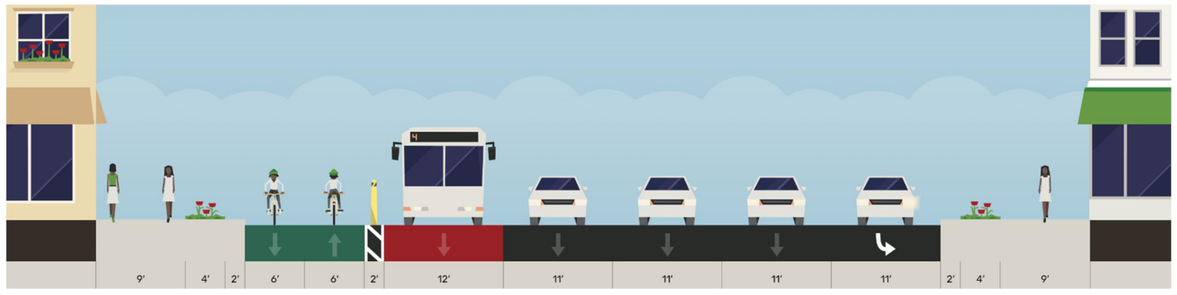
Existing Roadway Configuration



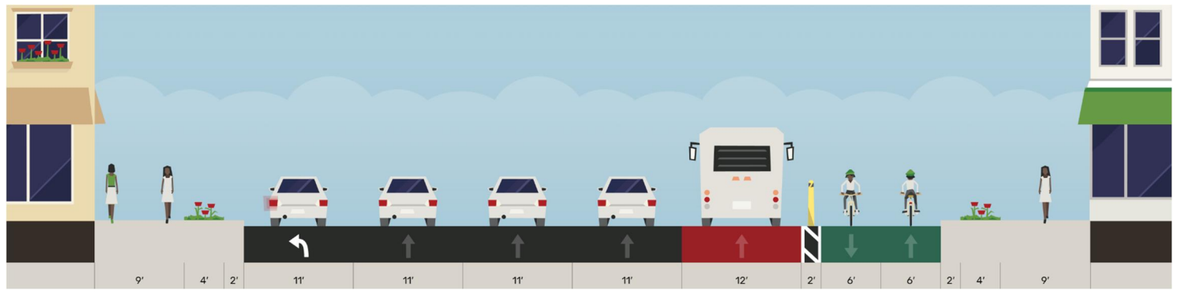
Scenario 2, Within Existing Curb

Scenario 1, Within Existing Curb

Scenario 2, Full Reconstruction



Scenario 1, Full Reconstruction

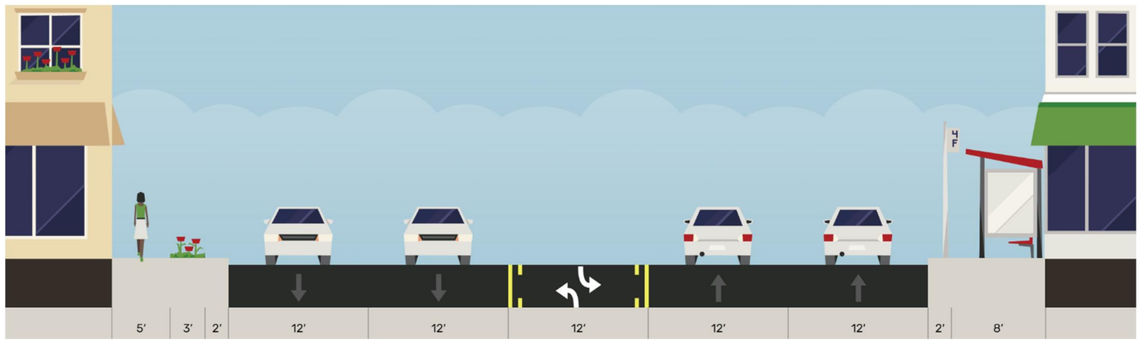


Scenario 3, Full Reconstruction

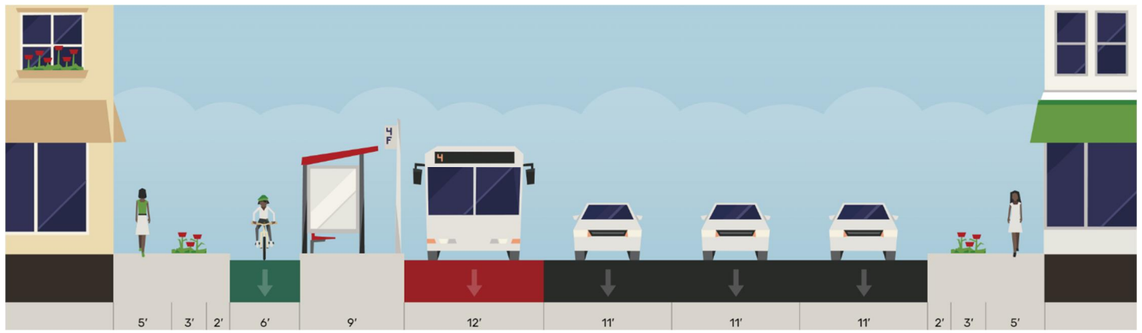
E 3rd Avenue

80-Foot Section at Transit Shelter

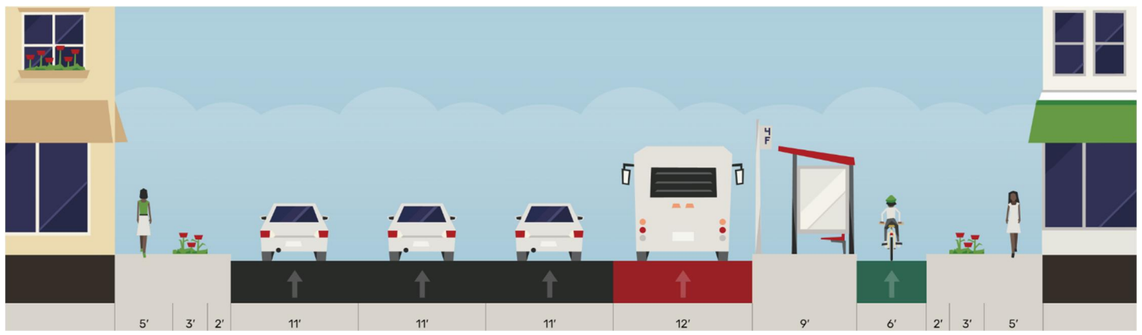
Section Boundary
Atypical Section



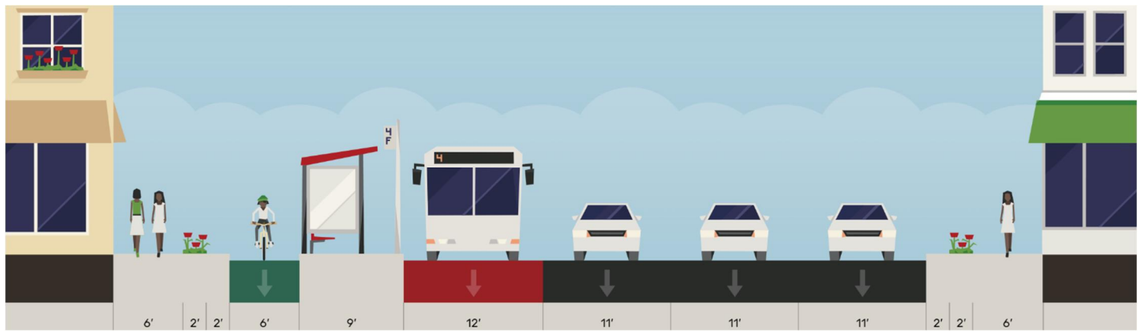
Existing Roadway Configuration



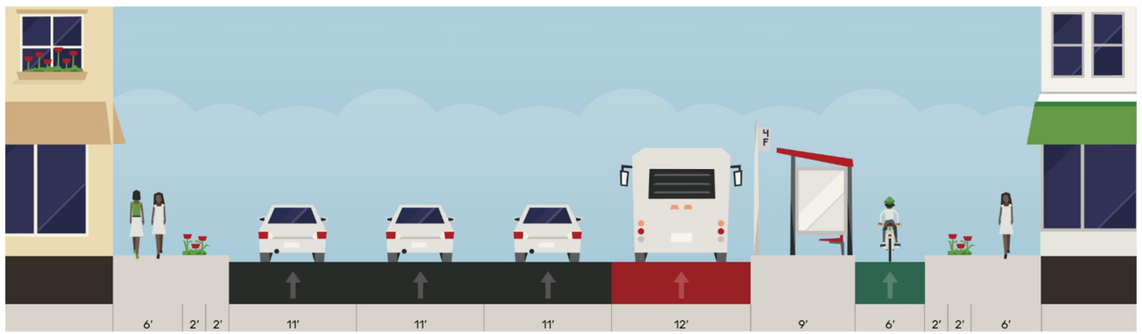
Scenario 2, Within Existing Curb



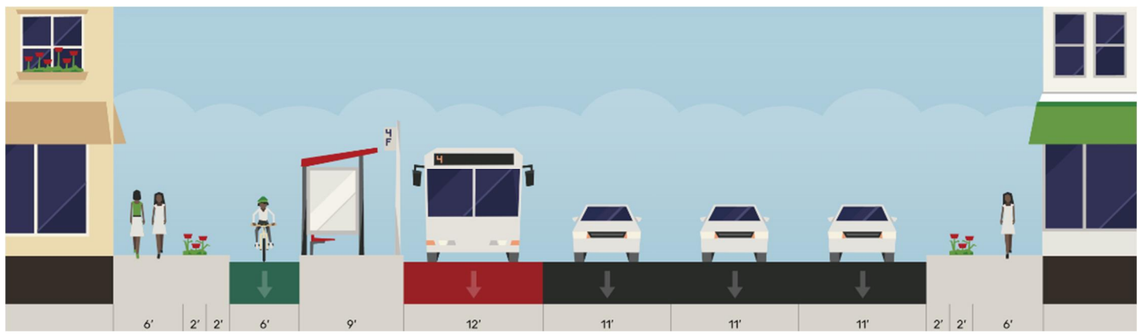
Scenario 1, Within Existing Curb



Scenario 2, Full Reconstruction



Scenario 1, Full Reconstruction

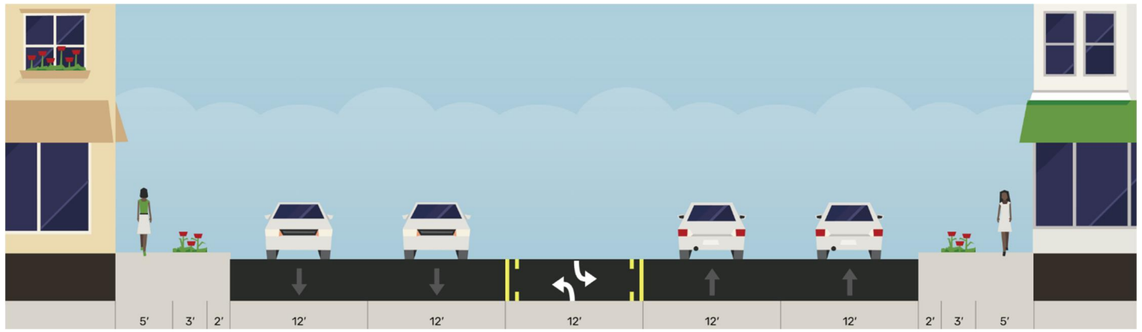


Scenario 3, Full Reconstruction

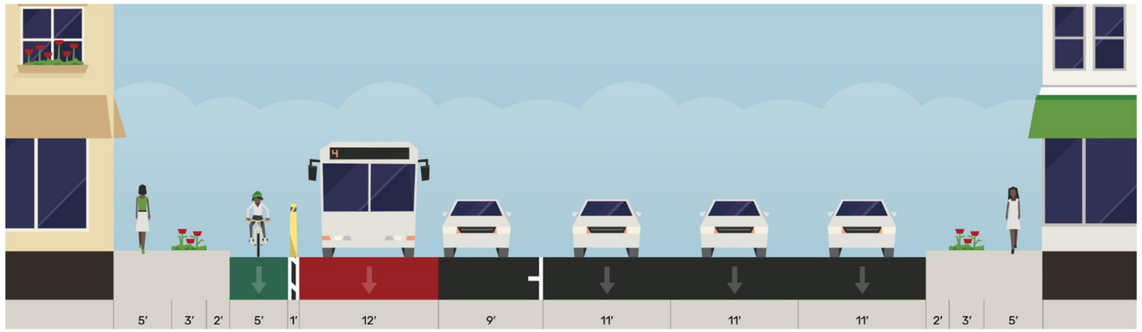
E 3rd Avenue

80-Foot Section without Transit Shelter

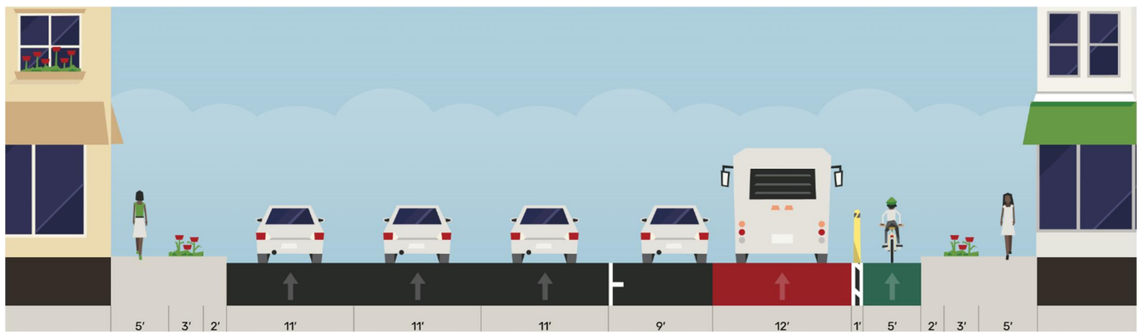
Section Boundary
Atypical Section



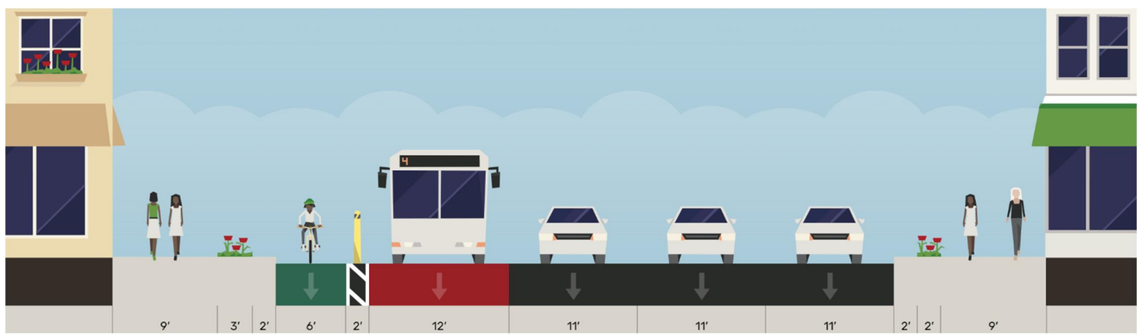
Existing Roadway Configuration



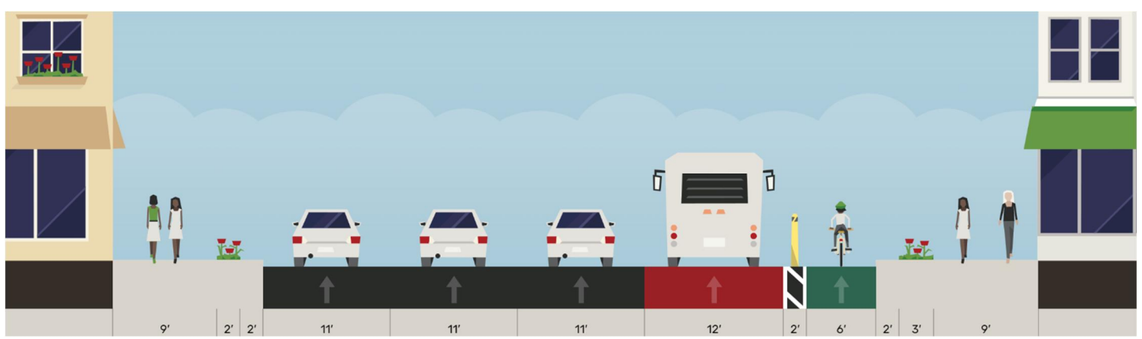
Scenario 2, Within Existing Curb



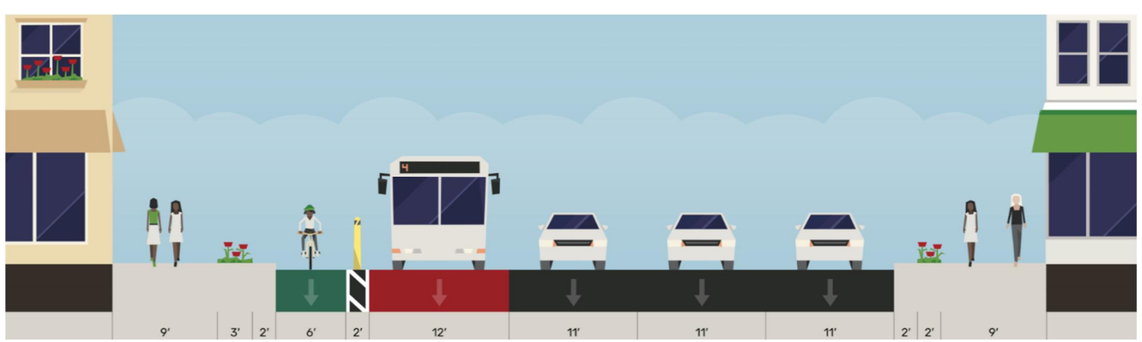
Scenario 1, Within Existing Curb



Scenario 2, Full Reconstruction



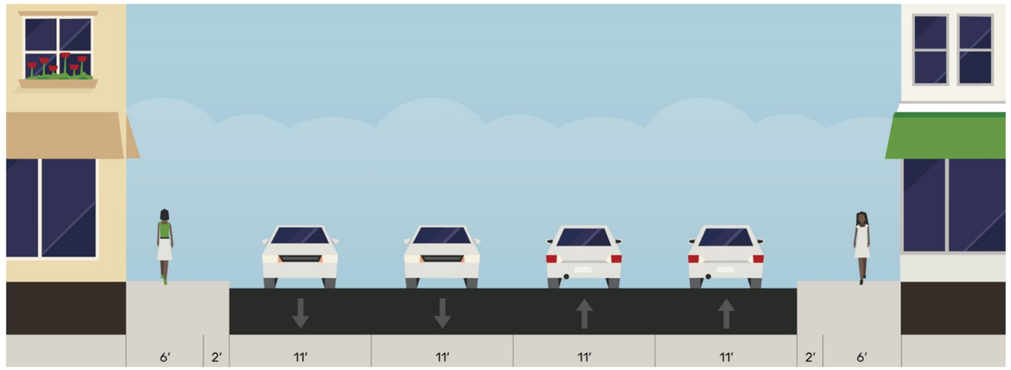
Scenario 1, Full Reconstruction



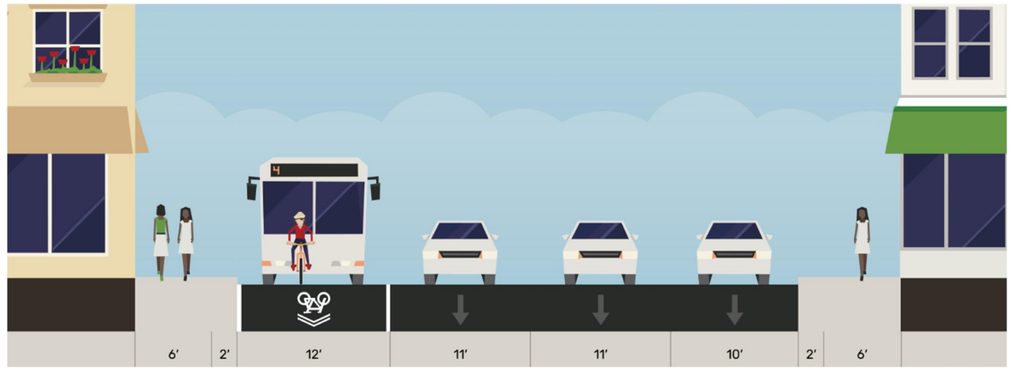
Scenario 3, Full Reconstruction

E 3rd Avenue

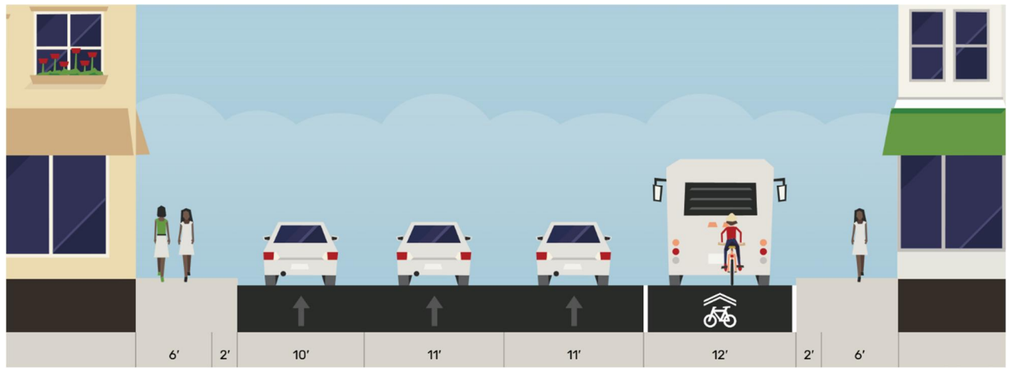
60-Foot Section



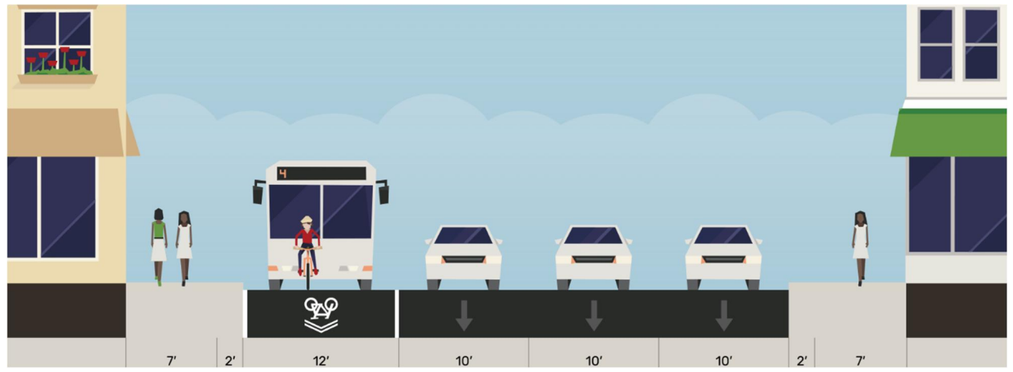
Existing Roadway Configuration



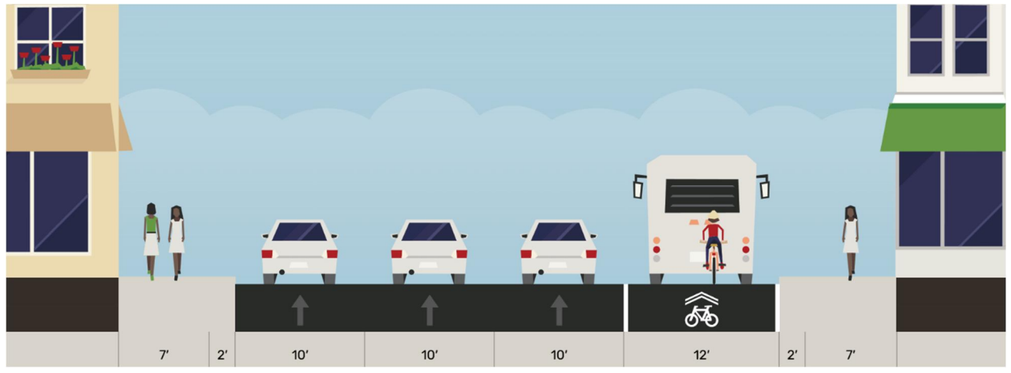
Scenario 2, Within Existing Curb



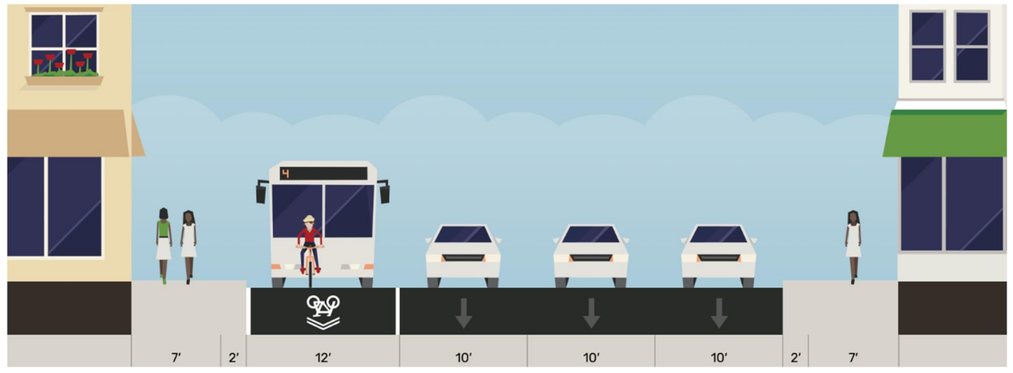
Scenario 1, Within Existing Curb



Scenario 2, Full Reconstruction



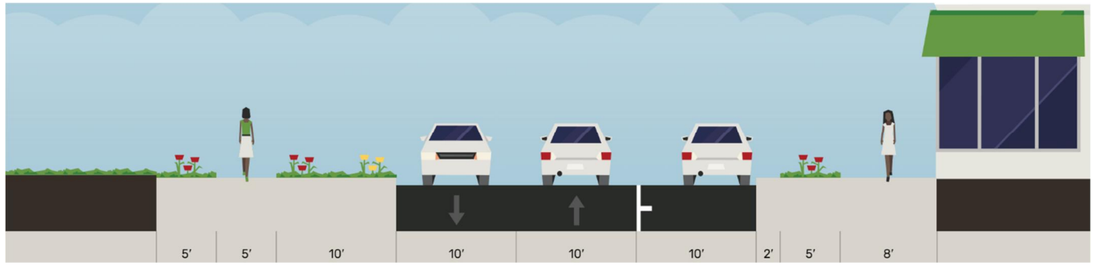
Scenario 1, Full Reconstruction



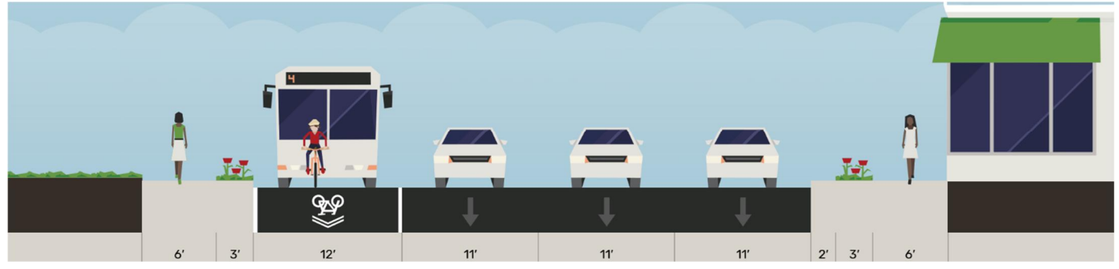
Scenario 3, Full Reconstruction

Flagler Drive

65-Foot Section



Existing Roadway Configuration



Scenario 3, Full Reconstruction

APPENDIX J

Opinion of Probable Cost

DATE: 2/19/2025

Kimley»Horn

OPINION OF PROBABLE COST
Fort Lauderdale One-Way Pairs
Summary

ID	Segment	Alternative 1 (Scenario 1 Within Existing Curb)	Alternative 2 (Scenario 1 Full Reconstruction)	Alternative 3 (Scenario 2 Within Existing Curb)	Alternative 4 (Scenario 2 Full Reconstruction)	Alternative 5 (Scenario 3 Full Reconstruction)
1	Andrews Avenue 70' Typical Section	$ 23,586,000.00	$ 62,093,000.00	$ 22,712,000.00	$ 59,794,000.00	$ 59,794,000.00
2	Andrews Avenue 100' Typical Section	$ 10,440,000.00	$ 11,748,000.00	$ 10,053,000.00	$ 11,313,000.00	$ 11,313,000.00
3	E 3rd Avenue 80' Typical Section	$ 42,459,000.00	$ 78,828,000.00	$ 40,886,000.00	$ 75,908,000.00	$ 70,771,000.00
4	E 3rd Avenue 60' Typical Section	$ 213,000.00	$ 3,586,000.00	$ 205,000.00	$ 3,453,000.00	$ 3,453,000.00
5	E 3rd Avenue 60' Typical Section	-	-	-	-	$ 7,288,000.00
Total	Total	**$ 76,698,000**	**$ 156,255,000**	**$ 73,856,000**	**$ 150,468,000**	**$ 152,619,000**

Assumptions:

Opinion of probable cost (OPC) for each alternative was determined by identifying a Florida Department of Transportation (FDOT) Long Range Estimating System Cost-Per-Mile (CPM) Model(s) most similar to each typical section in each alternative. Additional pay items were added based on the differences between the CPM model and the proposed typical section.

Cost for FDOT pay items were determined using FDOT Market Area 12 12-month moving average unit costs from January 1, 2024 to December 31, 2024.
Transit shelter furnishing, installation, and removal is expected to be funded and completed by Broward County Transit. Therefore, no cost was applied to this item.
Bus island length proposed to be 80 feet.
Cost for signalization modification was assumed to be $800,000 per intersection based on historical costs in similar projects.
Cost for red bus lane pavement was assumed to be $17/square-foot based on historical costs in similar projects.
Maintenance of traffic (MOT) was added separately as a percentage of construction cost.
Contingency was added separately as a percentage of construction and MOT costs.

Items not included in the Total Estimated Cost includes but is not limited to: PD&E, design and CEI fees, Permit fees, Utility relocation, right-of-way acquisition, landscape, easements, survey, geotechnical information, and subsurface exploration, inflation.

Kimley-Horn and Associates, Inc. has no control over the cost of labor, materials, equipment, or services furnished by others, or over methods of determining price, or over competitive bidding or market conditions. Any and all professional opinions as to costs reflected herein, including but not limited to professional opinions as to the costs of construction materials, are made on the basis of professional experience and available data. Kimley-Horn and Associates, Inc. cannot and does not guarantee or warrant that proposals, bids, or actual costs will not vary from the professional opinions of costs shown herein.

Date: 2/19/2025

Kimley»Horn

Scenario 1 - Within Existing Curb

ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE*	TOTAL COST
	Andrews Avenue 70' Typical Section				
-	Mill and Resurface 4 Lane Undivided Urban Roadway with 4' Bike Lanes: U14	MI	1.977	$1,606,864.17	$ 3,177,000.00
714-10	Green-Colored Pavement, Markings, Bike Lane	SF	52,193	$8.65	$ 452,000.00
-	Red-Colored Pavement Markings, Bus Lane	SF	125,263	$17.00	$ 2,130,000.00
-	Removal of Bus Shelter	EA	4	(1)	$ -
-	Transit Shelter	EA	6	(1)	$ -
-	Signalization Modification	EA	11	$ 800,000.00	$ 8,800,000.00
102-1	MOT		20%		$ 2,912,000.00
	Contingency		35%		$ 6,115,000.00
		SEGMENT TOTAL			**$ 23,586,000.00**
	Andrews Avenue 100' Typical Section				
-	Mill and Resurface 5 Lane Urban Roadway with Center Turn Lane and 4' Bike Lanes: U16	MI	0.277	$1,888,808.08	$ 524,000.00
-	Mill and Resurface 1 Additional Lane Urban Arterial: U18	MI	0.277	$448,024.86	$ 125,000.00
-	New Construction Extra Cost for Additional Lane on Urban Arterial: U10	MI	0.831	$4,420,437.82	$ 3,674,000.00
522-4	Bus Shelter Pad- Concrete	SY	356	$179.45	$ 64,000.00
705-11-1	Delineator, Flexible Tubular	EA	229	$105.57	$ 25,000.00
714-10	Green-Colored Pavement, Markings, Bike Lane	SF	15,266	$8.65	$ 133,000.00
-	Red-Colored Pavement Markings, Bus Lane	SF	17,551	$17.00	$ 299,000.00
-	Removal of Bus Shelter	EA	3	(1)	$ -
-	Transit Shelter	EA	4	(1)	$ -
-	Signalization Modification	EA	2	$ 800,000.00	$ 1,600,000.00
102-1	MOT		20%		$ 1,289,000.00
	Contingency		35%		$ 2,707,000.00
		SEGMENT TOTAL			**$ 10,440,000.00**
	E 3rd Avenue 80' Typical Section				
-	Mill and Resurface 4 Lane Undivided Urban Roadway with 4' Bike Lanes: U14	MI	2.000	$1,606,864.17	$ 3,214,000.00
-	Mill and Resurface 1 Additional Lane Urban Arterial: U18	MI	2.000	$448,024.86	$ 897,000.00
-	New Construction Extra Cost for Additional Lane on Urban Arterial: U10	MI	1.773	$4,420,437.82	$ 7,837,000.00
522-4	Bus Shelter Pad- Concrete	SY	1,333	$179.45	$ 240,000.00
705-11-1	Delineator, Flexible Tubular	EA	1,872	$105.57	$ 198,000.00
714-10	Green-Colored Pavement, Markings, Bike Lane	SF	54,000	$8.65	$ 468,000.00
-	Red-Colored Pavement Markings, Bus Lane	SF	126,720	$17.00	$ 2,155,000.00
-	Removal of Bus Shelter	EA	9	(1)	$ -
-	Transit Shelter	EA	15	(1)	$ -
-	Signalization Modification	EA	14	$ 800,000.00	$ 11,200,000.00
102-1	MOT		20%		$ 5,242,000.00
-	Contingency		35%		$ 11,008,000.00
		SEGMENT TOTAL			**$ 42,459,000.00**
	E 3rd Avenue 60' Typical Section				
-	Mill and Resurface 3 Lane Urban Road with Center Turn Lane and 4' Bike Lanes: U13 (2)	MI	0.111	$1,186,248.73	$ 132,000.00
102-1	MOT		20%		$ 26,000.00
-	Contingency		35%		$ 55,000.00
		SEGMENT TOTAL			**$ 213,000.00**
		ALTERNATIVE TOTAL			**$ 76,698,000**

Notes

(1) Transit shelter furnishing, installation, and removal is expected to be funded and completed by Broward County Transit. Therefore, no cost was applied to this item.

(2) Given the short length of this segment, the length of the bridge along this segment was excluded from the CPM scale as the roadway structure along the bridge will not be modified. Modifications will only be made to pavement markings along the bridge. This cost is captured within other pay items.

Date: 2/19/2025

Kimley»Horn

Scenario 1 - Full Reconstruction

ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE*	TOTAL COST
	Andrews Avenue 70' Typical Section				
-	New Construction 5 Lane Undivided Urban Arterial with Center Turn Lane and 4' Bike Lanes: U07	MI	1.977	$12,822,124.28	$ 25,349,000.00
714-10	Green-Colored Pavement Markings, Bike Lane	SF	52,193	$ 8.65	$ 451,000.00
-	Red-Colored Pavement Markings, Bus Lane	SF	125,263	$ 17.00	$ 2,129,000.00
-	Removal of Bus Shelter	EA	4	(1)	$ -
-	Transit Shelter	EA	6	(1)	$ -
-	Signalization Modification	EA	13	$800,000.00	$ 10,400,000.00
102-1	MOT		20%		$ 7,666,000.00
-	Contingency		35%		$ 16,098,000.00
		SEGMENT TOTAL			**$ 62,093,000.00**
	Andrews Avenue 100' Typical Section				
-	New Construction 6 Lane Urban Road with 22' Median and 4' Bike Lanes: U08	MI	0.277	$18,549,372.01	$ 5,138,000.00
522-4	Bus Shelter Pad- Concrete	SY	356	$179.45	$ 64,000.00
705-11-1	Delineator, Flexible Tubular	EA	229	$ 105.57	$ -
714-10	Green-Colored Pavement Markings, Bike Lane	SF	17,551	$ 8.65	$ 152,000.00
-	Red-Colored Pavement Markings, Bus Lane	SF	17,551	$ 17.00	$ 298,000.00
-	Removal of Bus Shelter	EA	3	(1)	$ -
-	Transit Shelter	EA	4	(1)	$ -
-	Signalization Modification	EA	2	$800,000.00	$ 1,600,000.00
102-1	MOT		20%		$ 1,450,000.00
-	Contingency		35%		$ 3,046,000.00
		SEGMENT TOTAL			**$ 11,748,000.00**
	E 3rd Avenue 80' Typical Section				
-	New Construction 5 Lane Undivided Urban Arterial with Center Turn Lane and 4' Bike Lanes: U07	MI	2.000	$12,822,124.28	$ 25,645,000.00
-	New Construction Extra Cost for Additional Lane on Urban Arterial: U10	MI	2.000	$4,420,437.82	$ 8,841,000.00
522-4	Bus Shelter Pad- Concrete	SY	1,333	$ 179.45	$ 239,000.00
705-11-1	Delineator, Flexible Tubular	EA	1,872	$ 105.57	$ 32,000.00
714-10	Green-Colored Pavement Markings, Bike Lane	SF	63,360	$ 8.65	$ 548,000.00
-	Red-Colored Pavement Markings, Bus Lane	SF	126,720	$ 17.00	$ 2,154,000.00
-	Removal of Bus Shelter	EA	9	(1)	$ -
-	Transit Shelter	EA	15	(1)	$ -
-	Signalization Modification	EA	14	$800,000.00	$ 11,200,000.00
102-1	MOT		20%		$ 9,732,000.00
-	Contingency		35%		$ 20,437,000.00
		SEGMENT TOTAL			**$ 78,828,000.00**
	E 3rd Avenue 60' Typical Section				
-	New Construction Undivided Urban Arterial with 4' Bike Lanes: U03 (2)	MI	0.111	$15,511,454.46	$ 1,722,000.00
-	New Construction Extra Cost for Additional Lane on Urban Arterial: U10 (2)	MI	0.111	$4,420,437.82	$ 491,000.00
102-1	MOT		20%		$ 443,000.00
-	Contingency		35%		$ 930,000.00
		SEGMENT TOTAL			**$ 3,586,000.00**
		ALTERNATIVE TOTAL			**$ 156,255,000**

Notes

(1) Transit shelter furnishing, installation, and removal is expected to be funded and completed by Broward County Transit. Therefore, no cost was applied to this item.

(2) Given the short length of this segment, the length of the bridge along this segment was excluded from the CPM scale as the roadway structure along the bridge will not be modified. Modifications will only be made to pavement markings along the bridge. This cost is captured within other pay items.

Date: 2/19/2025

Kimley»Horn

Scenario 2 - Within Existing Curb

ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE*	TOTAL COST
	Andrews Avenue 70' Typical Section				
-	Mill and Resurface 4 Lane Undivided Urban Roadway with 4' Bike Lanes: U14	MI	1.977	$1,606,864.17	$ 3,177,000.00
714-10	Green-Colored Pavement, Markings, Bike Lane	SF	52,193	$8.65	$ 452,000.00
-	Red-Colored Pavement Markings, Bus Lane	SF	125,263	$17.00	$ 2,130,000.00
-	Removal of Bus Shelter	EA	5	(1)	$ -
-	Transit Shelter	EA	7	(1)	$ -
-	Signalization Modification	EA	11	$ 800,000.00	$ 8,800,000.00
102-1	MOT		20%		$ 2,912,000.00
	Contingency		30%		$ 5,241,000.00
		SEGMENT TOTAL			**$ 22,712,000.00**
	Andrews Avenue 100' Typical Section				
-	Mill and Resurface 5 Lane Urban Roadway with Center Turn Lane and 4' Bike Lanes: U16	MI	0.277	$1,888,808.08	$ 524,000.00
-	Mill and Resurface 1 Additional Lane Urban Arterial: U18	MI	0.277	$448,024.86	$ 125,000.00
-	New Construction Extra Cost for Additional Lane on Urban Arterial: U10	MI	0.831	$4,420,437.82	$ 3,674,000.00
522-4	Bus Shelter Pad- Concrete	SY	356	$179.45	$ 64,000.00
705-11-1	Delineator, Flexible Tubular	EA	229	$105.57	$ 25,000.00
714-10	Green-Colored Pavement, Markings, Bike Lane	SF	15,266	$8.65	$ 133,000.00
-	Red-Colored Pavement Markings, Bus Lane	SF	17,551	$17.00	$ 299,000.00
-	Removal of Bus Shelter	EA	3	(1)	$ -
-	Transit Shelter	EA	4	(1)	$ -
-	Signalization Modification	EA	2	$ 800,000.00	$ 1,600,000.00
102-1	MOT		20%		$ 1,289,000.00
	Contingency		30%		$ 2,320,000.00
		SEGMENT TOTAL			**$ 10,053,000.00**
	E 3rd Avenue 80' Typical Section				
-	Mill and Resurface 4 Lane Undivided Urban Roadway with 4' Bike Lanes: U14	MI	2.000	$1,606,864.17	$ 3,214,000.00
-	Mill and Resurface 1 Additional Lane Urban Arterial: U18	MI	2.000	$448,024.86	$ 897,000.00
-	New Construction Extra Cost for Additional Lane on Urban Arterial: U10	MI	1.773	$4,420,437.82	$ 7,837,000.00
522-4	Bus Shelter Pad- Concrete	SY	1,333	$179.45	$ 240,000.00
705-11-1	Delineator, Flexible Tubular	EA	1,872	$105.57	$ 198,000.00
714-10	Green-Colored Pavement, Markings, Bike Lane	SF	54,000	$8.65	$ 468,000.00
-	Red-Colored Pavement Markings, Bus Lane	SF	126,720	$17.00	$ 2,155,000.00
-	Removal of Bus Shelter	EA	9	(1)	$ -
-	Transit Shelter	EA	15	(1)	$ -
-	Signalization Modification	EA	14	$ 800,000.00	$ 11,200,000.00
102-1	MOT		20%		$ 5,242,000.00
-	Contingency		30%		$ 9,435,000.00
		SEGMENT TOTAL			**$ 40,886,000.00**
	E 3rd Avenue 60' Typical Section				
-	Mill and Resurface 3 Lane Urban Road with Center Turn Lane and 4' Bike Lanes: U13 (2)	MI	0.111	$1,186,248.73	$ 132,000.00
102-1	MOT		20%		$ 26,000.00
-	Contingency		30%		$ 47,000.00
		SEGMENT TOTAL			**$ 205,000.00**
		ALTERNATIVE TOTAL			**$ 73,856,000**

Notes

(1) Transit shelter furnishing, installation, and removal is expected to be funded and completed by Broward County Transit. Therefore, no cost was applied to this item.

(2) Given the short length of this segment, the length of the bridge along this segment was excluded from the CPM scale as the roadway structure along the bridge will not be modified. Modifications will only be made to pavement markings along the bridge. This cost is captured within other pay items.

Date: 2/19/2025

Kimley»Horn

Scenario 2 - Full Reconstruction

ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE*	TOTAL COST
	Andrews Avenue 70' Typical Section				
-	New Construction 5 Lane Undivided Urban Arterial with Center Turn Lane and 4' Bike Lanes: U07	MI	1.977	$12,822,124.28	$ 25,349,000.00
714-10	Green-Colored Pavement Markings, Bike Lane	SF	52,193	$ 8.65	$ 451,000.00
-	Red-Colored Pavement Markings, Bus Lane	SF	125,263	$ 17.00	$ 2,129,000.00
-	Removal of Bus Shelter	EA	5	(1)	$ -
-	Transit Shelter	EA	7	(1)	$ -
-	Signalization Modification	EA	13	$800,000.00	$ 10,400,000.00
102-1	MOT		20%		$ 7,666,000.00
-	Contingency		30%		$ 13,799,000.00
		SEGMENT TOTAL			**$ 59,794,000.00**
	Andrews Avenue 100' Typical Section				
-	New Construction 6 Lane Urban Road with 22' Median and 4' Bike Lanes: U08	MI	0.277	$18,549,372.01	$ 5,138,000.00
522-4	Bus Shelter Pad- Concrete	SY	356	$179.45	$ 64,000.00
705-11-1	Delineator, Flexible Tubular	EA	229	$ 105.57	$ -
714-10	Green-Colored Pavement Markings, Bike Lane	SF	17,551	$ 8.65	$ 152,000.00
-	Red-Colored Pavement Markings, Bus Lane	SF	17,551	$ 17.00	$ 298,000.00
-	Removal of Bus Shelter	EA	3	(1)	$ -
-	Transit Shelter	EA	4	(1)	$ -
-	Signalization Modification	EA	2	$800,000.00	$ 1,600,000.00
102-1	MOT		20%		$ 1,450,000.00
-	Contingency		30%		$ 2,611,000.00
		SEGMENT TOTAL			**$ 11,313,000.00**
	E 3rd Avenue 80' Typical Section				
-	New Construction 5 Lane Undivided Urban Arterial with Center Turn Lane and 4' Bike Lanes: U07	MI	2.000	$12,822,124.28	$ 25,645,000.00
-	New Construction Extra Cost for Additional Lane on Urban Arterial: U10	MI	2.000	$4,420,437.82	$ 8,841,000.00
522-4	Bus Shelter Pad- Concrete	SY	1,333	$ 179.45	$ 239,000.00
705-11-1	Delineator, Flexible Tubular	EA	1,872	$ 105.57	$ 32,000.00
714-10	Green-Colored Pavement Markings, Bike Lane	SF	63,360	$ 8.65	$ 548,000.00
-	Red-Colored Pavement Markings, Bus Lane	SF	126,720	$ 17.00	$ 2,154,000.00
-	Removal of Bus Shelter	EA	9	(1)	$ -
-	Transit Shelter	EA	15	(1)	$ -
-	Signalization Modification	EA	14	$800,000.00	$ 11,200,000.00
102-1	MOT		20%		$ 9,732,000.00
-	Contingency		30%		$ 17,517,000.00
		SEGMENT TOTAL			**$ 75,908,000.00**
	E 3rd Avenue 60' Typical Section				
-	New Construction Undivided Urban Arterial with 4' Bike Lanes: U03 (2)	MI	0.111	$15,511,454.46	$ 1,722,000.00
-	New Construction Extra Cost for Additional Lane on Urban Arterial: U10 (2)	MI	0.111	$4,420,437.82	$ 491,000.00
102-1	MOT		20%		$ 443,000.00
-	Contingency		30%		$ 797,000.00
		SEGMENT TOTAL			**$ 3,453,000.00**
		ALTERNATIVE TOTAL			**$ 150,468,000**

Notes

(1) Transit shelter furnishing, installation, and removal is expected to be funded and completed by Broward County Transit. Therefore, no cost was applied to this item.

(2) Given the short length of this segment, the length of the bridge along this segment was excluded from the CPM scale as the roadway structure along the bridge will not be modified. Modifications will only be made to pavement markings along the bridge. This cost is captured within other pay items.

Date: 2/19/2025

Kimley»Horn

Scenario 3 - Full Reconstruction

ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE*	TOTAL COST
	Andrews Avenue 70' Typical Section				
-	New Construction 5 Lane Undivided Urban Arterial with Center Turn Lane and 4' Bike Lanes: U07	MI	1.977	$12,822,124.28	$ 25,349,000.00
714-10	Green-Colored Pavement Markings, Bike Lane	SF	52,193	$ 8.65	$ 451,000.00
-	Red-Colored Pavement Markings, Bus Lane	SF	125,263	$ 17.00	$ 2,129,000.00
-	Removal of Bus Shelter	EA	5	(1)	$ -
-	Transit Shelter	EA	7	(1)	$ -
-	Signalization Modification	EA	13	$800,000.00	$ 10,400,000.00
102-1	MOT		20%		$ 7,666,000.00
-	Contingency		30%		$ 13,799,000.00
	SEGMENT TOTAL				**$ 59,794,000.00**
	Andrews Avenue 100' Typical Section				
-	New Construction 6 Lane Urban Road with 22' Median and 4' Bike Lanes: U08	MI	0.277	$18,549,372.01	$ 5,138,000.00
522-4	Bus Shelter Pad- Concrete	SY	356	$179.45	$ 64,000.00
705-11-1	Delineator, Flexible Tubular	EA	229	$ 105.57	$ -
714-10	Green-Colored Pavement Markings, Bike Lane	SF	17,551	$ 8.65	$ 152,000.00
-	Red-Colored Pavement Markings, Bus Lane	SF	17,551	$ 17.00	$ 298,000.00
-	Removal of Bus Shelter	EA	3	(1)	$ -
-	Transit Shelter	EA	4	(1)	$ -
-	Signalization Modification	EA	2	$800,000.00	$ 1,600,000.00
102-1	MOT		20%		$ 1,450,000.00
-	Contingency		30%		$ 2,611,000.00
	SEGMENT TOTAL				**$ 11,313,000.00**
	E 3rd Avenue 80' Typical Section				
-	New Construction 5 Lane Undivided Urban Arterial with Center Turn Lane and 4' Bike Lanes: U07	MI	1.823	$12,822,124.28	$ 23,375,000.00
-	New Construction Extra Cost for Additional Lane on Urban Arterial: U10	MI	1.823	$4,420,437.82	$ 8,059,000.00
522-4	Bus Shelter Pad- Concrete	SY	1,333	$ 179.45	$ 239,000.00
705-11-1	Delineator, Flexible Tubular	EA	1,685	$ 105.57	$ 29,000.00
714-10	Green-Colored Pavement Markings, Bike Lane	SF	57,753	$ 8.65	$ 500,000.00
-	Red-Colored Pavement Markings, Bus Lane	SF	115,505	$ 17.00	$ 1,964,000.00
-	Removal of Bus Shelter	EA	9	(1)	$ -
-	Transit Shelter	EA	15	(1)	$ -
-	Signalization Modification	EA	14	$800,000.00	$ 11,200,000.00
102-1	MOT		20%		$ 9,073,000.00
-	Contingency		30%		$ 16,332,000.00
	SEGMENT TOTAL				**$ 70,771,000.00**
	E 3rd Avenue 60' Typical Section				
-	New Construction Undivided Urban Arterial with 4' Bike Lanes: U03 (2)	MI	0.111	$15,511,454.46	$ 1,722,000.00
-	New Construction Extra Cost for Additional Lane on Urban Arterial: U10 (2)	MI	0.111	$4,420,437.82	$ 491,000.00
102-1	MOT		20%		$ 443,000.00
-	Contingency		30%		$ 797,000.00
	SEGMENT TOTAL				**$ 3,453,000.00**
	Flagler Drive 65' Typical Section				
-	New Construction Undivided Urban Arterial with 4' Bike Lanes: U03	MI	0.259	$15,511,454.46	$ 4,018,000.00
-	New Construction Extra Cost for Additional Lane on Urban Arterial: U10	MI	0.259	$4,420,437.82	$ 1,145,000.00
102-1	MOT		20%		$ 443,000.00
-	Contingency		30%		$ 1,682,000.00
	SEGMENT TOTAL				**$ 7,288,000.00**
	ALTERNATIVE TOTAL				**$ 152,619,000**

Notes

(1) Transit shelter furnishing, installation, and removal is expected to be funded and completed by Broward County Transit. Therefore, no cost was applied to this item.

(2) Given the short length of this segment, the length of the bridge along this segment was excluded from the CPM scale as the roadway structure along the bridge will not be modified. Modifications will only be made to pavement markings along the bridge. This cost is captured within other pay items.

APPENDIX K

Strengths, Weaknesses, Opportunities, and Threats Analysis

Andrews Avenue E 3rd Avenue

Draft SWOT Analysis - No-Build Conditions

Factor	Strengths	Weaknesses	Opportunities	Threats
Constructability	No construction needed.		The two-way roadway network can be maintained while also improving pedestrian mobility with wider sidewalks.	
Downtown Circulation/Access	Existing two-way network allows northbound and southbound mobility on same roadway, does not require circulation to one-way pair.	Existing medians on Andrews Avenue and E 3rd Avenue restrict legal left-turn access entering/exiting driveways. Left and right-turn lanes are needed to accommodate traffic flow.		Right-of-way is constrained in downtown Fort Lauderdale. Therefore, it may not be feasible to improve pedestrian infrastructure with the existing roadway configuration.
Emergency Response Times	Existing two-way network allows northbound and southbound mobility on same roadway, does not require circulation to one-way pair. Broward Health Center routes may not be under this scenario. Nearest fire station (Fire Station 8) to the study area is located just south of SE 17th Street just west of Andrews Avenue and may not be impacted under this scenario.	Lack of transit-only lanes may restrict emergency response vehicles' ability to bypass traffic on Andrews Avenue and E 3rd Avenue.		
Economic Sustainability	No economic impacts caused as construction is not required. No economic impacts on local businesses and their storefronts. On-street parking provided along sections of Andrews Avenue.		Existing on-street parking spaces may be increasing vehicular trips to and from businesses in study area.	
Curbside Management	No driveway access impacts caused as construction is not required. Existing on-street parking spaces provide curbside access for loading activities and other on-street operations.		On-street parking currently provided along sections of Andrews Avenue.	
Retail Storefront Exposure	No exposure impacts caused as construction is not required. No economic impacts on local businesses and their storefronts.		Existing on-street parking spaces may encourage vehicular pass-by traffic for businesses.	Lack of wide sidewalks/robust pedestrian infrastructure may reduce potential for foot traffic for businesses.
Sense of Place Considerations		Narrow pedestrian pathways (4 to 5 feet) in close proximity to the vehicular travel lanes. No landscaping or buffering in between.		Maintaining the existing auto-centric configuration may take away from the pedestrian's sense of place.
Effective Use of Right-of-Way	Right-of-way is currently used to fullest extent throughout most of the study area with vehicular travel lanes, medians, and sidewalks.	Existing infrastructure does not include bicycle lanes, transit-only lanes, and has areas where the sidewalk width is less than five (5) feet.		Right-of-way is mostly dedicated to vehicular travel rather than to other forms of transportation.
Multimodal Accommodation		Existing infrastructure provides poor multimodal accommodation, such as no bicycle lanes, no transit-only lanes, and some transit shelters in poor condition with no shade for riders.	Converting Andrews Avenue and E 3rd Avenue to one-way pairs may increase the multimodal infrastructure provided within the study area.	
Transit Accommodation		Existing infrastructure provides poor transit accommodation, such as no transit-only lanes and some transit shelters in poor condition with no shade for riders.		Maintaining the existing auto-centric configuration may not accommodate transit with transit-only lanes. Additionally, implementation of Broward County Transit's Light Rail Transit (LRT) Plan may significant impact E 3rd Avenue from SE 17th Street to Broward Boulevard as this roadway currently does not have any right-of-way dedicated exclusively to transit.
Cyclist Accommodation		Existing infrastructure provides poor cyclist accommodation due to lack of bicycle lanes.		Maintaining the existing auto-centric configuration may not accommodate cyclists with exclusive bicycle lanes.
Pedestrian Accommodation		Existing infrastructure has areas where the sidewalk width is less than five (5) feet.		Maintaining the existing auto-centric configuration may not accommodate pedestrian pathways along the study corridors.

Andrews Avenue ↓ ↑ E 3rd Avenue

Draft SWOT Analysis - Scenario 1 Conditions within Existing Curb

Factor	Strengths	Weaknesses	Opportunities	Threats
Constructability		Reconstruction of Andrews Avenue and E 3rd Avenue is required along with modification to a total of 28 signals.		Maintaining the existing curb may restrict the ability to widen sidewalks along Andrews Avenue and E 3rd Avenue.
Downtown Circulation/Access	Removal of medians on Andrews Avenue and E 3rd Avenue may remove restrictions to access into driveways and all driveways may operate as right-in/right-out or left-in/left-out. Additionally, reconstruction of Andrews Avenue and E 3rd Avenue may allow for installation of improved pedestrian infrastructure in areas where right-of-way is constrained.	One-way pair configuration requires vehicles to circulate between Andrews Avenue and E 3rd Avenue to travel northbound or southbound. Additionally, the one-way pairs are not adjacent to one another and have cross-streets between them, limiting their efficiency.	Proposed transit-only lanes can be used to provide exclusive right-turn lanes at signalized intersections on the one-way paired roadways.	Counterclockwise circulation may require left-turns to access cross-streets between the one-way paired roadways. Left-turns may require more right-of-way whereas right-turns can use the proposed transit-only lanes as exclusive right-turn lanes at signalized intersections.
Emergency Response Times		Broward Health may need to reverse emergency vehicle driveway access to accommodate for the northbound traffic on E 3rd Avenue as driveway is currently designed for southbound circulation. Emergency vehicles traveling southbound on Andrews Avenue may need to use SE 17th Street and SE 3rd Avenue or internal campus drive aisles to access emergency vehicle driveway. Additionally, fire trucks from Fire Station 2 (Headquarters) and Fire Station 8 may have longer northbound travel times as they are located west of the study area and the northbound roadway (E 3rd Avenue) may be the eastern one-way road.	Transit-only lanes may be able to be used by emergency vehicles to bypass traffic on Andrews Avenue and E 3rd Avenue.	
Economic Sustainability		Reconstruction could restrict access to existing retailers and business owners and along the roadways. Construction may last for approximately 12 to 18 months.	Increased pedestrian/cyclist traffic on Andrews Avenue and E 3rd Avenue after reconstruction may improve economy of businesses in study area.	Removal of on-street parking-lanes may reduce vehicular trips to and from businesses in study area.
Curbside Management		Reconstruction of Andrews Avenue and E 3rd Avenue may temporarily restrict driveway access. Additionally, addition of transit-only lanes and/or bicycle lanes may restrict curbside access along the one-way paired roadways.	Reconstruction can allow for a more pedestrian-friendly environment, such as widening pedestrian pathways and creating buffers between vehicular lanes and pedestrians with landscaping.	Removal of on-street parking-lanes may reduce vehicular trips to and from businesses in study area.
Retail Storefront Exposure		Reconstruction of Andrews Avenue and E 3rd Avenue may temporarily restrict retail storefront access.	Increased pedestrian/cyclist traffic on Andrews Avenue and E 3rd Avenue after reconstruction may improve economy of businesses in study area.	Removal of on-street parking spaces may discourage vehicular pass-by traffic for businesses.
Sense of Place Considerations			Improvements to multimodal infrastructure may allow for increased bicycle and pedestrian travel which may improve sense of place.	The potential requirement of exclusive turn lanes could impact multimodal treatments, such as exclusive bicycle lanes and transit-only lanes.
Effective Use of Right-of-Way	Construction and one-way pair may allow for more right-of-way to be dedicated to other forms of transportation.		Utilizing the effective right-of-way may allow for other forms of transportation, such as exclusive bicycle lanes and transit-only lanes.	Potentially resulting in a lower vehicular level of service (LOS) along both study roadways.
Multimodal Accommodation	Construction of one-way pair may allow for installation of wider and better-protected bicycle lanes.		Construction of one-way pair may allow for installation of transit-only lanes.	
Transit Accommodation	Reconstruction and one-way pair may allow for installation of transit-only lanes.	Removal of on-street parking required to allow for other modes of transportation.	Improvements to transit infrastructure may allow for improved transit connectivity between downtown and other parts of Broward County, such as the FLL Airport and Port Everglades. Additionally, improvements to transit infrastructure may require coordination with Broward County Transit LRT (Light Rail Transit) project for transit lanes.	Implementation of Broward County Transit's Light Rail Transit (LRT) Plan may impact transit-only lanes on E 3rd Avenue. These lanes may be converted to travel lanes for light rail service from SE 17th Street to Broward Boulevard.
Cyclist Accommodation	Construction and one-way pair may allow for installation of bicycle lanes.	Removal of on-street parking required to allow for other modes of transportation.	Implementation of bicycle lanes may improve cyclist comfort on the one-way pair and increase cyclist traffic within the study area.	Implementation of exclusive bicycle lanes could hinder the vehicular level of service (LOS) of the adjacent travel lanes.
Pedestrian Accommodation		Removal of on-street parking required to allow for other modes of transportation. No room for implementation of wider pedestrian pathways to accommodate pedestrians on the one-way pair.		Implementation of exclusive bicycle lanes and transit-only lanes could leave little-to-no right-of-way to expand pedestrian pathways.

Andrews Avenue ↓ ↑ E 3rd Avenue

Draft SWOT Analysis - Scenario 1 Conditions with Full Reconstruction

Factor	Strengths	Weaknesses	Opportunities	Threats
Constructability		Reconstruction of Andrews Avenue and E 3rd Avenue is required along with modification to a total of 28 signals. Reconstruction of sidewalks is also required.	Reconstruction of sidewalks may allow for installation of shared-use paths for pedestrians and cyclists.	
Downtown Circulation/Access	Removal of medians on Andrews Avenue and E 3rd Avenue may remove restrictions to access into driveways and all driveways may operate as right-in/right-out or left-in/left-out. Additionally, reconstruction of Andrews Avenue and E 3rd Avenue may allow for installation of improved pedestrian infrastructure in areas where right-of-way is constrained.	One-way pair configuration requires vehicles to circulate between Andrews Avenue and E 3rd Avenue to travel northbound or southbound. Additionally, the one-way pairs are not adjacent to one another and have cross-streets between them, limiting their efficiency.	Proposed transit-only lanes can be used to provide exclusive right-turn lanes at signalized intersections on the one-way paired roadways.	Counterclockwise circulation may require left-turns to access cross-streets between the one-way paired roadways. Left-turns may require more right-of-way whereas right-turns can use the proposed transit-only lanes as exclusive right-turn lanes at signalized intersections.
Emergency Response Times		Broward Health may need to reverse emergency vehicle driveway access to accommodate for the northbound traffic on E 3rd Avenue as driveway is currently designed for southbound circulation. Emergency vehicles traveling southbound on Andrews Avenue may need to use SE 17th Street and SE 3rd Avenue or internal campus drive aisles to access emergency vehicle driveway. Additionally, fire trucks from Fire Station 2 (Headquarters) and Fire Station 8 may have longer northbound travel times as they are located west of the study area and the northbound roadway (E 3rd Avenue) may be the eastern one-way road.	Transit-only lanes may be able to be used by emergency vehicles to bypass traffic on Andrews Avenue and E 3rd Avenue.	
Economic Sustainability		Reconstruction could restrict access to existing retailers and business owners and along the roadways. Construction may last for approximately 3 years.	Increased pedestrian/cyclist traffic on Andrews Avenue and E 3rd Avenue after reconstruction may improve economy of businesses in study area.	Removal of on-street parking-lanes may reduce vehicular trips to and from businesses in study area.
Curbside Management		Reconstruction of Andrews Avenue and E 3rd Avenue may temporarily restrict driveway access. Additionally, addition of transit-only lanes and/or bicycle lanes may restrict curbside access along the one-way paired roadways.	Reconstruction can allow for a more pedestrian-friendly environment, such as widening pedestrian pathways and creating buffers between vehicular lanes and pedestrians with landscaping.	Removal of on-street parking-lanes may reduce vehicular trips to and from businesses in study area.
Retail Storefront Exposure		Reconstruction of Andrews Avenue and E 3rd Avenue may temporarily restrict retail storefront access.	Increased pedestrian/cyclist traffic on Andrews Avenue and E 3rd Avenue after reconstruction may improve economy of businesses in study area.	Removal of on-street parking spaces may discourage vehicular pass-by traffic for businesses.
Sense of Place Considerations			Improvements to multimodal infrastructure may allow for increased bicycle and pedestrian travel which may improve sense of place.	The potential requirement of exclusive turn lanes could impact multimodal treatments, such as exclusive bicycle lanes and transit-only lanes.
Effective Use of Right-of-Way	Reconstruction and one-way pair may allow for more right-of-way to be dedicated to other forms of transportation.		Utilizing the effective right-of-way may allow for other forms of transportation, such as exclusive bicycle lanes, transit-only lanes, and wider pedestrian pathways (6 to 11 feet).	Potentially resulting in a lower vehicular level of service (LOS) along both study roadways.
Multimodal Accommodation	Construction of one-way pair may allow for installation of wider and better-protected bicycle lanes and sidewalks/shared use path.		Construction of one-way pair may allow for installation of transit-only lanes.	
Transit Accommodation	Reconstruction and one-way pair may allow for installation of transit-only lanes.	Removal of on-street parking required to allow for other modes of transportation.	Improvements to transit infrastructure may allow for improved transit connectivity between downtown and other parts of Broward County, such as the FLL Airport and Port Everglades. Additionally, improvements to transit infrastructure may require coordination with Broward County Transit LRT (Light Rail Transit) project for transit lanes.	Implementation of Broward County Transit's Light Rail Transit (LRT) Plan may impact transit-only lanes on E 3rd Avenue. These lanes may be converted to travel lanes for light rail service from SE 17th Street to Broward Boulevard.
Cyclist Accommodation	Reconstruction and one-way pair may allow for installation of wider and better-protected bicycle lanes.	Removal of on-street parking required to allow for other modes of transportation.	Implementation of bicycle lanes may improve cyclist comfort on the one-way pair and increase cyclist traffic within the study area.	Implementation of exclusive bicycle lanes could hinder the vehicular level of service (LOS) of the adjacent travel lanes.
Pedestrian Accommodation	Construction of one-way pair may allow for installation of wider and better-protected sidewalks.	Removal of on-street parking required to allow for other modes of transportation.	Implementation of wider pedestrian pathways may improve pedestrian comfort on the one-way pair and increase foot traffic within the study area.	Implementation of exclusive bicycle lanes and transit-only lanes could leave little-to-no right-of-way to expand pedestrian pathways.

Andrews Avenue ↑ ↓ E 3rd Avenue

Draft SWOT Analysis - Scenario 2 Conditions within Existing Curb

Factor	Strengths	Weaknesses	Opportunities	Threats
Constructability		Reconstruction of Andrews Avenue and E 3rd Avenue is required along with modification to a total of 28 signals.		Maintaining the existing curb may restrict the ability to widen sidewalks along Andrews Avenue and E 3rd Avenue.
Downtown Circulation/Access	Removal of medians on Andrews Avenue and E 3rd Avenue may remove restrictions to access into driveways. Additionally, reconstruction of Andrews Avenue and E 3rd Avenue may allow for installation of improved pedestrian infrastructure in areas where right-of-way is constrained.	One-way pair configuration requires vehicles to circulate between Andrews Avenue and E 3rd Avenue to travel northbound or southbound. Additionally, the one-way pairs are not adjacent to one another and have cross-streets between them, limiting their efficiency.	Proposed transit-only lanes can be used to provide exclusive right-turn lanes at signalized intersections on the one-way paired roadways. Additionally, clockwise circulation may require right-turns to access cross-streets between the one-way paired roadways. As the transit-only lanes can operate as exclusive right-turn lanes at signalized intersections, additional right-of-way is not required to dedicate turn lanes for traffic accessing cross-streets.	
Emergency Response Times	Broward Health emergency vehicle driveway does not need access reversed as driveway is currently designed for southbound circulation. Additionally, fire trucks from Fire Station 2 (Headquarters) and Fire Station 8 may not have longer northbound emergency response times as they are located west of the study area and the northbound roadway (Andrews Avenue) may be the western one-way road.	Emergency vehicles traveling northbound on Andrews Avenue may need to use SE 14th Street and SE 3rd Avenue or internal campus drive aisles to access Broward Health emergency vehicle driveway.	Transit-only lanes may be able to be used by emergency vehicles to bypass traffic on Andrews Avenue and E 3rd Avenue.	
Economic Sustainability		Reconstruction could restrict access to existing retailers and business owners and along the roadways. Construction may last for approximately 12 to 18 months.	Increased pedestrian/cyclist traffic on Andrews Avenue and E 3rd Avenue after reconstruction may improve economy of businesses in study area.	Removal of on-street parking-lanes may reduce vehicular trips to and from businesses in study area.
Curbside Management		Reconstruction of Andrews Avenue and E 3rd Avenue may temporarily restrict driveway access. Additionally, addition of transit-only lanes and/or bicycle lanes may restrict curbside access along the one-way paired roadways.	Reconstruction can allow for a more pedestrian-friendly environment, such as widening pedestrian pathways and creating buffers between vehicular lanes and pedestrians with landscaping.	Removal of on-street parking-lanes may reduce vehicular trips to and from businesses in study area.
Retail Storefront Exposure		Reconstruction of Andrews Avenue and E 3rd Avenue may temporarily restrict retail storefront access.	Increased pedestrian/cyclist traffic on Andrews Avenue and E 3rd Avenue after reconstruction may improve economy of businesses in study area.	Removal of on-street parking spaces may discourage vehicular pass-by traffic for businesses.
Sense of Place Considerations			Improvements to multimodal infrastructure may allow for increased bicycle and pedestrian travel which may improve sense of place.	The potential requirement of exclusive turn lanes could impact multimodal treatments, such as exclusive bicycle lanes and transit-only lanes.
Effective Use of Right-of-Way	Construction and one-way pair may allow for more right-of-way to be dedicated to other forms of transportation.		Utilizing the effective right-of-way may allow for other forms of transportation, such as exclusive bicycle lanes, transit-only lanes, and wider pedestrian pathways.	Potentially resulting in a lower vehicular level of service (LOS) along both study roadways.
Multimodal Accommodation	Construction of one-way pair may allow for installation of wider and better-protected bicycle lanes.		Construction of one-way pair may allow for installation of transit-only lanes.	
Transit Accommodation	Construction and one-way pair may allow for installation of transit-only lanes.	Removal of on-street parking required to allow for other modes of transportation.	Improvements to transit infrastructure may allow for improved transit connectivity between downtown and other parts of Broward County, such as the FLL Airport and Port Everglades. Additionally, improvements to transit infrastructure may require coordination with Broward County Transit LRT (Light Rail Transit) project for transit lanes.	Implementation of Broward County Transit's Light Rail Transit (LRT) Plan may impact transit-only lanes on E 3rd Avenue. These lanes may be converted to travel lanes for light rail service from SE 17th Street to Broward Boulevard.
cyclist Accommodation	Reconstruction and one-way pair may allow for installation of wider and better-protected bicycle lanes.	Removal of on-street parking required to allow for other modes of transportation.	Implementation of bicycle lanes may improve cyclist comfort on the one-way pair and increase cyclist traffic within the study area.	Implementation of exclusive bicycle lanes could hinder the vehicular level of service (LOS) of the adjacent travel lanes.
Pedestrian Accommodation	Construction of one-way pair may allow for installation of wider and better-protected sidewalks.	Removal of on-street parking required to allow for other modes of transportation.		Implementation of exclusive bicycle lanes and transit-only lanes could leave little-to-no right-of-way to expand pedestrian pathways.

Andrews Avenue ↑ ↓ E 3rd Avenue

Draft SWOT Analysis - Scenario 2 Conditions with Full Reconstruction

Factor	Strengths	Weaknesses	Opportunities	Threats
Constructability		Reconstruction of Andrews Avenue and E 3rd Avenue is required along with modification to a total of 28 signals. Reconstruction of sidewalks is also required.	Reconstruction of sidewalks may allow for installation of shared-use paths for pedestrians and cyclists.	
Downtown Circulation/Access	Removal of medians on Andrews Avenue and E 3rd Avenue may remove restrictions to access into driveways. Additionally, reconstruction of Andrews Avenue and E 3rd Avenue may allow for installation of improved pedestrian infrastructure in areas where right-of-way is constrained.	One-way pair configuration requires vehicles to circulate between Andrews Avenue and E 3rd Avenue to travel northbound or southbound. Additionally, the one-way pairs are not adjacent to one another and have cross-streets between them, limiting their efficiency.	Proposed transit-only lanes can be used to provide exclusive right-turn lanes at signalized intersections on the one-way paired roadways. Additionally, clockwise circulation may require right-turns to access cross-streets between the one-way paired roadways. As the transit-only lanes can operate as exclusive right-turn lanes at signalized intersections, additional right-of-way is not required to dedicate turn lanes for traffic accessing cross-streets.	
Emergency Response Times	Broward Health emergency vehicle driveway does not need access reversed as driveway is currently designed for southbound circulation. Additionally, fire trucks from Fire Station 2 (Headquarters) and Fire Station 8 may not have longer northbound emergency response times as they are located west of the study area and the northbound roadway (Andrews Avenue) may be the western one-way road.	Emergency vehicles traveling northbound on Andrews Avenue may need to use SE 14th Street and SE 3rd Avenue or internal campus drive aisles to access Broward Health emergency vehicle driveway.	Transit-only lanes may be able to be used by emergency vehicles to bypass traffic on Andrews Avenue and E 3rd Avenue.	
Economic Sustainability		Reconstruction could restrict access to existing retailers and business owners and along the roadways. Construction may last for approximately 3 years.	Increased pedestrian/cyclist traffic on Andrews Avenue and E 3rd Avenue after reconstruction may improve economy of businesses in study area.	Removal of on-street parking-lanes may reduce vehicular trips to and from businesses in study area.
Curbside Management		Reconstruction of Andrews Avenue and E 3rd Avenue may temporarily restrict driveway access. Additionally, addition of transit-only lanes and/or bicycle lanes may restrict curbside access along the one-way paired roadways.	Reconstruction can allow for a more pedestrian-friendly environment, such as widening pedestrian pathways and creating buffers between vehicular lanes and pedestrians with landscaping.	Removal of on-street parking-lanes may reduce vehicular trips to and from businesses in study area.
Retail Storefront Exposure		Reconstruction of Andrews Avenue and E 3rd Avenue may temporarily restrict retail storefront access.	Increased pedestrian/cyclist traffic on Andrews Avenue and E 3rd Avenue after reconstruction may improve economy of businesses in study area.	Removal of on-street parking spaces may discourage vehicular pass-by traffic for businesses.
Sense of Place Considerations			Improvements to multimodal infrastructure may allow for increased bicycle and pedestrian travel which may improve sense of place.	The potential requirement of exclusive turn lanes could impact multimodal treatments, such as exclusive bicycle lanes and transit-only lanes.
Effective Use of Right-of-Way	Reconstruction and one-way pair may allow for more right-of-way to be dedicated to other forms of transportation.		Utilizing the effective right-of-way may allow for other forms of transportation, such as exclusive bicycle lanes, transit-only lanes, and wider pedestrian pathways.	Potentially resulting in a lower vehicular level of service (LOS) along both study roadways.
Multimodal Accommodation	Construction of one-way pair may allow for installation of wider and better-protected bicycle lanes and sidewalks/shared use path.		Construction of one-way pair may allow for installation of transit-only lanes.	
Transit Accommodation	Reconstruction and one-way pair may allow for installation of transit-only lanes.	Removal of on-street parking required to allow for other modes of transportation.	Improvements to transit infrastructure may allow for improved transit connectivity between downtown and other parts of Broward County, such as the FLL Airport and Port Everglades. Additionally, improvements to transit infrastructure may require coordination with Broward County Transit LRT (Light Rail Transit) project for transit lanes.	Implementation of Broward County Transit's Light Rail Transit (LRT) Plan may impact transit-only lanes on E 3rd Avenue. These lanes may be converted to travel lanes for light rail service from SE 17th Street to Broward Boulevard.
cyclist Accommodation	Reconstruction and one-way pair may allow for installation of wider and better-protected bicycle lanes.	Removal of on-street parking required to allow for other modes of transportation.	Implementation of bicycle lanes may improve cyclist comfort on the one-way pair and increase cyclist traffic within the study area.	Implementation of exclusive bicycle lanes could hinder the vehicular level of service (LOS) of the adjacent travel lanes.
Pedestrian Accommodation	Construction of one-way pair may allow for installation of wider and better-protected sidewalks.	Removal of on-street parking required to allow for other modes of transportation.	Implementation of wider pedestrian pathways may improve pedestrian comfort on the one-way pair and increase foot traffic within the study area.	Implementation of exclusive bicycle lanes and transit-only lanes could leave little-to-no right-of-way to expand pedestrian pathways.

Andrews Avenue Flagler Drive/E 3rd Avenue

Draft SWOT Analysis - Scenario 3 Conditions with Full Reconstruction

Factor	Strengths	Weaknesses	Opportunities	Threats
Constructability		Reconstruction of Andrews Avenue and Flagler Drive/E 3rd Avenue is required along with modification to a total of 28 signals. Reconstruction of sidewalks is also required.	Reconstruction of sidewalks may allow for installation of shared-use paths for pedestrians and cyclists.	
Downtown Circulation/Access	Removal of medians on Andrews Avenue and Flagler Drive/E 3rd Avenue may remove restrictions to access into driveways. Additionally, reconstruction of Andrews Avenue and Flagler Drive/E 3rd Avenue may allow for installation of improved pedestrian infrastructure in areas where right-of-way is constrained.	One-way pair configuration requires vehicles to circulate between Andrews Avenue and E 3rd Avenue to travel northbound or southbound. Additionally, the one-way pairs are not adjacent to one another and have cross-streets between them, limiting their efficiency.	Proposed transit-only lanes can be used to provide exclusive right-turn lanes at signalized intersections on the one-way paired roadways. Additionally, clockwise circulation may require right-turns to access cross-streets between the one-way paired roadways. As the transit-only lanes can operate as exclusive right-turn lanes at signalized intersections, additional right-of-way is not required to dedicate turn lanes for traffic accessing cross-streets. Furthermore, NE 4th Avenue is maintained as a two-way roadway north of Flagler Drive under this scenario.	Maintaining NE 4th Avenue as a two-way roadway north of Flagler Drive may be redundant as northbound traffic upstream of this segment may be diverted to Andrews Avenue, eliminating need for some of the northbound capacity provided at the intersection of Sunrise Boulevard and NE 4th Avenue.
Emergency Response Times	Broward Health emergency vehicle driveway does not need access reversed as driveway is currently designed for southbound circulation. Additionally, fire trucks from Fire Station 2 (Headquarters) and Fire Station 8 may not have longer northbound emergency response times as they are located west of the study area and the northbound roadway (Andrews Avenue) may be the western one-way road.	Emergency vehicles traveling northbound on Andrews Avenue may need to use SE 14th Street and SE 3rd Avenue or internal campus drive aisles to access Broward Health emergency vehicle driveway.	Transit-only lanes may be able to be used by emergency vehicles to bypass traffic on Andrews Avenue and Flagler Drive/E 3rd Avenue.	
Economic Sustainability		Reconstruction could restrict access to existing retailers and business owners and along the roadways. Construction may last for approximately 3 years.	Increased pedestrian/cyclist traffic on Andrews Avenue and Flagler Drive/E 3rd Avenue after reconstruction may improve economy of businesses in study area.	Removal of on-street parking-lanes may reduce vehicular trips to and from businesses in study area.
Curbside Management		Reconstruction of Andrews Avenue and Flagler Drive/E 3rd Avenue may temporarily restrict driveway access. Additionally, addition of transit-only lanes and/or bicycle lanes may restrict curbside access along the one-way paired roadways.	Reconstruction can allow for a more pedestrian-friendly environment, such as widening pedestrian pathways and creating buffers between vehicular lanes and pedestrians with landscaping.	Removal of on-street parking-lanes may reduce vehicular trips to and from businesses in study area.
Retail Storefront Exposure		Reconstruction of Andrews Avenue and Flagler Drive/E 3rd Avenue may temporarily restrict retail storefront access.	Increased pedestrian/cyclist traffic on Andrews Avenue and Flagler Drive/E 3rd Avenue after reconstruction may improve economy of businesses in study area.	Removal of on-street parking spaces may discourage vehicular pass-by traffic for businesses.
Sense of Place Considerations			Improvements to multimodal infrastructure may allow for increased bicycle and pedestrian travel which may improve sense of place.	The potential requirement of exclusive turn lanes could impact multimodal treatments, such as exclusive bicycle lanes and transit-only lanes.
Effective Use of Right-of-Way	Reconstruction and one-way pair may allow for more right-of-way to be dedicated to other forms of transportation.		Utilizing the effective right-of-way may allow for other forms of transportation, such as exclusive bicycle lanes, transit-only lanes, and wider pedestrian pathways.	Potentially resulting in a lower vehicular level of service (LOS) along both study roadways.
Multimodal Accommodation	Construction of one-way pair may allow for installation of wider and better-protected bicycle lanes and sidewalks/shared use path.		Construction of one-way pair may allow for installation of transit-only lanes.	
Transit Accommodation	Reconstruction and one-way pair may allow for installation of transit-only lanes.	Removal of on-street parking required to allow for other modes of transportation.	Improvements to transit infrastructure may allow for improved transit connectivity between downtown and other parts of Broward County, such as the FLL Airport and Port Everglades. Additionally, improvements to transit infrastructure may require coordination with Broward County Transit LRT (Light Rail Transit) project for transit lanes.	Implementation of Broward County Transit's Light Rail Transit (LRT) Plan may impact transit-only lanes on E 3rd Avenue. These lanes may be converted to travel lanes for light rail service from SE 17th Street to Broward Boulevard.
cyclist Accommodation	Reconstruction and one-way pair may allow for installation of wider and better-protected bicycle lanes.	Removal of on-street parking required to allow for other modes of transportation.	Implementation of bicycle lanes may improve cyclist comfort on the one-way pair and increase cyclist traffic within the study area.	Implementation of exclusive bicycle lanes could hinder the vehicular level of service (LOS) of the adjacent travel lanes.
Pedestrian Accommodation	Construction of one-way pair may allow for installation of wider and better-protected sidewalks.	Removal of on-street parking required to allow for other modes of transportation.	Implementation of wider pedestrian pathways may improve pedestrian comfort on the one-way pair and increase foot traffic within the study area.	Implementation of exclusive bicycle lanes and transit-only lanes could leave little-to-no right-of-way to expand pedestrian pathways.

APPENDIX L

Literature Review Traffic Studies

Downtown Miami, Florida

City of Miami

Task Order No. 13
Downtown Cycle Length Analysis
Miami, Florida

Kimley»Horn

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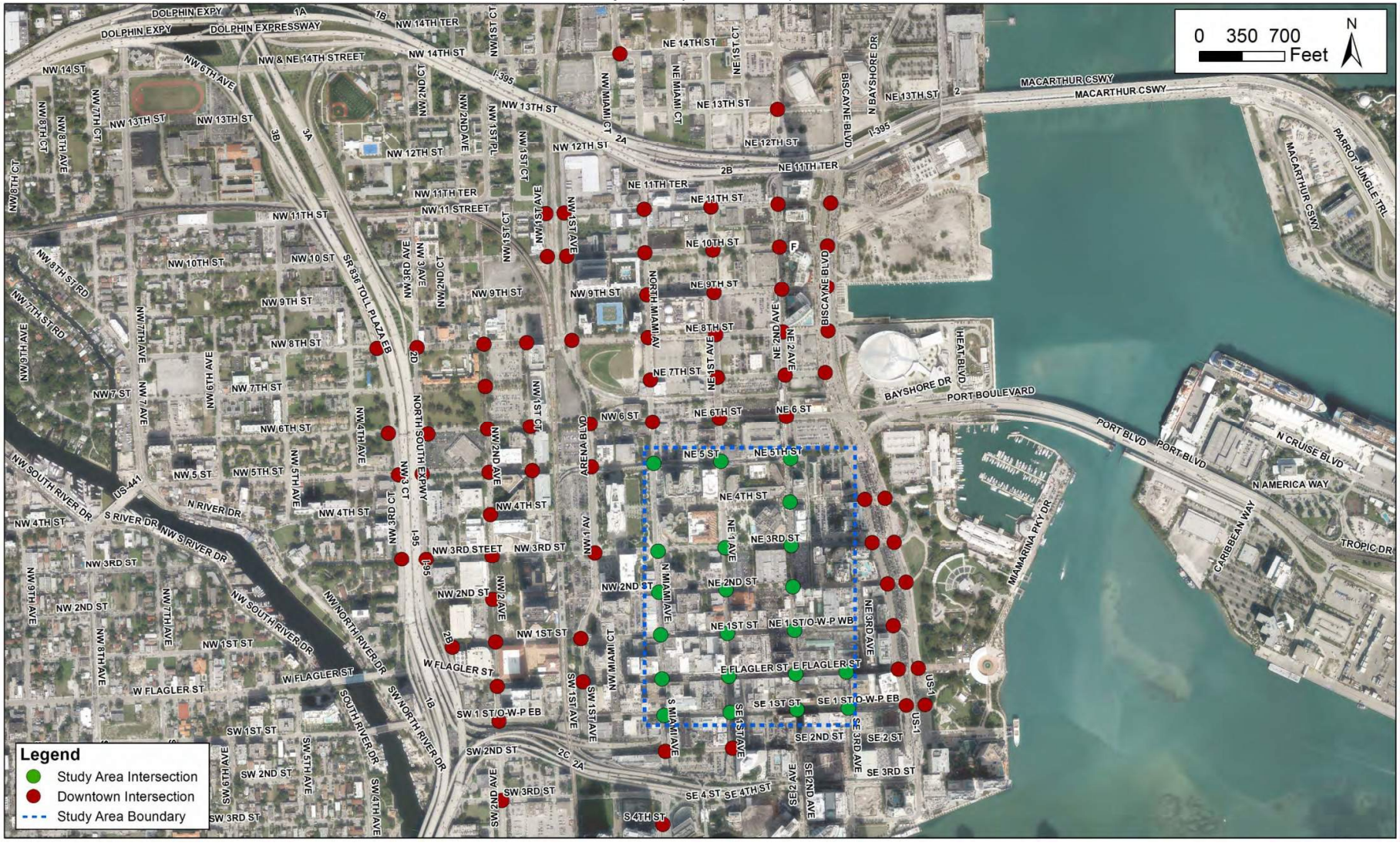
April 2016
042258015

Figure 1 - Study Area Location Map

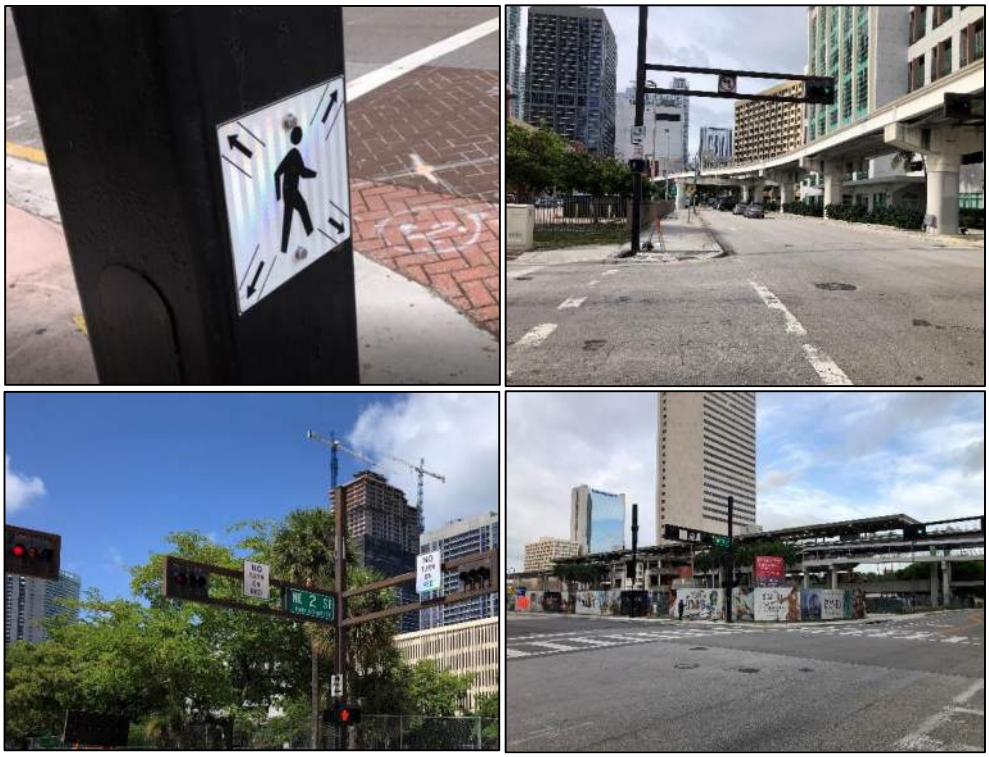


CONCLUSION

The existing cycle lengths in Downtown Miami are typically between 90 to 100 seconds during the A.M. and P.M. peak periods. The study analysis examined a subset of the Downtown intersections in the area bounded by NE 5th Street to the north, SE 1st Street to the south, NE/SE 3rd Avenue to the east, and North Miami Avenue to the west. The purpose of the study was to determine is a shorter cycle length could be utilized in the study area to better serve pedestrians.

Intersection capacity and approach queue lengths were analyzed to determine if pedestrian-friendly shorter cycle lengths could be used to better serve pedestrians and meet adopted levels of service. Intersection capacity analyses were examined for existing conditions, existing conditions with half-cycle lengths and RTORs, and existing conditions with half-cycle lengths with RTORs prohibited. The intersection capacity analysis demonstrated that the study intersections are expected to operate at adopted LOS E or better under all analysis conditions. Generally, improvements are observed when comparing the existing conditions queue lengths with the existing conditions with half-cycle queue lengths and the existing conditions with half-cycle and RTOR prohibited queue lengths. Under both half-cycle analysis conditions, three (3) approaches during the A.M. peak hour and four (4) approaches during the P.M. peak hour are expected to operate with queue length increases greater than two (2) vehicles (approximately 46 feet). The analyses demonstrated that applying the existing cycle length half cycles can better accommodate both pedestrian and vehicular traffic through the study intersections while maintaining corridor coordination within the Downtown Miami area.

Task Order No. 33
Downtown Cycle Length Implementation
Miami, Florida



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August 2021
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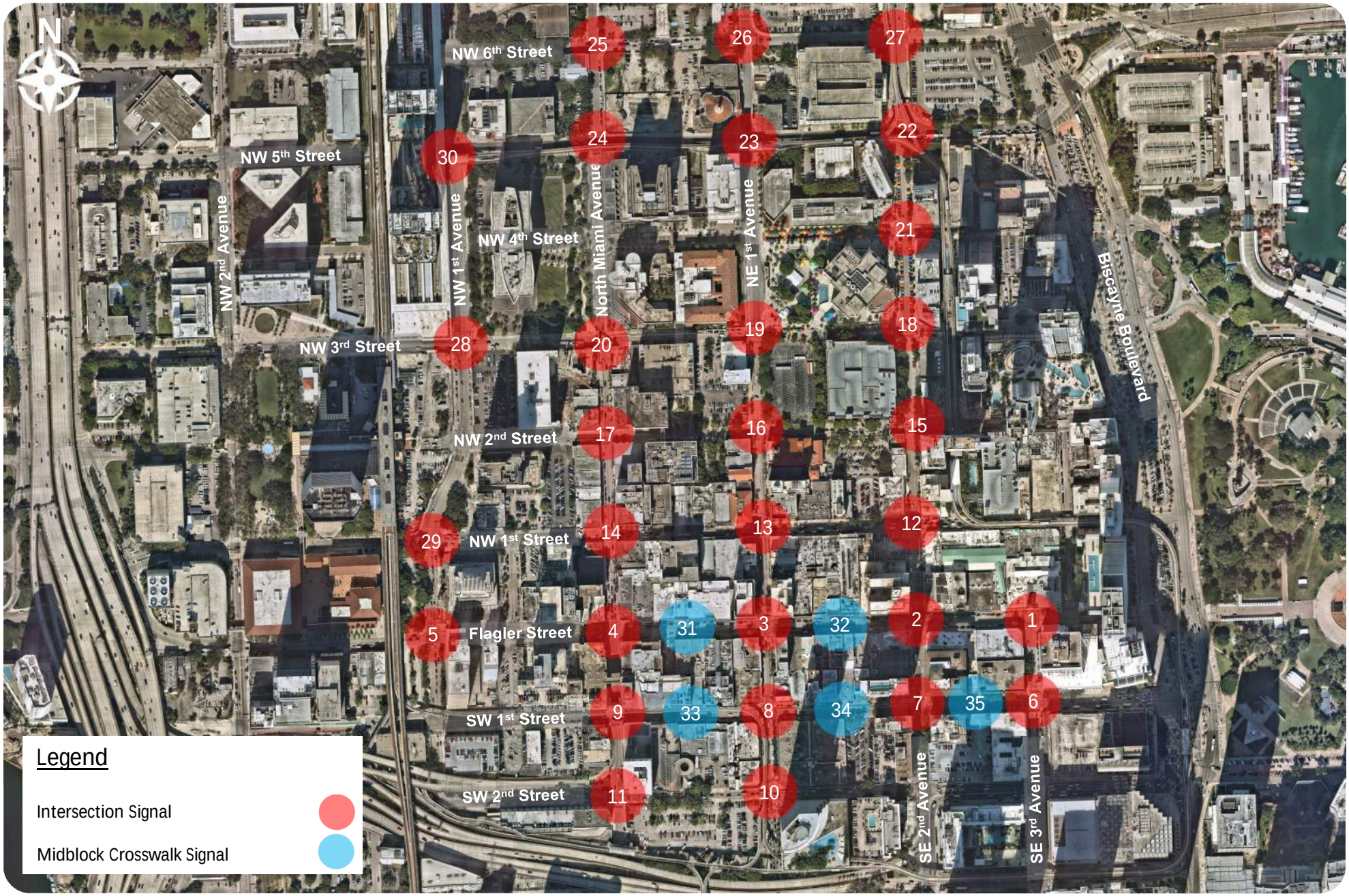

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Figure 1
Study Area Map
Downtown Cycle Length Implementation
Miami, Florida

CONCLUSION

The existing cycle lengths in Downtown Miami were between 110 to 130 seconds during the A.M. and P.M. peak periods. This study was prepared to identify and implement shorter cycle lengths within the Downtown Core to enhance pedestrian mobility. The study area includes a subset of the Downtown Core signalized intersections generally bounded by NE/NW 6th Street to the north, SE/SW 2nd Street to the south, NE/SE 3rd Avenue to the east, and NW/SW 1st Avenue to the west. As part of the study, reduced cycle lengths and signal timings were calculated, field observations were conducted to fine-tune/optimize the re-calculated signal timings, and a vehicle evaluation was conducted to assess the impacts to vehicles and pedestrians as a result of the reduced cycle lengths.

Based on the vehicle evaluation of the reduced cycle lengths at the study area signalized intersections, the average speed of vehicles traveling through the study area increased by 5 percent (5%) during the A.M. peak period and increased by 9 percent (9%) during the P.M. peak period. Additionally, the average vehicle travel time through the study area decreased by 2 percent (2%) during the A.M. peak period and decreased by 8 percent (8%) during the P.M. peak period.

Based on the pedestrian evaluation of the reduced cycle length implementation at the study intersections, the average pedestrian wait time decreased by approximately 29 percent (29%) during the A.M. peak period and approximately 27 percent (27%) during the P.M. peak period. Additionally, the average pedestrian service time increased by approximately 44 percent (44%) during the A.M. peak period and approximately 56 percent (56%) during the P.M. peak period.

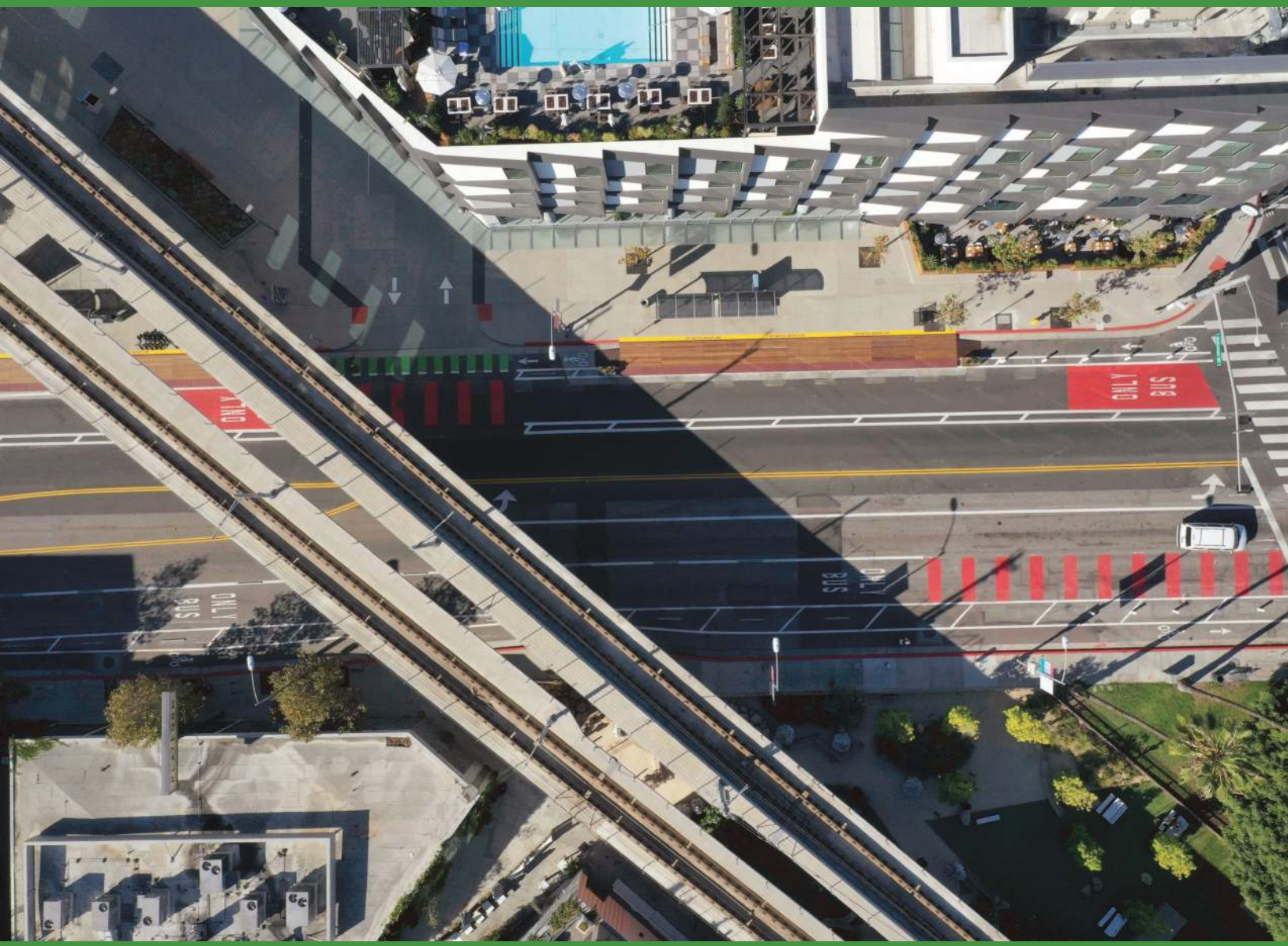
The analysis results demonstrate that reducing the existing 110 to 130 second signal cycle lengths to 85 seconds during the A.M. peak period and 80 second during the P.M. peak period at the study area signalized intersections enhance vehicle and pedestrian mobility while maintaining corridor progression within the Downtown Miami area.

Culver City, California

WASHINGTON & CULVER BOULEVARD TACTICAL MOBILITY LANE

POST-PILOT REPORT

APRIL 2023



MOVE Culver CITY

It's how we get there.

Executive Summary

On November 20, 2021, the City completed the installation of new street treatments on 1.3 miles of Culver and Washington Boulevards in Downtown Culver City and the Arts District. These treatments used low-cost, temporary materials to test the impacts of this corridor transformation to prioritize efficient, safe, and sustainable modes of travel while minimizing the impact to vehicular traffic. The goal of the project is to offer the community equitable, convenient, and sustainable mobility options (walking, biking, and transit) through street treatments and expanded mobility services.

The project team continually observed the impacts through a robust transparent project monitoring program for a pilot period of one year.

Throughout the pilot period, the project team collected quantitative data to measure impacts to all modes (walking, biking, transit, and driving) and its effects on the surrounding community. Results were published in the form of monthly reports and a six-month summary report.

This report summarizes the collected data and explains the methods used in its analysis. Ultimately, the data reveal that the project is achieving its goals of increasing use of alternative modes while minimizing vehicular traffic.

MOVE Culver City Corridor

Key Findings

- The protected bike lanes and shared bus/bike lanes have led to more people riding bikes on the corridor. The downtown area, which did not previously have bike lanes, experienced the greatest increase in bicycle trips along the corridor. The Metro E Line station area, which had unprotected bike lanes before the project's implementation, and Arts District also experienced growth.

  Cycling data can be found on the Data Overview and Cycling Activity pages.

- Bus ridership is increasing on the downtown corridor. Ridership has grown throughout the Culver CityBus system as the pandemic's impacts on travel subside, but the increase in ridership on the mobility lane corridor has significantly outpaced the system as a whole

- Bus ridership on the downtown corridor is close to 2019 levels and is outpacing both Culver City Bus and LA Metro in growth.

  Bus ridership data can be found on the Data Overview, Transit in Culver City, CityBus Ridership, and the CityBus Travel Times pages.

- The bus stops which saw the most growth in ridership were located around the E Line station, suggesting that many people are using the MOVE Culver City mobility lanes to connect to regional transit.

  Bus stop data can be found on the Stop Level Boarding and Alighting page.

- More people are walking around the project area compared to pre-implementation.

  Pedestrian data can be found on the Data Overview and Pedestrian Activity pages.

- MOVE Culver City has not had a significant impact on peak vehicular traffic compared to the pre-pandemic condition. In the morning peak hours, traffic moves faster through the corridor than it did in 2019, while in the afternoon peak, average travel times have increased by up to 2 minutes.

- Traffic in the PM peak has "flattened" – peak congestion begins earlier and ends later than in 2019.

  Vehicular traffic data can be found on the Data Overview and Vehicular Travel Time pages.

- The mobility lanes have not impacted emergency response times at Fire Station 1, which is located on the project corridor. Firefighters report that using the mobility lane helps them avoid traffic during peak hours.

  Fire Station 1 data can be found on the Emergency Response Time page.

- When adjusted for inflation, revenue of businesses located on the MOVE Culver City Corridor (measured via sales tax receipts) has grown since 2019, while citywide business revenues are unchanged.

  Sales tax revenue data can be found on the Business Analysis pages.

- The city conducted a scientific survey of City residents' attitudes towards MOVE Culver City. The survey revealed that most residents are opposed to the project overall. Despite their opposition, most residents support how MOVE Culver City improved safety for walking and biking and increased transportation alternatives. Six in ten support continuing MOVE Culver City, with a plurality favoring making changes to the project to address their concerns.

- Most of the residents who say they are opposed to the project cite a perceived increase in traffic congestion as their main concern.

  Survey results data can be found on the Post-Implementation Outreach pages.

Philadelphia, Pennsylvania

VISION ZERØ

CITY OF PHILADELPHIA

MARKET/JFK VISION ZERO PILOT PROJECT

FEBRUARY 2019 EVALUATION REPORT

WHY IS THIS PROJECT IMPORTANT?

Market Street and JFK Boulevard in Center City are key east-west corridors in the core business district. Major commercial high-rise buildings, large apartment buildings, preschools and daycares, and SEPTA Suburban Station are notable destinations that make these corridors a major hub for all transportation modes. Despite the area's multimodal attractions, the design was overwhelmingly auto-oriented. Both JFK and Market had four wide vehicle travel lanes, which led to high vehicle speeds, long pedestrian crossing distances, and other safety concerns. The pilot project is testing a road reconfiguration with several treatments designed to improve safety. In evaluating the corridors and considering roadway changes, the City considered four major components: safety, user experience, network needs, and timing.

SAFETY

- Market Street is identified on the Vision Zero High Injury Network.
- From 2012-2016, 154 people were injured in 140 crashes along Market Street & JFK Boulevard between 15th and 20th Streets.
- Several serious crashes and one fatal crash occured on JFK Boulevard in the past several years.

EXPERIENCE

Before the project, people who walk along the corridors reported that turning drivers often did not yield to pedestrians at crosswalks and reported difficulty crossing the wide streets. Drivers were also regularly observed traveling at high speed along both corridors.

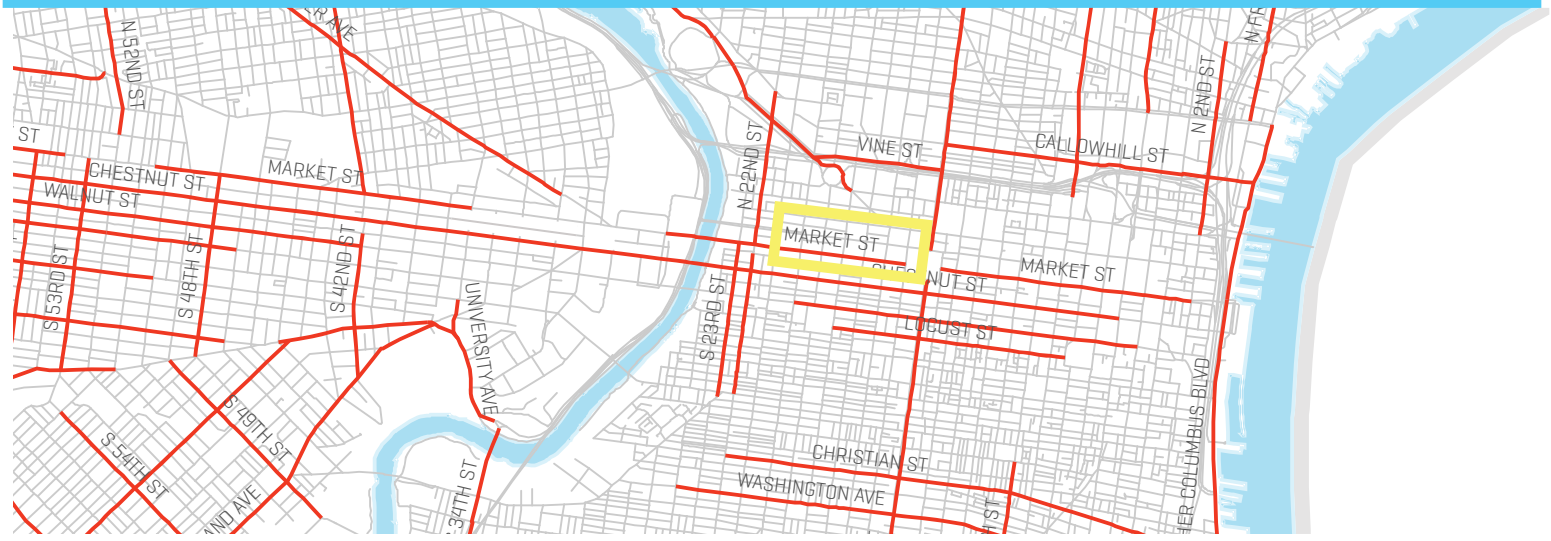
NETWORK NEEDS

Market Street and JFK Boulevard are key corridors for building a protected bicycle lane network in Center City. These streets create east-west links for people biking between the 30th Street Station and City Hall.

TIMING

An upcoming paving project on JFK Boulevard presents the opportunity to change the layout of JFK and Market for a trial period to study the impacts before permanent installation.

VISION ZERO HIGH INJURY NETWORK DETAIL



STEERING COMMITTEE & OUTREACH

In January 2018, the City created a project steering committee led by the Office of Complete Streets within the Office of Transportation, Infrastructure, and Sustainability (oTIS). Members of the group include oTIS, the Streets Department, Council President Clarke's office, the Philadelphia Parking Authority, the Commerce Department, Comcast, Central Philadelphia Transportation Management Association (CPTMA), neighboring civic organizations, and other key property owners and building managers along the corridors.

The steering committee met several times in the spring and fall of 2018 to discuss the details and progress of the pilot project, issues and concerns of property owners and businesses, concurrent project coordination, and next steps for the corridors. The group was integral in defining the project goals and the education, enforcement, and evaluation plans.

Community engagement, especially for residents along the corridors, has been a focus of this project. oTIS and Council staff have regularly met with residents of Kennedy House and Penn Center House, as well as Center City Residents Association and Logan Square Neighborhood Association. Their feedback and input has been crucial to the implementation of the project. To ensure a wider range of input, Center City District partnered with oTIS to create and administer an online survey for workers and residents in the project area to gauge the perceived comfort and safety of the corridors before and after the project.

WHAT IS THE PILOT PROJECT?

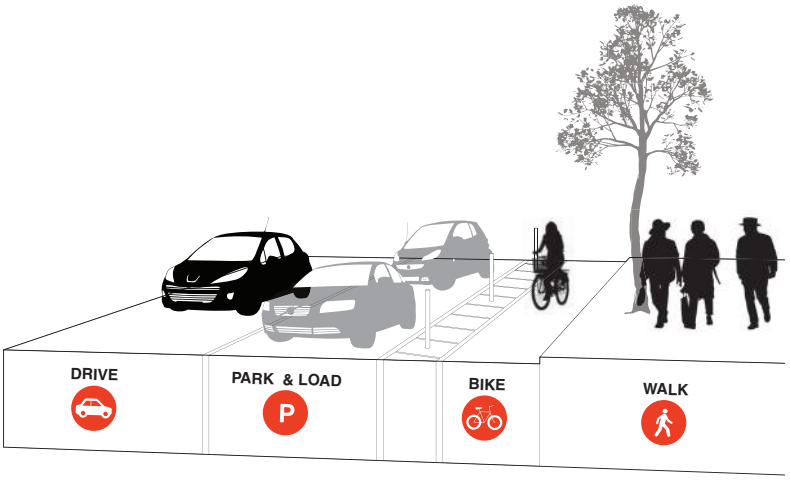
Installed in June 2018, the Market/JFK Vision Zero Pilot Project:

1. Updated and relocated on-street parking and loading away from the curb, added a parking-protected bike lane, and shortened pedestrian crossing distances. This created delineated space in the roadway for people on bikes, and made crossing both JFK and Market more comfortable for people walking.

2. Installed new turn lanes at the following higher volume turn locations:
   - 17th St & JFK Blvd
   - 19th St & JFK Blvd
   - 18th & Market Streets

   Previously, there was just one dedicated turn lane along the corridors (16th & Market).

3. Installed the City's first bicycle traffic signals at:
   - 16th St & Market St
   - 20th St & JFK Blvd



BEFORE CONDITIONS

May 2018

AFTER CONDITIONS

October 2018

PILOT PROJECT GOALS

The pilot project was designed to improve the safety, mobility, and quality of life of people living, working, and traveling along the corridors. There were four overarching project goals, along with the more specific project measures.

Manage driver speeds, in accordance with posted speed limit.

Increase people riding bicycles on the corridors.

Reduce the number of severe traffic crashes.

Increase comfort of pedestrians crossing the street.

ENFORCEMENT

The steering committee and residents along the corridors clearly stated that a strong enforcement focus would determine the success of the project. While many stakeholders agreed that the pilot's physical improvements could impact unsafe driving behavior and improve pedestrian and cyclist comfort, they also emphasized that driver behavior would be slow to change without targeted enforcement. They also requested enforcement of laws prohibiting riding bicycles on sidewalks to help train road users to take advantage of the spaces provided to them safely

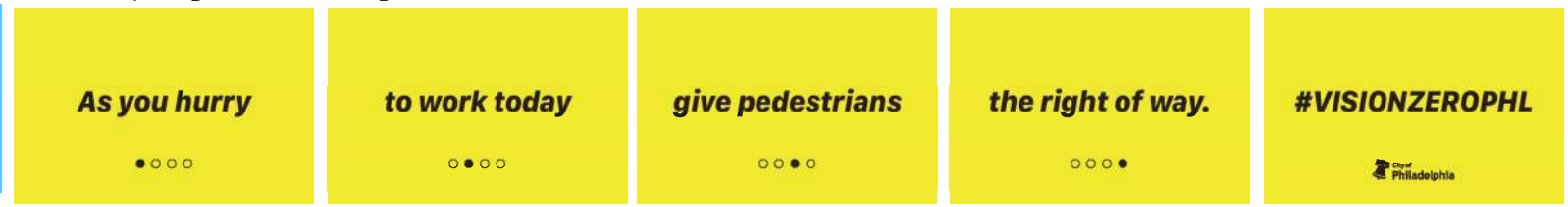
oTIS partnered with Council President Clarke's office and the Philadelphia Police Department's 9th District, developing a focused educational enforcement period coinciding with the beginning of the pilot project. Officers initially handed out educational palm-cards to drivers who failed to yield to pedestrians and to people riding bicycles on sidewalks. After two weeks issuing educational materials and warnings, the Police began issuing violations at key intersections identified by project stakeholders.

Educational palm cards

EDUCATION

In response to stakeholder concerns related to people biking yielding to pedestrians, the City installed educational signs for people bicycling along the two corridors. The messages focused on yielding to pedestrians, yielding to people unloading from their cars, and called attention to mixing zones where people riding bikes need to be particularly aware of potential conflicts. The signs were mounted on the flexible delineator posts to be directly within bicyclists' line of sight.

Rhyming educational signs



EVALUATION PLAN

To measure the impact of the pilot project, oTIS worked with partners on an extensive data collection and evaluation plan before and during the pilot project. Partner agencies include PennDOT, SEPTA, Delaware Valley Regional Planning Commission (DVRPC), and Central Philadelphia Transportation Management Association (CPTMA). The crash measures require a longer evaluation time period than 9 months and the City will continue gathering data on these metrics.

Performance Measure	Preferred Outcome	Method of Evaluation
Severity and Number of Crashes, Number of Injuries	Reduce	PennDOT and Philadelphia Police Department crash data
Vehicle Peak Speeds	Reduce	City speed study for off-peak hours
Vehicle Volume	Maintain	City data via tube counter
Vehicle Travel Time	Maintain	City data via vehicle runs with Global Positioning System (GPS)
Bicycle Volume	Increase	DVRPC data via tube counter
Pedestrian Volume	Maintain	CPTMA data via electronic counter
Bus Travel Time	Maintain	SEPTA data via On-Board Bus Global Positioning System (GPS)
Employee/Business Satisfaction	Increase	CPTMA surveys, In-person outreach
Resident Satisfaction	Increase	CPTMA surveys, In-person outreach
Comfort Level	Increase	CPTMA surveys, In-person outreach

People who live, work, and own property along the project corridors are uniquely poised to evaluate the project, as they experience the street every day. In addition to data evaluation, the City conducted in-person outreach to residents and business owners during steering committee and resident group meetings.

RESULTS

The majority of the performance measures in the data evaluation plan showed improvements towards the safety, mobility, and quality of life of those living, working, and traveling along the corridors. There were several outlier variables that impacted the data gathering efforts, such as construction on several blocks in and adjacent to the project area and a lag in crash data reporting. However, the data results and public sentiment remain largely positive towards the project.

Manage driver speeds, in accordance with posted speed limit.

ON MARKET ST & JFK BLVD,

12.8%

REDUCTION IN THE NUMBER OF VEHICLES WITH SPEEDS ABOVE POSTED SPEED LIMIT (25MPH) DURING OFF-PEAK HOURS.

Source:
Radar speed study (May 2018, October 2018)

Increase comfort of pedestrians crossing the street.

ON MARKET ST & JFK BLVD,

37%

OF RESPONDENTS FEEL IT IS SAFER TO CROSS AND 37% FEEL IT IS THE SAME COMFORT LEVEL TO CROSS THE STREET AFTER THE PILOT. 26% FEEL IT IS LESS SAFE.

Source:
Central Philadelphia Transportation Management Association Survey

Increase the number of people riding bicycles on the corridors.

ON MARKET ST & JFK BLVD,

21%

INCREASE IN THE NUMBER OF PEOPLE BIKING ALONG THE THE CORRIDORS.

Source:
DVRPC tube counts (March, July, September 2018)

Maintain driver through-put, avoid shifting traffic to other streets.

ON MARKET ST & JFK BLVD, THROUGH-TRAFFIC WAS

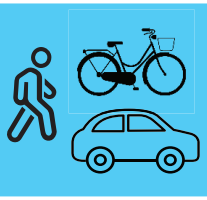
MAINTAINED

AT APPROXIMATELY 15,000 AADT (AVERAGE ANNUAL DAILY TRAFFIC), BEFORE AND AFTER THE PILOT PROJECT INSTALLATION.

Source:
DVRPC vehicle counts (March, August, October 2018)

RESULTS

Maintain driver travel times, avoid causing congested conditions.



Increase traveler comfort.

ON MARKET ST & JFK BLVD, NEUTRAL IMPACT ON DRIVER TRAVEL TIMES WERE

ACHIEVED

IN THE MORNING AND EVENING PEAK PERIODS.

Source:
Streets Department travel time runs

ON MARKET ST & JFK BLVD,

76%

OF AREA RESIDENTS SURVEYED SUPPORT MAKING THE PILOT PROJECT PERMANENT.

Source:
CPTMA Survey

CONCLUSIONS & NEXT STEPS

The City will continute gathering data along the corridors and meeting with the project steering committee, residential stakeholders, community groups, and business representatives to monitor the progress of the pilot through the Winter. The goal is to continue the pilot project until the repaving of JFK Boulevard, expected in 2019, and pursue opportunities for formalizing the design treatments. To date, engagement with residential stakeholders demonstrated support for the project and safety and enforcement improvements along the corridors. In January 2019, the two area community associations sent letters of support or non-opposition to oTIS and Council President Clarke.

As the pilot installation runs the course of the 9-month time period, the City will continue making minor design adjustments as needed to improve safety and increase the pilot's positive impacts. Areas of focus will include replacing and adjusting the spacing of flexible delineator posts, developing a snow clearing management strategy, and working with Police District 9 on continuing focused enforcement along the corridors.

A key next step for the project is to work with City Council President Clarke's office to pass the legislation necessary to finalize the travel lane changes. Once legislation moves forward, oTIS will work with Streets and PennDOT to design the permanent installation as part of the 2019 repaving project, partner with the Center City District on streetscape features, and pursue additional funding for signal upgrades and further enhancements for the corridors.

New Albany, Indiana

NEW ALBANY, INDIANA
DOWNTOWN STREET NETWORK PROPOSAL

SUBMITTED DECEMBER 15, 2014

SPECK & ASSOCIATES LLC
JEFF SPECK, AICP CNU-A LEED-AP HON. ASLA

WITH
NELSON/NYGAARD
PAUL MOORE, P.E.

EXECUTIVE SUMMARY

Two Futures

Literally and figuratively, New Albany is at a crossroads. Significant changes, likely positive and negative, are underway. On the positive side, demographic shifts are powering a national resurgence of downtowns nationwide, and smaller historic centers like New Albany's are demonstrating a newfound capacity to attract new residents and businesses. On the negative side, a new Indiana DOT pricing regime for Ohio River crossings, in which the Sherman Minton Bridge remains the region's only un-tolled path across the river, threatens to blight the downtown with a dramatic upsurge in what is already a burdensome amount of pass-through traffic.

Historically, traffic has been good for American downtowns. Indeed, many downtowns came into being because of it. However, a century of automobility has taught us that the form that traffic takes—the way it is shaped by local streets and roads—is the principal determinant of the fortune of the cities thorough which it passes. To illustrate with two extreme examples: plowing an elevated interstate through a city center, with no off-ramps, can be expected to have a catastrophic impact on local property value, while welcoming vehicles along a tree-lined main street has been the very foundation of many a community's success.

These two examples bookend a continuum of choices that cities can make about how their streets are designed and organized. While a relatively convenient flow of traffic is essential to a community's vitality, allowing one or many downtown streets to hold traffic of inordinately high volume or speed is certain to undermine that vitality. For this reason, the more effectively a city is able to distribute its traffic through a robust network of thoroughfares, and the more each of these thoroughfares resembles a main street rather than a highway, the more auspicious that city's future is likely to be.

Along that continuum from main street to highway, a key threshold is the transition from two-way to one-way flow. Because one-way streets provide passing lanes and eliminate opposing traffic, they encourage higher-speed driving and create a more highway-like environment for properties along them. They also undermine the robustness of the street network, by providing drivers fewer choices regarding their paths of travel. It is principally for these reasons that the introduction of one-way street networks to many urban centers in the mid-20th century has been associated with the precipitous decline of those centers, and explains why many American downtowns have been reverted back to two-way traffic, with celebrated results.

A second important threshold is the transition between two-lane and four-lane travel, for the similar reason that it introduces passing lanes, encouraging driver behavior that is not compatible with downtown pedestrian activity. Especially where traffic volumes do not demand the presence of additional lanes, their presence — and the additional road width that they create — push urban thoroughfares well down the continuum from main street to highway, with unsurprising results.

BUILDINGS BLOCKS STREETS NEIGHBORHOODS DISTRICTS CORRIDORS TOWNS CITIES REGIONS
990 FLORIDA AVENUE NW WASHINGTON DC 20001 202.236.0140 JEFF@JEFFSPECK.COM

For this reason, it is essential that downtown street networks be designed based upon the amount of traffic that they experience rather than in anticipation of larger volumes. This is particularly the case when a community is threatened by an onslaught of new traffic as is feared from the new INDOT tolling regime. A street system that is designed around higher-volume and higher-speed traffic can be expected to quickly receive this traffic—especially trucks, whose drivers are keenly sensitive to the time and cost of travel. In contrast, a street system that is designed to accept reasonable volumes at reasonable speeds is likely a city's only defense against the noxious impacts of pass-through traffic.

This premise is not always an easy one to accept; nobody likes congestion or wants more of it. Therefore, it is important to lay out New Albany's choices honestly. Decades of experience in other communities suggests that the City must choose between two futures: one with somewhat more peak-hour congestion at reasonable speeds, and one with considerably more car and truck traffic at high speeds. If the principal purpose of the City's downtown street network is the vitality of New Albany, then the choice is clear.

Social Impacts of Street Design

This discussion takes place in a larger context, in which the reshaping of the American built environment around the automobile has been associated with a marked decline in the health of our population, especially children. As will be discussed ahead, the elimination of the "useful walk" from the lives of our youth has helped to create the first generation of children who are expected to live shorter lives than their parents. Almost nowhere is this more worrisome than in the Louisville region, which was recently ranked 49th out of the US's 50th largest US metros in the ACSM (American College of Sports Medicine) American Fitness Index.

In New Albany, this status is only being further undermined by a County-wide school system that is closing walkable neighborhood schools in pursuit of a suburban model of fewer, larger facilities, mostly unreachable on foot. This effort is characterized by the recent shuttering of Silver Street Elementary, an older school that was walkable, diverse, and highly regarded; President Bush had visited there and called it a shining example of his no-child-left-behind agenda.

Against this backdrop, New Albany has the opportunity to encourage more healthy lifestyles by embracing national trends towards downtown living, walkability, and cycling. In pursuing those objectives, nothing is more significant that the design of downtown streets. When sized and oriented to welcome traffic of the proper volume and speed, thoroughfares encourage "active transportation" on foot and bicycle, while naturally providing more room for it. Excess driving lanes become available for other use, such as on-street parking and cycle lanes—the former essential to local businesses, and the latter much in demand by would-be downtown residents. Indeed, bike lanes, while a benefit in their own right, are often recommended to serve a different purpose: narrowing oversized driving lanes to a normal width to limit dangerous speeding.

BUILDINGS BLOCKS STREETS NEIGHBORHOODS DISTRICTS CORRIDORS TOWNS CITIES REGIONS
990 FLORIDA AVENUE NW WASHINGTON DC 20001 202.236.0140 JEFF@JEFFSPECK.COM

Summary of Findings

Proposal 1

- Additional 6.1 s of delay at intersection over existing conditions
- Most significant changes over existing include:
    - The SBL movement from Silver St onto E Spring St – additional 18.8 s of delay and change in LOS from B to D
    - The WBT movement on E Spring St – additional 11.3 s of delay and change in LOS from B to C
- Overall, an initial assessment of the road diet shows minimal impact, and further improvements may be possible with changes to the control type, timing, and/or phasing

Proposal 2

- Additional 5.3 s of delay at intersection over existing conditions
- Most significant changes over existing include:
    - The SBL movement from Silver St onto E Spring St – additional 18.8 s of delay and change in LOS from B to D
    - The WBT movement on E Spring St – additional 11.4 s of delay and change in LOS from B to C
- Overall, an initial assessment of the road diet shows minimal impact, and further improvements may be possible with changes to the control type, timing, and/or phasing

Proposal 3: E Spring St with EB dedicated left and WB dedicated right and left

- Additional 5.5 s of delay at intersection over existing conditions
- Most significant changes over existing include:
    - The SBL movement from Silver St onto E Spring St – additional 15.8 s of delay and change in LOS from C to D due cycle length increase and time added to E-W movement.
    - The WBT movement on E Spring St – additional 9.4 s of delay and change in LOS from B to C due to single WBT lane
    - The EBT movement on E Spring St - additional 3.5s of delay and change in LOS from C to B due to single EBT lane.
- Overall, an initial assessment of the road diet shows minimal impact

Cedar Rapids, Iowa

PUBLIC WORKS

Two-Way Conversions

In 2015, the City began converting one-way streets to two-way streets to make the downtown district easier to navigate, enhance opportunities for pedestrians and cyclists, and support the district's ongoing economic development. Two-way streets have also been shown to reduce travel speeds and create an environment that is pedestrian friendly.

Why Two-Way Streets?

Two-way street conversions are being considered on many existing one-way streets for several reasons:

- *Livability / Vibrancy*: Two-way streets create an urban environment with slower traffic speeds. They also support biking opportunities, makes it easier to access public gathering spaces, and increases business access and visibility. For those visiting downtown districts for events or entertainment, two-way streets are intuitive and easier to navigate.
- *Safety*: One-way streets – especially if they have multiple travel lanes – often encourage higher traffic speeds due to motorists' ability to pass a slower vehicle, creating unsafe conditions for residential or downtown environments.
- *Efficiency*: One-way streets are outdated, and often do not support today's traffic volumes. Built decades ago before the construction of the interstate, one-way streets were often used to move high volumes of commuter traffic. Today, a large volume of traffic has been pulled off these streets and onto I-380, enabling residential or downtown streets to better serve local destinations.
- *Convenience*: Two-way streets are easier to navigate, and cut down on the time it takes to get to your destination. Traffic no longer has to make "loops" around one-way streets, but can take the shortest, more direct route to a home or business.

Features of Downtown Conversions

Pedestrian Safety | Painted Islands

- Reduces walking distance for pedestrians.
- Increases visibility for those trying to cross the street.

Protected Bike Lanes on 3rd Avenue

- 3rd Avenue is a primary bicycle route.
- Protected bike lanes separate cyclists from moving vehicles
- They create a more comfortable experience for those riding bikes, and decrease incidents of "dooring."

Traffic Signals

- Signals in the downtown area that have been removed do not meet traffic warrants, which means traffic could be accommodated comfortably by stop signs.
- Stop signs also help eliminate unnecessary idling and the yielding that comes with waiting for oncoming traffic.

Timelines

Completed in 2015

- 2nd Avenue, from 6th Street SW to 1st Street SE
- 3rd Avenue, from 6th St SW to 3rd St SE
- 4th Ave SE, from 5th St SE to 19th St SE
- 8th Street SE, from 4th Ave SE to 12th Ave SE

Completed in 2016

- 7th Street SE, from 4th Avenue to 12th Avenue

Completed in 2017

- 2nd Avenue SE, from 13th Street and 19th Street
- 3rd Avenue SW, from 6th Street SW to 5th Avenue SW
- 5th Avenue SE, from 5th Street to 19th Street SE

Completed in 2018

- 2nd Avenue SE, from 1st Street SE to 8th Street SE
- 4th Avenue SE, from 3rd Street to 5th Street
- 5th Avenue SE, from 3rd Street to 5th Street
- Oakland Road NE, from H Avenue to 32nd Street NE

Completed in 2019

- 3rd Avenue SE, from 3rd Street to 8th Street
- 3rd Avenue SE, from 12th Street to 19th Street

Louisville, Kentucky

Final Report

First and Brook Street Study

Submitted to

Louisville Metro Public Works

Submitted by

ENTRAN, PLC

Submitted

February 2010

ENTRAN
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Introduction

Louisville Metro Public Works contracted ENTRAN to perform a feasibility study to explore the likely impacts associated with converting First Street and Brook Street south of downtown Louisville from one-way to two-way traffic. Through a collaborative effort with the public, local government agencies, and surrounding neighborhood groups, the goal of this study was to determine what modifications would be required to accommodate two-way traffic flow along both streets. The evaluation of the potential two-way scenario focused primarily on the traffic impacts for the surrounding area.

It has been argued that converting two-way streets to one-way traffic flow decades ago was an effort to move traffic out of downtowns; some one-way street opponents claim that this traffic never returned, resulting in the decline of quality of life within downtown neighborhoods. One-way streets make for efficient movers of traffic, but can often introduce safety concerns for motorists, bicyclists and pedestrians because they tend to provide for higher travel speeds than two-way streets. The counter-argument is that two-way streets introduce more conflict points for bicyclists and pedestrians as they are forced to contend with traffic coming from more than one direction. Rather than crossing the street at locations where traffic is coming from a single direction, pedestrians are faced with traffic from two directions.

To some people, the benefits of two-way streets are numerous. They tend to have slower travel speeds than one-way streets, they reduce confusion for motorists unfamiliar with the area, they provide better access to both businesses and residential areas, and in some circumstances they can reduce the traffic load on other one-way streets. Two-way streets also have numerous disadvantages. These disadvantages include a potential loss of vehicular capacity and on-street parking. The loss of on-street parking may result from the need to provide turning lanes at intersections or even the need to provide an additional travel lane.

Traffic impacts are just one of many factors that must be taken into consideration when it comes to determining feasibility for converting one-way streets to two-way traffic. Downtown streets serve as more than just traffic movers - they provide access to businesses, residential areas, and local attractions. It has been argued that one-way streets in some cases hinder opportunities for economic development as certain businesses have a formal policy against locating on one-way streets. Thus, city leaders must look at the big picture when faced with this decision.

Study Purpose

The First and Brook Street Study was undertaken to evaluate the feasibility of and potential impacts associated with converting portions of First Street and Brook Street through the Old Louisville Neighborhood to two-way traffic. First Street and Brook Street are currently a one-way couplet between Broadway and Hill Street (a length of 1.35 miles). They are located in the South of Broadway (Sobro), Old Louisville and Limerick neighborhoods. The couplet provides access to I-65, the Central Business District, the University of Louisville, and businesses and residences within the neighborhoods.

The outcome of this study will be a source of input in the decision making process to convert the streets. The results themselves will not be the sole determinant in whether or not the streets are converted to two-way. As part of the study, an estimation of the traffic diversion that is likely to occur if First and Brook Streets are converted was determined.

The focus area for the study is shown in **Figure 1**. The area extends from Broadway at the north end to Hill Street at the south end and from Fourth Street to the west to Preston Street to the east.

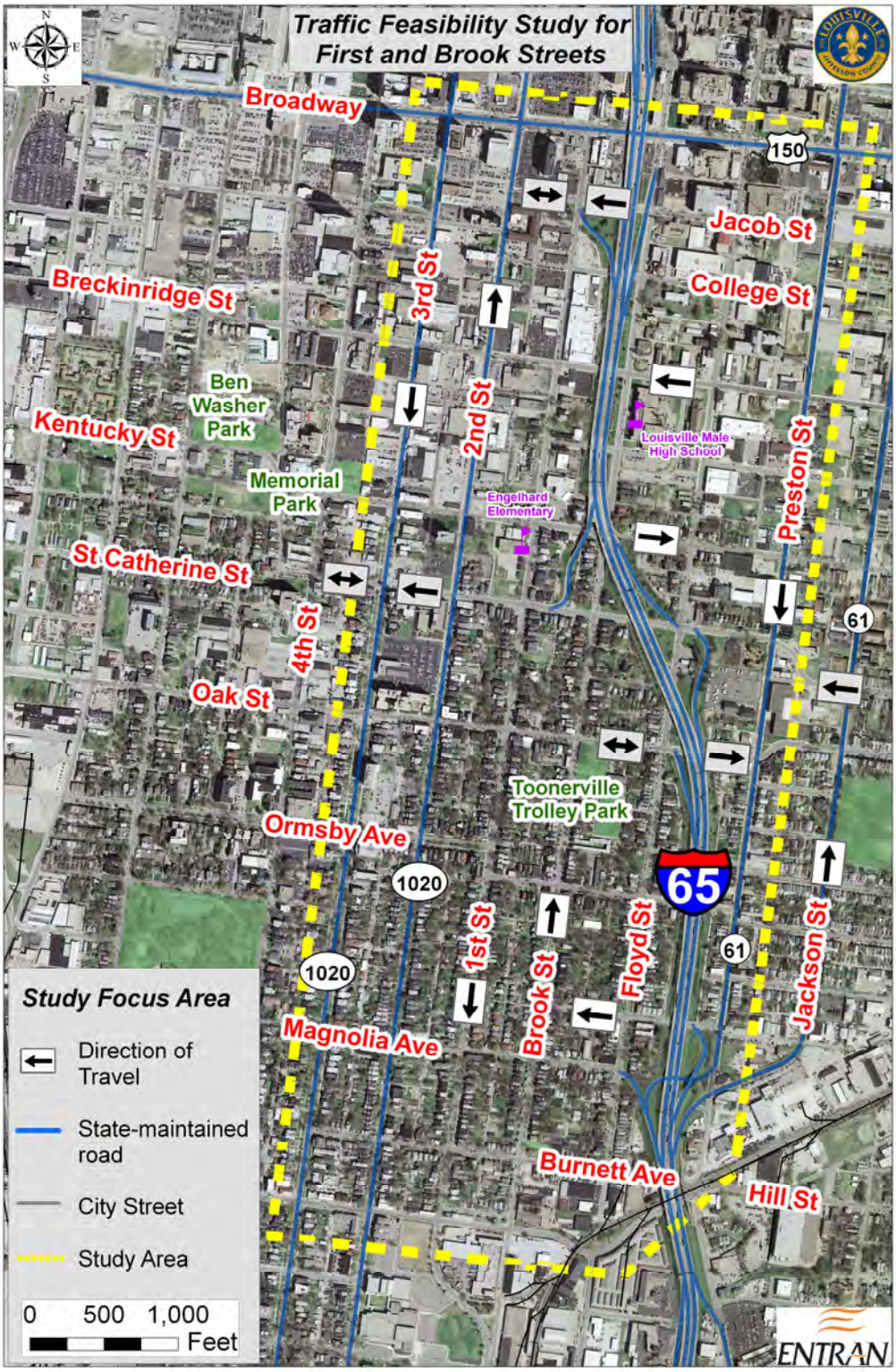


Figure 1: Study Area

Conclusions

This section summarizes the findings from the First and Brook Street Traffic Feasibility Study and discusses the next steps that must be completed before a conversion to two-way traffic can be implemented.

There are widely varying opinions on whether two-way streets are preferable to one-way streets. While much of the information found on the internet is debatable, there are some generally accepted characteristics.

Generally speaking, two-way streets have slower travel speeds, reduce confusion for motorists unfamiliar with the area, provide better access to both businesses and residential areas, and in some circumstances reduce the traffic demand on other one-way streets. Two-way street conversions often result in some loss of vehicular capacity and on-street parking. The loss of on-street parking is a result of the need to provide turning lanes at intersections or even the need to provide an additional travel lane.

The issue of safety is widely argued among experts. Some suggest two-way streets increase the number of conflict points with which pedestrians must contend. Rather than crossing the street at locations where traffic is coming from a single direction, pedestrians are faced with traffic from two directions. Others suggest that the circuitous travel required in a one-way street network increases the potential exposure for pedestrian conflicts.

Traffic impacts alone should not be the deciding factor when it comes to converting one-way streets to two-way traffic. Thus, municipal governments must look at the big picture when faced with this decision. There is not necessarily a right or wrong answer, but public input is certainly a critical component of the decision making process.

Based on a desire by some members of the community, a single two-way alternative was developed with the goal of minimizing delay and right-of-way needs. The objective was to maximize mobility and roadway capacity within the existing roadway width while maintaining parking. The evaluation of the Two-Way Scenario suggests that converting First Street and Brooks Street to two-way will provide adequate traffic performance, assuming some parking is removed to provide turn lanes and steps are taken to retime some traffic signals to ensure progression. This conclusion is based on currently available information and does not include any significant, local development that may result in increased travel demand along these routes.

Next Steps

Louisville Metro Government's policy regarding the conversion of one-way streets to two-way traffic consists of a three-step process. The first step includes a written request from one or more residents to request the change. The second requirement, fulfilled by the completion of the First and Brook Street Study, is to evaluate the street(s) in question through a comprehensive traffic study to ensure two-way traffic flow is feasible. The final step is a petition process that must demonstrate a minimum of 75-percent of the property owners on the "Affected Street(s)" are in support of the changes. The Old Louisville Neighborhood Association must gather the necessary signatures to fulfill the petition requirements. If the requirements are met, Metro Council must give final approval before traffic flow changes can be made to First Street and Brook Street.

Orlando, Florida

- Result in slower and safer speeds;
- Are self-enforcing (no motorists going the wrong way, less speeding, fewer bikes on sidewalks);
- Provide flexibility and redundancy (which is very helpful during emergencies, special events, parades, street repair/maintenance);
- Reduce sign pollution (one-way streets need more signs);
- Advantage economic exchange, retailing;
- Result in more intuitive way-finding;
- Create a better image (two-way streets eliminate the message that throughput is more important than place, and avoid unwelcoming "do-not-enter" signs);
- Result in easier and more direct bus-routing;
- Provide better and additional views of buildings;
- Respect the places' original intent and history;
- Help crime reduction; and
- Increase property values.

There is also a consensus that downtowns like the downtown in Orlando, would benefit from features supported by two-way restorations such as increases in housing, social exchange, economic exchange, local businesses, place-making, walkability, bicycle accommodation, and transit access.

Best Practices from Around the U.S.

In recent decades, many cities have rediscovered their traditional roots and are bringing life and vibrancy back to their downtowns by moving away from modernist practices and moving towards best practices for traditional downtowns. Cities have learned that it is best practice to employ traditional values in traditional downtowns. Examples include: restoring one-way streets to two-way, slowing design speeds, controlling parking, requiring buildings to address streets, mixing land uses, densifying, building multimodal streets, and providing more effective transit. It's also a best practice to restore the tradition downtown deliberately and strategically because it takes time to change the habits, expectations, and dependencies of the modernist era.

Examples range in scale from Detroit, Michigan, population 673,000 with its trolley along Woodward Avenue; to Sulphur Springs, Texas, population 14,600, with its two-way restorations and traffic calming in its downtown. Both downtowns have made tremendous progress as a result.

South Bend, Indiana, population 102,000, recently became a poster child for restoring traditional values in its downtown. South Bend spent decades adding lanes, one-waying streets, and trying to maximize levels-of-service for motorists (i.e., increase speeds/reduce travel times). The downtown suffered as a result with vacancies, loss of entire buildings, disinvestment, loss of population, and increased crime. Recognizing that this approach was unsuccessful, South Bend has altered its approach. In a five-year period, they restored two-way operations on every one-way street in their downtown, built separated bike facilities, removed motor vehicle lanes, widened sidewalks, and added trees. Everything was done in a collaborative environment involving the State DOT, business owners, neighborhood leaders, community members, politicians, and advocacy groups. Investment and people began returning to the downtown as soon as there was a plan and public commitment to implementing the plan. Between the time the planning decisions were made and the ribbon cutting of the final two-way restoration,

one hundred million dollars of private reinvestment came to downtown. Saint Joseph Street is just one example of a successful two-way restoration in South Bend (Figure 9 and Figure 10).

Typically, when it comes to best practices for one-way to two-way restorations, cities do not merely change the operations of the streets. Usually multiple objectives are sought simultaneously. South Bend was typical in that the objectives included beautifying the streets, slowing motorists, increasing comfort for people walking and cycling, making transit more effective, advancing business interests, increasing quality of life, and attracting investment and people (new residents, shoppers, visitors, workers).

Orlando is also achieving multiple objectives in its improving downtown. Two-way restoration is entirely consistent with downtown Orlando's broader vision, starting with the North Quarter and then finishing with the balance of the downtown. The results will be different than in Detroit, Sulphur Springs and South Bend because each context is unique. However, the traditional values and best practices are transferable. As was mentioned earlier, traditionally, the purpose of downtowns is to maximize social and economic exchange. Of all the places, in downtowns, where exchange should be the highest, it is on their Main Streets. When the whole length of Orange Avenue is a two-way street and designed sensitively to suit its context, it will become a great street again, and, after a 50-year hiatus, will fulfill its historic and intended purpose in Orlando.

Figure 9. *Saint Joseph Street (before): 4-lanes, one-way*

Figure 10. *Saint Joseph Street (after): 2-lanes, 2-way, with left turn lanes*

Section 5- Next Steps
NEXT STEPS

Next Steps

With positive reactions from stakeholders and a strong vision, the next stage of the project is implementation. To implement the recommendations of the vision study, a number of steps will be required including additional coordination, funding, and design. The key steps are described below:

1. Coordinate the Orlando Urban Trail gap project with the proposed alignment and best practices outlined in this report. This gap project is currently funded and under design. The goal of the original trail project was solely to close the gap between the existing Orlando Urban Trail and the Colonial Drive Pedestrian Bridge. The vision plan is much more comprehensive and therefore the concept plan in this report takes into account other factors including urban design issues, bicycle transportation connectivity to multiple destinations, and the community's goals. It is critical that these recommendations be incorporated into the funded project, as significant variations from the concept plan could preclude portions of the vision implementation.
2. Identify and secure the funding for the implementation of the overall vision (i.e., the northern and southern two-way restoration projects)
3. Determine the logical phasing and schedule for the implementation.
4. A survey has been taken recently for part of the North Quarter. However, any needed survey for the remainder of the project should be collected.
5. The concept drawings should be finalized to reflect any modifications that arise from the approvals with the FDOT. Following the concept being finalized, construction documents and bid documents should be prepared.
6. More detailed engineering review will be required for certain elements such as changes in drive-way and minor intersection conditions resulting from the change in direction of traffic flow. This can happen during the process of evolving the concepts into constructions drawings.
7. Approach utility providers and request they make any utility modifications concurrently with the project.
8. The FDOT has requested additional traffic modelling to confirm that the changes are feasible. Our recommendations on the subsequent traffic analyses include:
    - Use the traffic model as proof of concept to help with initial signal timings and operations. Do not use the model to restart new concepts, as real-life outcomes are strongly affected by the design of the roadways.
    - Revise the traffic forecasts to take into account Ultimate I-4 operation. The prior study's traffic counts were inflated because Interstate 4 was under construction when the counts were collected. Furthermore, the consultant included a traffic growth factor which ignores the project's, community's, and the City's intent to change the roles of Orange and Magnolia Avenues to emphasize place, access, and multimodalism and to deemphasize throughput and high motor vehicle speeds. The study also assumed that the volumes of motorists, using Orange and Magnolia, were not influenced by Interstate 4. When Orange and Magnolia are two-way, slower, and multi-modal through the entire downtown, a large portion of longer distance/regional trips will use the newly expanded Interstate 4. Undoubtedly, the shift of traffic to Interstate 4 will include longer distance/regional trips that used Orange and Magnolia prior to the Interstate 4 expansion, as well as the motorists who changed their route from Interstate 4 to Orange and Magnolia during the long construction period. In addition, changes to the Interstate 4 access points, including the elimination of the westbound on-ramp

at the Ivanhoe interchange, will shift traffic patterns.

- If assumptions are to be made about a growth factor or modal split along Orange and Magnolia Avenues, the assumptions ought to consider the separated bike facilities, improved pedestrian facilities, and increased transit flexibility along both Orange and Magnolia Avenues and the increased access to SunRail via the Orlando Urban Trail.
- Use professional judgment in the reassignment of the motor vehicle traffic. With all the changes to Interstate 4, the interchanges, the adjacent streets, and, of course, Orange and Magnolia Avenues, the majority of travelers will have to adjust their routing habits. It will take many months, but, through trial and error and hundreds of thousands of individual decisions, a new equilibrium will evolve that will match the downtown's revised street network, ramps, highway lanes, transit facilities, bike facilities, sidewalks, trails, and train service.

9. As the northern part of the project graduates towards implementation, start the processes for the concept development of southern parts of Orange and Magnolia/Rosalind (Amelia Street to South Lucerne Circle). It would be best to have the southern project follow on directly after the northern project. A long time period between the implementation of the northern and southern parts is not desirable for several reasons:
    - The northern part will be more successful once the southern part is completed because transition from two-way to one-way operations south of Colonial Drive will be removed;
    - The momentum of the two-way restoration can be maintained; and
10. With the whole downtown 2-way restoration completed sooner rather than later, the faster motorists' expectations, experiences, and patterns will become consistent and normal throughout the downtown.

APPENDIX M

Scenario 4 Alternative

Intersection Capacity Analysis Worksheets

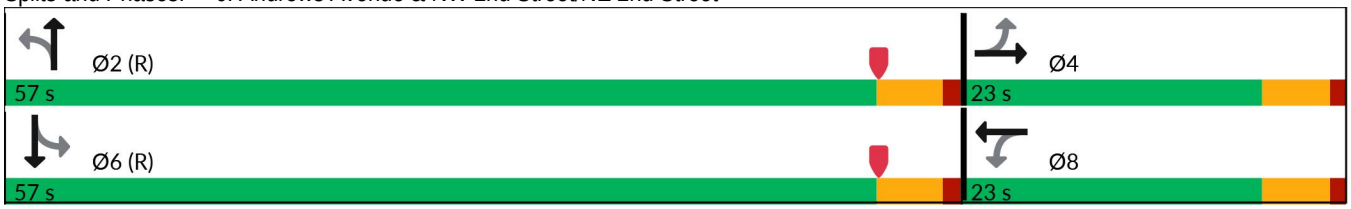
2045 A.M. Peak Hour

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	18	22	22	27	10	550	197	1178
Future Volume (vph)	18	22	22	27	10	550	197	1178
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)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	23.0	23.0	23.0	23.0	57.0	57.0	57.0	57.0
Total Split (%)	28.8%	28.8%	28.8%	28.8%	71.3%	71.3%	71.3%	71.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0		5.0	5.0	5.0	5.0	5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 68 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

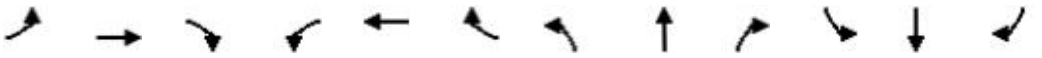
Splits and Phases: 6: Andrews Avenue & NW 2nd Street/NE 2nd Street



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	64	68	11	626	210	1310
v/c Ratio	0.40	0.43	0.04	0.25	0.38	0.51
Control Delay (s/veh)	31.1	35.2	5.5	6.1	4.5	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.1	35.2	5.5	6.1	4.5	4.0
Queue Length 50th (ft)	20	30	4	163	34	126
Queue Length 95th (ft)	54	m42	m6	138	m21	60
Internal Link Dist (ft)	113	909		606		605
Turn Bay Length (ft)			165		150	
Base Capacity (vph)	341	338	259	2544	554	2553
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.20	0.04	0.25	0.38	0.51

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	22	21	22	27	15	10	550	39	197	1178	54
Future Volume (vph)	18	22	21	22	27	15	10	550	39	197	1178	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		0.99	1.00	
Frt		0.95			0.97		1.00	0.99		1.00	0.99	
Flt Protected		0.99			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1546			1569		1572	3113		1558	3128	
Flt Permitted		0.92			0.91		0.19	1.00		0.41	1.00	
Satd. Flow (perm)		1441			1449		318	3113		680	3128	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	19	23	22	23	29	16	11	585	41	210	1253	57
RTOR Reduction (vph)	0	20	0	0	15	0	0	4	0	0	3	0
Lane Group Flow (vph)	0	44	0	0	53	0	11	622	0	210	1307	0
Confl. Peds. (#/hr)	7		6	6		7	11		13	13		11
Confl. Bikes (#/hr)									1			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		6.7			6.7		63.3	63.3		63.3	63.3	
Effective Green, g (s)		6.7			6.7		63.3	63.3		63.3	63.3	
Actuated g/C Ratio		0.08			0.08		0.79	0.79		0.79	0.79	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		2.0			2.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		120			121		251	2463		538	2475	
v/s Ratio Prot								0.20			c0.42	
v/s Ratio Perm		0.03			c0.04		0.03			0.31		
v/c Ratio		0.37			0.44		0.04	0.25		0.39	0.53	
Uniform Delay, d1		34.6			34.9		1.8	2.2		2.5	3.0	
Progression Factor		1.00			1.09		2.01	2.55		0.89	1.01	
Incremental Delay, d2		0.7			0.8		0.3	0.2		1.5	0.6	
Delay (s)		35.3			38.8		3.9	5.8		3.7	3.6	
Level of Service		D			D		A	A		A	A	
Approach Delay (s/veh)		35.3			38.8			5.7			3.6	
Approach LOS		D			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	6.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	66.6%	ICU Level of Service	C
Analysis Period (min)	15		

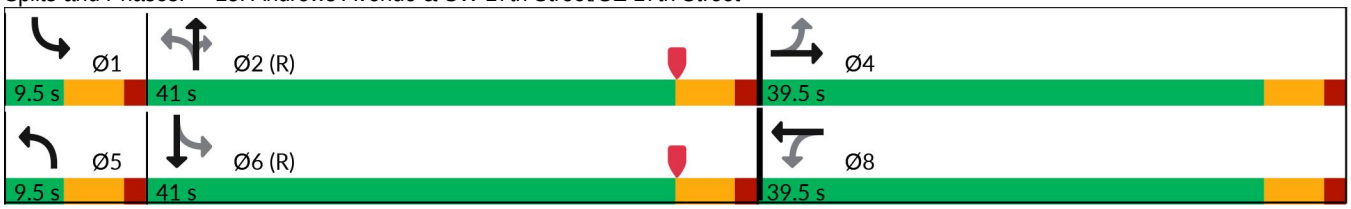
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	98	511	109	271	67	1440	577	170	436
Future Volume (vph)	98	511	109	271	67	1440	577	170	436
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	4.0	10.0	10.0	4.0	10.0
Minimum Split (s)	39.5	39.5	39.5	39.5	9.5	39.5	39.5	9.5	39.5
Total Split (s)	39.5	39.5	39.5	39.5	9.5	41.0	41.0	9.5	41.0
Total Split (%)	43.9%	43.9%	43.9%	43.9%	10.6%	45.6%	45.6%	10.6%	45.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 12 (13%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 13: Andrews Avenue & SW 17th Street/SE 17th Street

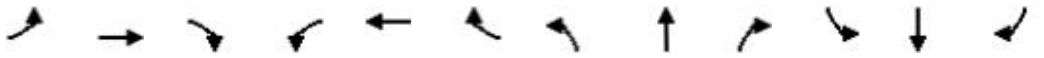


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	105	618	117	438	72	1548	620	183	530
v/c Ratio	0.54	0.68	0.95	0.46	0.16	1.02	0.83	0.62	0.29
Control Delay (s/veh)	36.9	32.0	101.9	20.9	10.5	56.9	29.2	29.1	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.9	32.0	101.9	20.9	10.5	56.9	29.2	29.1	14.3
Queue Length 50th (ft)	53	165	~69	82	14	~466	235	44	83
Queue Length 95th (ft)	89	182	#141	103	43	#672	#474	#226	149
Internal Link Dist (ft)		226		905		784			2503
Turn Bay Length (ft)	60		70		145		105	205	
Base Capacity (vph)	283	1309	178	1320	456	1511	750	295	1803
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.47	0.66	0.33	0.16	1.02	0.83	0.62	0.29

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	511	64	109	271	137	67	1440	577	170	436	57
Future Volume (vph)	98	511	64	109	271	137	67	1440	577	170	436	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5	5.5	5.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	0.95		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1749	3439		1751	3309		1751	3505	1544	1752	3438	
Flt Permitted	0.41	1.00		0.26	1.00		0.46	1.00	1.00	0.09	1.00	
Satd. Flow (perm)	751	3439		472	3309		839	3505	1544	167	3438	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	105	549	69	117	291	147	72	1548	620	183	469	61
RTOR Reduction (vph)	0	13	0	0	83	0	0	0	84	0	9	0
Lane Group Flow (vph)	105	605	0	117	355	0	72	1548	536	183	521	0
Confl. Peds. (#/hr)	5		2	2		5	4		4	4		4
Confl. Bikes (#/hr)			5			2						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	4	0	0	0	0	0	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)	23.6	23.6		23.6	23.6		42.9	38.8	38.8	55.4	45.8	
Effective Green, g (s)	23.6	23.6		23.6	23.6		42.9	38.8	38.8	55.4	45.8	
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.48	0.43	0.43	0.62	0.51	
Clearance Time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5	5.5	5.5	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		1.5	3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)	196	901		123	867		441	1511	665	298	1749	
v/s Ratio Prot		0.18			0.11		0.01	c0.44		c0.08	0.15	
v/s Ratio Perm	0.14			c0.25			0.07		0.35	0.30		
v/c Ratio	0.54	0.67		0.95	0.41		0.16	1.02	0.81	0.61	0.30	
Uniform Delay, d1	28.5	29.7		32.6	27.4		12.9	25.6	22.3	19.2	12.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.4	1.6		65.3	0.1		0.1	29.6	10.1	2.6	0.4	
Delay (s)	29.9	31.3		98.0	27.6		12.9	55.2	32.4	21.8	13.2	
Level of Service	C	C		F	C		B	E	C	C	B	
Approach Delay (s/veh)		31.1			42.4			47.5			15.4	
Approach LOS		C			D			D			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	38.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	90.6%	ICU Level of Service	E
Analysis Period (min)	15		

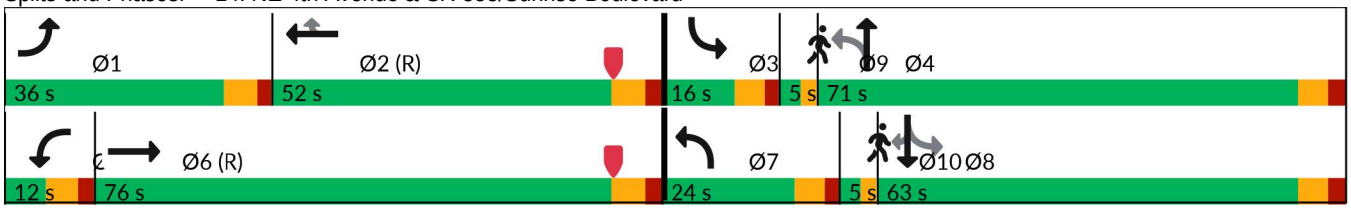
c Critical Lane Group

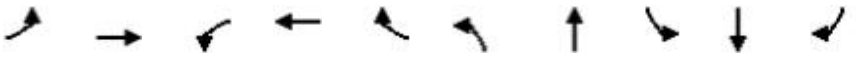
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	Ø9	Ø10
Lane Configurations												
Traffic Volume (vph)	265	1520	41	1138	85	230	369	159	548	187		
Future Volume (vph)	265	1520	41	1138	85	230	369	159	548	187		
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	pm+pt	NA	Perm		
Protected Phases	1	6	5	2		7	4	3	8		9	10
Permitted Phases					2	4		8		8		
Detector Phase	1	6	5	2	2	7	4	3	8	8		
Switch Phase												
Minimum Initial (s)	5.0	12.0	5.0	12.0	12.0	4.0	6.0	4.0	6.0	6.0	1.0	1.0
Minimum Split (s)	11.5	49.5	11.5	47.5	47.5	10.0	54.5	10.0	47.5	47.5	5.0	5.0
Total Split (s)	36.0	76.0	12.0	52.0	52.0	24.0	71.0	16.0	63.0	63.0	5.0	5.0
Total Split (%)	20.0%	42.2%	6.7%	28.9%	28.9%	13.3%	39.4%	8.9%	35.0%	35.0%	3%	3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.0	2.5	2.5	0.0	0.0
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)	6.5	6.5	6.5	6.5	6.5	6.0	6.5	6.0	6.5	6.5		
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead		Lead			Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	C-Min	None	C-Min	C-Min	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 63 (35%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 14: NE 4th Avenue & SR 838/Sunrise Boulevard





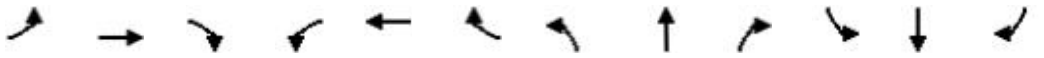
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	279	1884	43	1198	89	242	417	167	577	197
v/c Ratio	0.98	0.97	0.80	0.91	0.17	1.05	0.31	0.40	0.92	0.31
Control Delay (s/veh)	136.8	40.9	140.2	66.8	8.0	126.8	35.0	32.6	78.3	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	136.8	40.9	140.2	66.8	8.0	126.8	35.0	32.6	78.3	10.8
Queue Length 50th (ft)	336	290	45	518	22	~263	162	113	655	29
Queue Length 95th (ft)	m#398	#358	m#119	#598	m36	#445	200	166	#888	95
Internal Link Dist (ft)		1177		617			489		421	
Turn Bay Length (ft)	260		190		210	140		330		
Base Capacity (vph)	290	1938	54	1310	517	230	1340	415	625	628
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	0.96	0.97	0.80	0.91	0.17	1.05	0.31	0.40	0.92	0.31

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	265	1520	270	41	1138	85	230	369	28	159	548	187
Future Volume (vph)	265	1520	270	41	1138	85	230	369	28	159	548	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.5		6.0	6.5	6.5
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	0.95		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	4946		1770	5085	1544	1770	3483		1766	1848	1540
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.08	1.00		0.50	1.00	1.00
Satd. Flow (perm)	1770	4946		1770	5085	1544	141	3483		932	1848	1540
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	279	1600	284	43	1198	89	242	388	29	167	577	197
RTOR Reduction (vph)	0	14	0	0	0	66	0	3	0	0	0	106
Lane Group Flow (vph)	279	1870	0	43	1198	23	242	414	0	167	577	91
Confl. Peds. (#/hr)	6		3	3		6	5		6	6		5
Confl. Bikes (#/hr)			4			2			3			
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	2	0	2	2
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						2	4			8		8
Actuated Green, G (s)	29.1	70.0		5.5	46.4	46.4	85.0	69.1		70.9	61.0	61.0
Effective Green, g (s)	29.1	70.0		5.5	46.4	46.4	85.0	69.1		70.9	61.0	61.0
Actuated g/C Ratio	0.16	0.39		0.03	0.26	0.26	0.47	0.38		0.39	0.34	0.34
Clearance Time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.5		6.0	6.5	6.5
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	1.5	2.0		1.5	2.0	2.0
Lane Grp Cap (vph)	286	1923		54	1310	398	229	1337		412	626	521
v/s Ratio Prot	c0.16	c0.38		0.02	0.24		c0.11	0.12		0.02	0.31	
v/s Ratio Perm						0.01	c0.39			0.14		0.06
v/c Ratio	0.98	0.97		0.80	0.91	0.06	1.06	0.31		0.41	0.92	0.17
Uniform Delay, d1	75.1	54.1		86.7	64.9	50.3	55.8	38.8		36.7	57.2	41.8
Progression Factor	1.53	0.61		0.84	0.87	1.00	1.20	0.89		1.00	1.00	1.00
Incremental Delay, d2	27.2	8.0		48.9	10.7	0.3	75.0	0.0		0.2	18.9	0.1
Delay (s)	142.0	41.0		121.9	66.8	50.6	142.2	34.7		36.9	76.1	41.9
Level of Service	F	D		F	E	D	F	C		D	E	D
Approach Delay (s/veh)		54.0			67.5			74.2			62.0	
Approach LOS		D			E			E			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	61.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	27.5
Intersection Capacity Utilization	102.5%	ICU Level of Service	G
Analysis Period (min)	15		

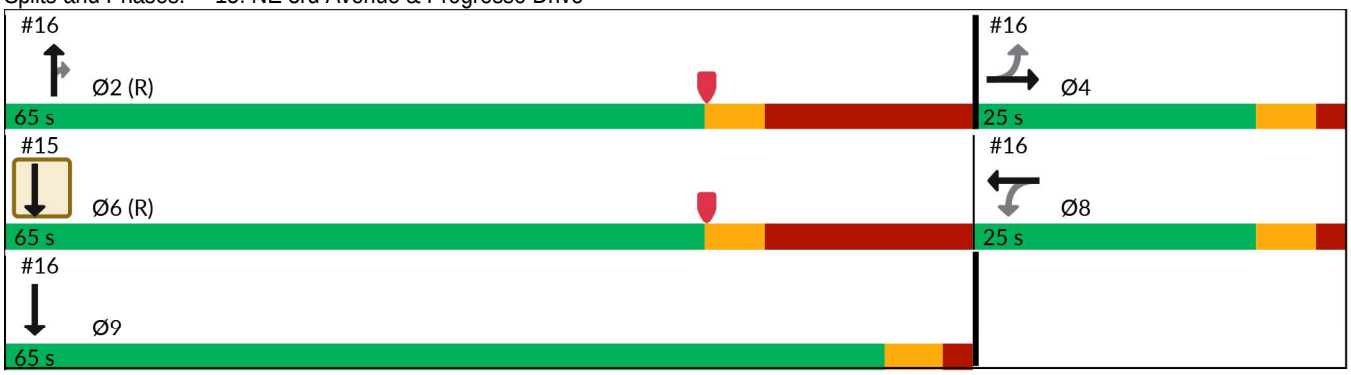
c Critical Lane Group

Lane Group	EBR	NBT	SBT	Ø2	Ø4	Ø8	Ø9
Lane Configurations							
Traffic Volume (vph)	31	609	925				
Future Volume (vph)	31	609	925				
Turn Type	Free	NA	NA				
Protected Phases			6	2	4	8	9
Permitted Phases	Free	Free					
Detector Phase			6				
Switch Phase							
Minimum Initial (s)			10.0	10.0	6.0	6.0	10.0
Minimum Split (s)			45.0	45.0	38.0	38.0	33.0
Total Split (s)			65.0	65.0	25.0	25.0	65.0
Total Split (%)			72.2%	72%	28%	28%	72%
Yellow Time (s)			4.0	4.0	4.0	4.0	4.0
All-Red Time (s)			14.0	14.0	2.0	2.0	2.0
Lost Time Adjust (s)			0.0				
Total Lost Time (s)			18.0				
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode			C-Min	C-Min	None	None	Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 59 (66%), Referenced to phase 2:NBT and 6:, Start of Yellow
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 15: NE 3rd Avenue & Progresso Drive



Lane Group	EBR	NBT	SBT
Lane Group Flow (vph)	34	669	1027
v/c Ratio	0.02	0.19	0.81
Control Delay (s/veh)	0.0	0.1	19.5
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	0.0	0.1	19.5
Queue Length 50th (ft)	0	1	543
Queue Length 95th (ft)	m0	0	m#1098
Internal Link Dist (ft)		145	214
Turn Bay Length (ft)			
Base Capacity (vph)	1591	3539	1264
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.02	0.19	0.81

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.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	31	0	609	925	10
Future Volume (vph)	0	31	0	609	925	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	18.0	
Lane Util. Factor		1.00		0.95	1.00	
Frpb, ped/bikes		0.99		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	
Frt		0.87		1.00	1.00	
Flt Protected		1.00		1.00	1.00	
Satd. Flow (prot)		1591		3539	1860	
Flt Permitted		1.00		1.00	1.00	
Satd. Flow (perm)		1591		3539	1860	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	34	0	669	1016	11
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	34	0	669	1027	0
Confl. Peds. (#/hr)		1	3			
Confl. Bikes (#/hr)				1		
Turn Type		Free		NA	NA	
Protected Phases					6	
Permitted Phases		Free		Free		
Actuated Green, G (s)		90.0		90.0	56.3	
Effective Green, g (s)		90.0		90.0	56.3	
Actuated g/C Ratio		1.00		1.00	0.63	
Clearance Time (s)					18.0	
Vehicle Extension (s)					3.0	
Lane Grp Cap (vph)		1591		3539	1163	
v/s Ratio Prot					c0.55	
v/s Ratio Perm		0.02		c0.19		
v/c Ratio		0.02		0.19	0.88	
Uniform Delay, d1		0.0		0.0	14.1	
Progression Factor		1.00		1.00	1.07	
Incremental Delay, d2		0.0		0.1	5.7	
Delay (s)		0.0		0.1	20.9	
Level of Service		A		A	C	
Approach Delay (s/veh)	0.0			0.1	20.9	
Approach LOS	A			A	C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	12.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	71.3%	ICU Level of Service	C
Analysis Period (min)	15		

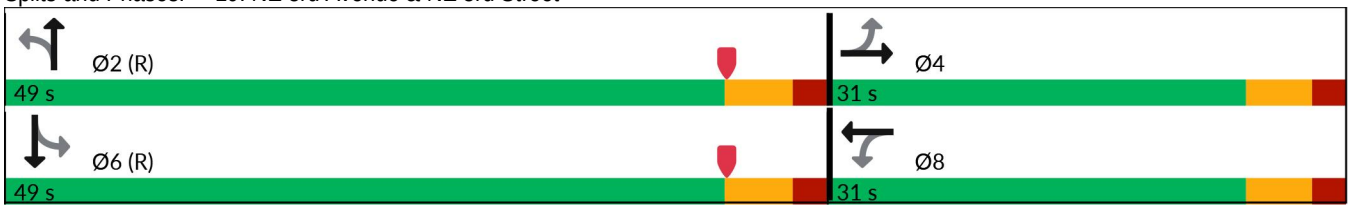
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	10	38	59	34	10	460	88	1221
Future Volume (vph)	10	38	59	34	10	460	88	1221
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0
Minimum Split (s)	31.0	31.0	31.0	31.0	28.0	28.0	28.0	28.0
Total Split (s)	31.0	31.0	31.0	31.0	49.0	49.0	49.0	49.0
Total Split (%)	38.8%	38.8%	38.8%	38.8%	61.3%	61.3%	61.3%	61.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		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

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 59 (74%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 19: NE 3rd Avenue & NE 3rd Street



Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	91	62	162	561	1409
v/c Ratio	0.47	0.41	0.62	0.27	0.72
Control Delay (s/veh)	27.6	39.5	20.6	4.8	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.6	39.5	20.6	4.8	5.3
Queue Length 50th (ft)	24	30	17	74	41
Queue Length 95th (ft)	63	62	70	85	110
Internal Link Dist (ft)	415		157	266	262
Turn Bay Length (ft)		160			
Base Capacity (vph)	455	413	493	2078	1963
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	15
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.20	0.15	0.33	0.27	0.72

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	38	38	59	34	120	10	460	63	88	1221	29
Future Volume (vph)	10	38	38	59	34	120	10	460	63	88	1221	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0			6.0	
Lane Util. Factor		1.00		1.00	1.00			0.95			0.95	
Frpb, ped/bikes		0.99		1.00	0.99			0.99			1.00	
Flpb, ped/bikes		1.00		0.99	1.00			1.00			1.00	
Frt		0.94		1.00	0.88			0.98			1.00	
Flt Protected		0.99		0.95	1.00			1.00			1.00	
Satd. Flow (prot)		1537		1566	1302			3063			3105	
Flt Permitted		0.89		0.80	1.00			0.92			0.86	
Satd. Flow (perm)		1371		1323	1302			2823			2674	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	11	40	40	62	36	126	11	484	66	93	1285	31
RTOR Reduction (vph)	0	35	0	0	111	0	0	7	0	0	1	0
Lane Group Flow (vph)	0	56	0	62	51	0	0	554	0	0	1408	0
Confl. Peds. (#/hr)	6		9	9		6	14		38	38		14
Confl. Bikes (#/hr)									1			3
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	3	3
Parking (#/hr)					0	0						
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		9.3		9.3	9.3			58.7			58.7	
Effective Green, g (s)		9.3		9.3	9.3			58.7			58.7	
Actuated g/C Ratio		0.12		0.12	0.12			0.73			0.73	
Clearance Time (s)		6.0		6.0	6.0			6.0			6.0	
Vehicle Extension (s)		2.0		2.0	2.0			1.0			1.0	
Lane Grp Cap (vph)		159		153	151			2071			1962	
v/s Ratio Prot					0.04							
v/s Ratio Perm		0.04		c0.05				0.20			c0.53	
v/c Ratio		0.35		0.41	0.34			0.27			0.72	
Uniform Delay, d1		32.6		32.8	32.5			3.5			6.0	
Progression Factor		1.00		1.00	1.00			1.24			0.57	
Incremental Delay, d2		0.5		0.6	0.5			0.3			1.5	
Delay (s)		33.1		33.4	33.0			4.7			4.9	
Level of Service		C		C	C			A			A	
Approach Delay (s/veh)		33.1			33.1			4.7			4.9	
Approach LOS		C			C			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	8.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	91.4%	ICU Level of Service	F
Analysis Period (min)	15		

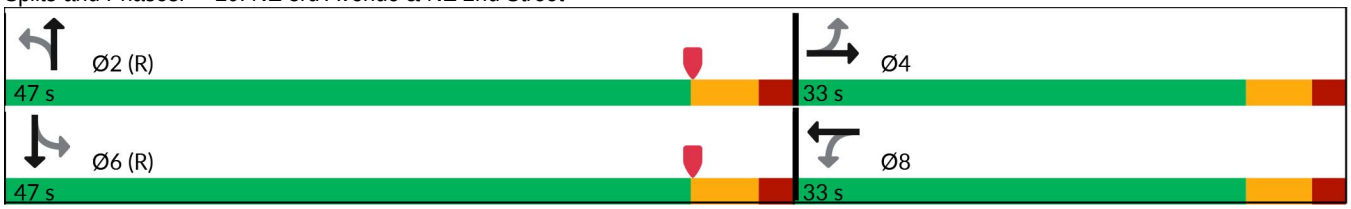
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	17	39	25	31	13	478	63	1220
Future Volume (vph)	17	39	25	31	13	478	63	1220
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)	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
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min

Intersection Summary

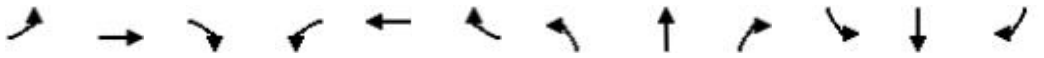
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 64 (80%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 20: NE 3rd Avenue & NE 2nd Street



Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	138	27	74	604	1433
v/c Ratio	0.64	0.20	0.31	0.30	0.72
Control Delay (s/veh)	36.7	32.2	19.5	3.8	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.2
Total Delay (s/veh)	36.7	32.2	19.5	3.8	4.9
Queue Length 50th (ft)	63	12	15	23	50
Queue Length 95th (ft)	82	33	48	111	62
Internal Link Dist (ft)	909		241	256	266
Turn Bay Length (ft)		105			
Base Capacity (vph)	503	345	535	1996	1983
Starvation Cap Reductn	0	0	0	0	97
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.27	0.08	0.14	0.30	0.76

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	39	73	25	31	38	13	478	71	63	1220	49
Future Volume (vph)	17	39	73	25	31	38	13	478	71	63	1220	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0			6.0	
Lane Util. Factor		1.00		1.00	1.00			0.95			0.95	
Frpb, ped/bikes		0.99		1.00	0.99			0.99			1.00	
Flpb, ped/bikes		1.00		1.00	1.00			1.00			1.00	
Frt		0.92		1.00	0.92			0.98			0.99	
Flt Protected		0.99		0.95	1.00			1.00			1.00	
Satd. Flow (prot)		1506		1571	1507			3048			3117	
Flt Permitted		0.94		0.62	1.00			0.91			0.89	
Satd. Flow (perm)		1430		1026	1507			2774			2766	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	18	42	78	27	33	41	14	514	76	68	1312	53
RTOR Reduction (vph)	0	27	0	0	36	0	0	8	0	0	2	0
Lane Group Flow (vph)	0	111	0	27	38	0	0	596	0	0	1431	0
Confl. Peds. (#/hr)	7		6	6		7	19		43	43		19
Confl. Bikes (#/hr)			1						1			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		10.7		10.7	10.7			57.3			57.3	
Effective Green, g (s)		10.7		10.7	10.7			57.3			57.3	
Actuated g/C Ratio		0.13		0.13	0.13			0.72			0.72	
Clearance Time (s)		6.0		6.0	6.0			6.0			6.0	
Vehicle Extension (s)		2.0		2.0	2.0			3.0			3.0	
Lane Grp Cap (vph)		191		137	201			1986			1981	
v/s Ratio Prot					0.03							
v/s Ratio Perm		c0.08		0.03				0.21			c0.52	
v/c Ratio		0.58		0.20	0.19			0.30			0.72	
Uniform Delay, d1		32.5		30.8	30.8			4.1			6.7	
Progression Factor		0.98		1.00	1.00			0.83			0.37	
Incremental Delay, d2		2.8		0.3	0.2			0.3			1.7	
Delay (s)		34.6		31.1	31.0			3.7			4.2	
Level of Service		C		C	C			A			A	
Approach Delay (s/veh)		34.6			31.0			3.7			4.2	
Approach LOS		C			C			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	7.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	91.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Network Totals

Number of Intersections	32
Control Delay / Veh (s/v)	41
Queue Delay / Veh (s/v)	1
Total Delay / Veh (s/v)	42
Total Delay (hr)	1130
Stops / Veh	0.63
Stops (#)	60933
Average Speed (mph)	10
Total Travel Time (hr)	1672
Distance Traveled (mi)	16282
Fuel Consumed (gal)	1835
Fuel Economy (mpg)	8.9
CO Emissions (kg)	128.26
NOx Emissions (kg)	24.95
VOC Emissions (kg)	29.73
Unserved Vehicles (#)	1121
Vehicles in dilemma zone (#)	0
Performance Index	1298.8

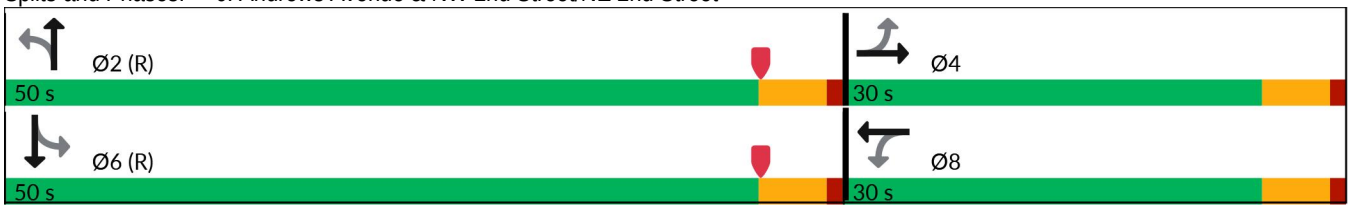
2045 P.M. Peak Hour

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	39	29	117	53	20	1238	21	851
Future Volume (vph)	39	29	117	53	20	1238	21	851
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)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	30.0	30.0	30.0	30.0	50.0	50.0	50.0	50.0
Total Split (%)	37.5%	37.5%	37.5%	37.5%	62.5%	62.5%	62.5%	62.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0		5.0	5.0	5.0	5.0	5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 33 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 6: Andrews Avenue & NW 2nd Street/NE 2nd Street



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	94	390	23	1431	24	1006
v/c Ratio	0.26	0.93	0.11	0.79	0.23	0.56
Control Delay (s/veh)	19.9	56.5	11.6	23.2	16.8	15.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.9	56.5	11.6	23.2	16.8	15.1
Queue Length 50th (ft)	29	177	11	464	5	101
Queue Length 95th (ft)	65	#314	m14	m472	m11	167
Internal Link Dist (ft)	113	909		606		605
Turn Bay Length (ft)			165		150	
Base Capacity (vph)	375	436	217	1814	103	1809
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.89	0.11	0.79	0.23	0.56

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	29	15	117	53	173	20	1238	21	21	851	34
Future Volume (vph)	39	29	15	117	53	173	20	1238	21	21	851	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00			0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		0.99	1.00		1.00	1.00	
Frt		0.98			0.93		1.00	1.00		1.00	0.99	
Flt Protected		0.98			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1576			1505		1565	3144		1577	3128	
Flt Permitted		0.73			0.86		0.23	1.00		0.11	1.00	
Satd. Flow (perm)		1170			1320		377	3144		180	3128	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	44	33	17	133	60	197	23	1407	24	24	967	39
RTOR Reduction (vph)	0	10	0	0	25	0	0	1	0	0	3	0
Lane Group Flow (vph)	0	84	0	0	365	0	23	1430	0	24	1003	0
Confl. Peds. (#/hr)	4		5	5		4	19		12	12		19
Confl. Bikes (#/hr)			1						4			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		23.8			23.8		46.2	46.2		46.2	46.2	
Effective Green, g (s)		23.8			23.8		46.2	46.2		46.2	46.2	
Actuated g/C Ratio		0.30			0.30		0.58	0.58		0.58	0.58	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		2.0			2.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		348			392		217	1815		103	1806	
v/s Ratio Prot								c0.45			0.32	
v/s Ratio Perm		0.07			c0.28		0.06			0.13		
v/c Ratio		0.24			0.93		0.11	0.79		0.23	0.56	
Uniform Delay, d1		21.3			27.3		7.6	13.1		8.3	10.5	
Progression Factor		1.00			1.03		1.29	1.56		1.17	1.28	
Incremental Delay, d2		0.1			28.5		0.5	2.0		4.3	1.0	
Delay (s)		21.4			56.6		10.4	22.4		13.9	14.5	
Level of Service		C			E		B	C		B	B	
Approach Delay (s/veh)		21.4			56.6			22.2			14.4	
Approach LOS		C			E			C			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	24.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	72.7%	ICU Level of Service	C
Analysis Period (min)	15		

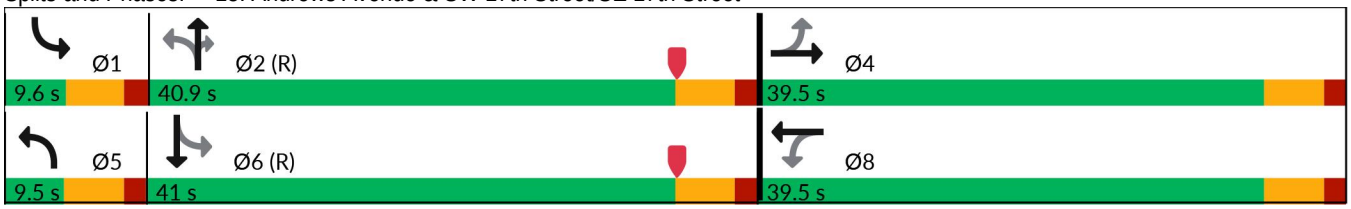
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	22	384	251	826	96	659	175	140	1246
Future Volume (vph)	22	384	251	826	96	659	175	140	1246
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	4.0	10.0	10.0	4.0	10.0
Minimum Split (s)	39.5	39.5	39.5	39.5	9.5	39.5	39.5	9.5	39.5
Total Split (s)	39.5	39.5	39.5	39.5	9.5	40.9	40.9	9.6	41.0
Total Split (%)	43.9%	43.9%	43.9%	43.9%	10.6%	45.4%	45.4%	10.7%	45.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 32 (36%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 13: Andrews Avenue & SW 17th Street/SE 17th Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	23	447	259	1071	99	679	180	144	1516
v/c Ratio	0.28	0.36	0.88	0.87	0.59	0.48	0.25	0.44	1.02
Control Delay (s/veh)	30.5	20.9	58.5	34.2	29.3	21.4	4.3	18.2	56.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	30.5	20.9	58.5	34.2	29.3	21.4	4.3	18.2	56.2
Queue Length 50th (ft)	9	89	132	274	28	150	2	43	~521
Queue Length 95th (ft)	32	128	#273	358	#71	201	42	76	#658
Internal Link Dist (ft)		226		905		784			2503
Turn Bay Length (ft)	60		70		145		105	205	
Base Capacity (vph)	86	1310	309	1302	168	1425	730	324	1487
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.34	0.84	0.82	0.59	0.48	0.25	0.44	1.02

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	384	49	251	826	212	96	659	175	140	1246	224
Future Volume (vph)	22	384	49	251	826	212	96	659	175	140	1246	224
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5	5.5	5.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	0.97		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1749	3439		1750	3380		1752	3505	1544	1752	3418	
Flt Permitted	0.12	1.00		0.44	1.00		0.11	1.00	1.00	0.30	1.00	
Satd. Flow (perm)	228	3439		820	3380		202	3505	1544	557	3418	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	23	396	51	259	852	219	99	679	180	144	1285	231
RTOR Reduction (vph)	0	12	0	0	26	0	0	0	103	0	16	0
Lane Group Flow (vph)	23	435	0	259	1045	0	99	679	77	144	1500	0
Confl. Peds. (#/hr)	14		3	3		14	1		2	2		1
Confl. Bikes (#/hr)			2			4			3			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	4	0	0	0	0	0	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)	32.3	32.3		32.3	32.3		40.2	36.6	36.6	42.2	37.6	
Effective Green, g (s)	32.3	32.3		32.3	32.3		40.2	36.6	36.6	42.2	37.6	
Actuated g/C Ratio	0.36	0.36		0.36	0.36		0.45	0.41	0.41	0.47	0.42	
Clearance Time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5	5.5	5.5	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		1.5	3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)	81	1234		294	1213		152	1425	627	322	1427	
v/s Ratio Prot		0.13			0.31		c0.03	0.19		0.02	c0.44	
v/s Ratio Perm	0.10			c0.32			0.26		0.05	0.19		
v/c Ratio	0.28	0.35		0.88	0.86		0.65	0.48	0.12	0.45	1.05	
Uniform Delay, d1	20.6	21.2		27.0	26.8		20.8	19.6	16.7	14.4	26.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.7	0.1		24.4	6.3		7.4	1.1	0.4	0.4	38.6	
Delay (s)	21.3	21.2		51.5	33.0		28.2	20.8	17.1	14.7	64.8	
Level of Service	C	C		D	C		C	C	B	B	E	
Approach Delay (s/veh)		21.2			36.6			20.9			60.4	
Approach LOS		C			D			C			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	40.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	100.1%	ICU Level of Service	G
Analysis Period (min)	15		

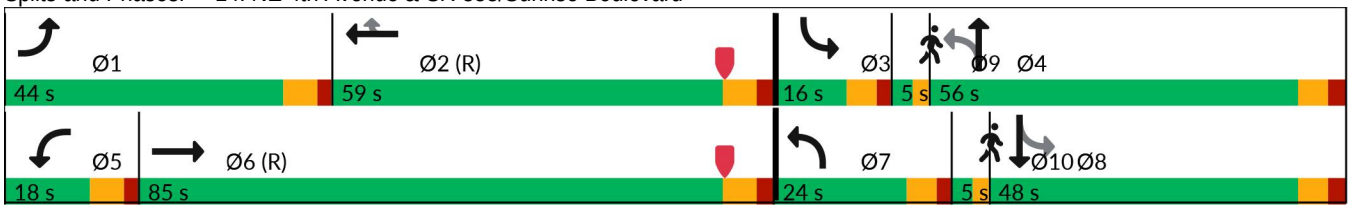
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	Ø9	Ø10
Lane Configurations											
Traffic Volume (vph)	312	1542	60	1247	155	292	735	145	535		
Future Volume (vph)	312	1542	60	1247	155	292	735	145	535		
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	pm+pt	NA		
Protected Phases	1	6	5	2		7	4	3	8	9	10
Permitted Phases					2	4		8			
Detector Phase	1	6	5	2	2	7	4	3	8		
Switch Phase											
Minimum Initial (s)	5.0	12.0	5.0	12.0	12.0	4.0	6.0	4.0	6.0	1.0	1.0
Minimum Split (s)	11.5	37.5	11.5	35.5	35.5	10.0	48.5	10.0	41.5	5.0	5.0
Total Split (s)	44.0	85.0	18.0	59.0	59.0	24.0	56.0	16.0	48.0	5.0	5.0
Total Split (%)	24.4%	47.2%	10.0%	32.8%	32.8%	13.3%	31.1%	8.9%	26.7%	3%	3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.0	2.5	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.0	6.5	6.0	6.5		
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead		Lead		Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	C-Min	None	C-Min	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 10 (6%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 14: NE 4th Avenue & SR 838/Sunrise Boulevard



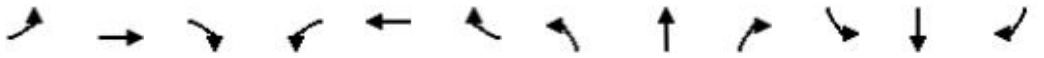
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	318	1781	61	1272	158	298	785	148	791
v/c Ratio	0.94	0.81	0.66	0.83	0.27	1.28	0.73	0.74	0.92
Control Delay (s/veh)	128.1	22.2	143.4	40.4	3.4	203.9	55.7	61.7	77.8
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	128.1	22.2	143.4	40.5	3.4	203.9	55.7	61.7	77.8
Queue Length 50th (ft)	384	189	74	534	37	~423	350	116	459
Queue Length 95th (ft)	m414	m253	m128	594	m55	#633	476	#175	#625
Internal Link Dist (ft)		1177		617			489		380
Turn Bay Length (ft)	260		190		210	140		330	
Base Capacity (vph)	368	2208	113	1526	577	233	1078	201	863
Starvation Cap Reductn	0	0	0	9	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.81	0.54	0.84	0.27	1.28	0.73	0.74	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.

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	312	1542	204	60	1247	155	292	735	34	145	535	240
Future Volume (vph)	312	1542	204	60	1247	155	292	735	34	145	535	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.5		6.0	6.5	
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.99		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	4986		1770	5085	1547	1770	3498		1769	3329	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.07	1.00		0.21	1.00	
Satd. Flow (perm)	1770	4986		1770	5085	1547	138	3498		392	3329	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	318	1573	208	61	1272	158	298	750	35	148	546	245
RTOR Reduction (vph)	0	10	0	0	0	112	0	2	0	0	28	0
Lane Group Flow (vph)	318	1771	0	61	1272	46	298	783	0	148	763	0
Confl. Peds. (#/hr)	4		2	2		4	12		6	6		12
Confl. Bikes (#/hr)			3			5			1			1
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	2	0	2	2
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						2	4			8		
Actuated Green, G (s)	34.7	77.7		9.4	52.4	52.4	73.4	57.0		55.6	45.2	
Effective Green, g (s)	34.7	77.7		9.4	52.4	52.4	73.4	57.0		55.6	45.2	
Actuated g/C Ratio	0.19	0.43		0.05	0.29	0.29	0.41	0.32		0.31	0.25	
Clearance Time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.5		6.0	6.5	
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	1.5	2.0		1.5	2.0	
Lane Grp Cap (vph)	341	2152		92	1480	450	233	1107		200	835	
v/s Ratio Prot	c0.18	c0.36		0.03	0.25		c0.14	0.22		0.04	0.23	
v/s Ratio Perm						0.03	c0.38			0.19		
v/c Ratio	0.93	0.82		0.66	0.86	0.10	1.28	0.71		0.74	0.91	
Uniform Delay, d1	71.5	45.1		83.7	60.3	46.6	58.5	54.2		49.6	65.5	
Progression Factor	1.60	0.48		1.39	0.60	0.42	1.25	0.92		1.00	1.00	
Incremental Delay, d2	14.9	1.3		11.2	5.8	0.4	153.4	1.6		12.1	14.1	
Delay (s)	129.0	23.1		127.6	42.1	19.7	226.8	51.6		61.6	79.6	
Level of Service	F	C		F	D	B	F	D		E	E	
Approach Delay (s/veh)		39.2			43.2			99.8			76.8	
Approach LOS		D			D			F			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	58.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	27.5
Intersection Capacity Utilization	103.8%	ICU Level of Service	G
Analysis Period (min)	15		

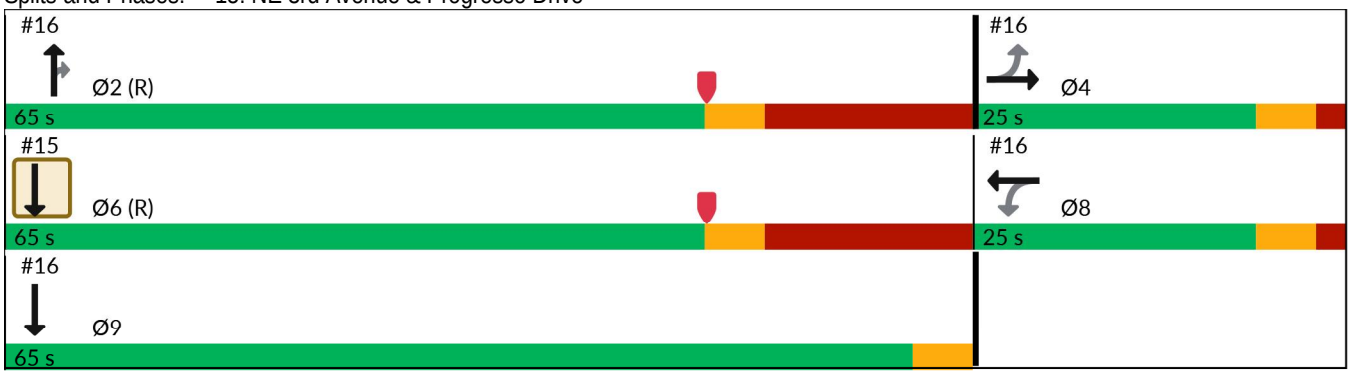
c Critical Lane Group

Lane Group	EBR	NBT	SBT	Ø2	Ø4	Ø8	Ø9
Lane Configurations							
Traffic Volume (vph)	32	1070	779				
Future Volume (vph)	32	1070	779				
Turn Type	Free	NA	NA				
Protected Phases			6	2	4	8	9
Permitted Phases	Free	Free					
Detector Phase			6				
Switch Phase							
Minimum Initial (s)			10.0	10.0	6.0	6.0	10.0
Minimum Split (s)			45.0	45.0	38.0	38.0	31.0
Total Split (s)			65.0	65.0	25.0	25.0	65.0
Total Split (%)			72.2%	72%	28%	28%	72%
Yellow Time (s)			4.0	4.0	4.0	4.0	4.0
All-Red Time (s)			14.0	14.0	2.0	2.0	0.0
Lost Time Adjust (s)			0.0				
Total Lost Time (s)			18.0				
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode			C-Min	C-Min	None	None	Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 7 (8%), Referenced to phase 2:NBT and 6:, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 15: NE 3rd Avenue & Progresso Drive



Lane Group	EBR	NBT	SBT
Lane Group Flow (vph)	34	1138	838
v/c Ratio	0.02	0.32	0.75
Control Delay (s/veh)	0.0	0.3	25.9
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	0.0	0.3	25.9
Queue Length 50th (ft)	0	0	437
Queue Length 95th (ft)	m0	0	m629
Internal Link Dist (ft)		145	209
Turn Bay Length (ft)			
Base Capacity (vph)	1611	3539	1114
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.02	0.32	0.75

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	32	0	1070	779	8
Future Volume (vph)	0	32	0	1070	779	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	18.0	
Lane Util. Factor		1.00		0.95	1.00	
Frpb, ped/bikes		1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	
Frt		0.87		1.00	1.00	
Flt Protected		1.00		1.00	1.00	
Satd. Flow (prot)		1611		3539	1860	
Flt Permitted		1.00		1.00	1.00	
Satd. Flow (perm)		1611		3539	1860	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	34	0	1138	829	9
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	34	0	1138	838	0
Confl. Peds. (#/hr)			6			
Confl. Bikes (#/hr)				2		
Turn Type		Free		NA	NA	
Protected Phases					6	
Permitted Phases		Free		Free		
Actuated Green, G (s)		90.0		90.0	53.9	
Effective Green, g (s)		90.0		90.0	53.9	
Actuated g/C Ratio		1.00		1.00	0.60	
Clearance Time (s)					18.0	
Vehicle Extension (s)					3.0	
Lane Grp Cap (vph)		1611		3539	1113	
v/s Ratio Prot					c0.45	
v/s Ratio Perm		0.02		c0.32		
v/c Ratio		0.02		0.32	0.75	
Uniform Delay, d1		0.0		0.0	13.2	
Progression Factor		1.00		1.00	1.63	
Incremental Delay, d2		0.0		0.2	2.5	
Delay (s)		0.0		0.2	24.0	
Level of Service		A		A	C	
Approach Delay (s/veh)	0.0			0.2	24.0	
Approach LOS	A			A	C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	10.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	56.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	28	25	56	71	14	1240	39	789
Future Volume (vph)	28	25	56	71	14	1240	39	789
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)	28.0	28.0	28.0	28.0	52.0	52.0	52.0	52.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	65.0%	65.0%	65.0%	65.0%
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
Total Lost Time (s)		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

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 70 (88%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 19: NE 3rd Avenue & NE 3rd Street

Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	77	58	305	1365	881
v/c Ratio	0.27	0.21	0.88	0.76	0.56
Control Delay (s/veh)	20.2	24.9	51.4	10.5	5.6
Queue Delay	0.0	0.0	0.1	0.7	0.0
Total Delay (s/veh)	20.2	24.9	51.5	11.2	5.6
Queue Length 50th (ft)	21	22	121	384	47
Queue Length 95th (ft)	56	52	#250	85	56
Internal Link Dist (ft)	415		157	266	262
Turn Bay Length (ft)		160			
Base Capacity (vph)	322	319	392	1801	1570
Starvation Cap Reductn	0	0	0	100	0
Spillback Cap Reductn	0	0	2	171	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.24	0.18	0.78	0.84	0.56

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	25	21	56	71	222	14	1240	56	39	789	17
Future Volume (vph)	28	25	21	56	71	222	14	1240	56	39	789	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0			6.0	
Lane Util. Factor		1.00		1.00	1.00			0.95			0.95	
Frpb, ped/bikes		0.99		1.00	0.99			1.00			1.00	
Flpb, ped/bikes		1.00		0.99	1.00			1.00			1.00	
Frt		0.96		1.00	0.89			0.99			1.00	
Flt Protected		0.98		0.95	1.00			1.00			1.00	
Satd. Flow (prot)		1555		1561	1308			3121			3113	
Flt Permitted		0.70		0.71	1.00			0.94			0.82	
Satd. Flow (perm)		1114		1161	1308			2940			2567	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	29	26	22	58	74	231	15	1292	58	41	822	18
RTOR Reduction (vph)	0	17	0	0	34	0	0	3	0	0	2	0
Lane Group Flow (vph)	0	60	0	58	271	0	0	1362	0	0	879	0
Confl. Peds. (#/hr)	5		12	12		5	33		34	34		33
Confl. Bikes (#/hr)									3			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	3	3
Parking (#/hr)					0	0						
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		19.1		19.1	19.1			48.9			48.9	
Effective Green, g (s)		19.1		19.1	19.1			48.9			48.9	
Actuated g/C Ratio		0.24		0.24	0.24			0.61			0.61	
Clearance Time (s)		6.0		6.0	6.0			6.0			6.0	
Vehicle Extension (s)		2.0		2.0	2.0			1.0			1.0	
Lane Grp Cap (vph)		265		277	312			1797			1569	
v/s Ratio Prot					c0.21							
v/s Ratio Perm		0.05		0.05				c0.46			0.34	
v/c Ratio		0.23		0.21	0.87			0.76			0.56	
Uniform Delay, d1		24.5		24.4	29.2			11.3			9.2	
Progression Factor		1.00		1.00	1.00			0.68			0.44	
Incremental Delay, d2		0.2		0.1	20.9			2.3			1.3	
Delay (s)		24.7		24.5	50.2			10.0			5.3	
Level of Service		C		C	D			A			A	
Approach Delay (s/veh)		24.7			46.1			10.0			5.3	
Approach LOS		C			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	13.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	99.0%	ICU Level of Service	F
Analysis Period (min)	15		

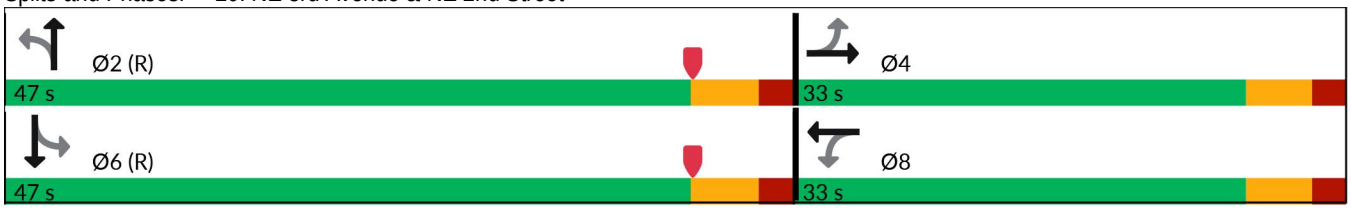
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	63	24	20	28	45	1162	24	845
Future Volume (vph)	63	24	20	28	45	1162	24	845
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)	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
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min

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: 80
Control Type: Actuated-Coordinated

Splits and Phases: 20: NE 3rd Avenue & NE 2nd Street



Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	157	22	111	1323	951
v/c Ratio	0.70	0.14	0.45	0.68	0.49
Control Delay (s/veh)	38.0	29.0	26.3	8.7	2.8
Queue Delay	0.0	0.0	0.0	0.2	0.1
Total Delay (s/veh)	38.0	29.0	26.3	8.9	2.9
Queue Length 50th (ft)	60	10	35	135	22
Queue Length 95th (ft)	m90	28	74	m176	64
Internal Link Dist (ft)	909		241	256	266
Turn Bay Length (ft)		105			
Base Capacity (vph)	455	349	517	1934	1959
Starvation Cap Reductn	0	0	0	0	121
Spillback Cap Reductn	1	0	1	116	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.35	0.06	0.22	0.73	0.52

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	24	59	20	28	75	45	1162	24	24	845	15
Future Volume (vph)	63	24	59	20	28	75	45	1162	24	24	845	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0			6.0	
Lane Util. Factor		1.00		1.00	1.00			0.95			0.95	
Frpb, ped/bikes		0.99		1.00	0.99			1.00			1.00	
Flpb, ped/bikes		1.00		1.00	1.00			1.00			1.00	
Frt		0.95		1.00	0.89			1.00			1.00	
Flt Protected		0.98		0.95	1.00			1.00			1.00	
Satd. Flow (prot)		1524		1570	1464			3132			3136	
Flt Permitted		0.81		0.63	1.00			0.88			0.89	
Satd. Flow (perm)		1258		1036	1464			2755			2791	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	68	26	63	22	30	81	48	1249	26	26	909	16
RTOR Reduction (vph)	0	39	0	0	30	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	118	0	22	81	0	0	1322	0	0	950	0
Confl. Peds. (#/hr)	2		7	7		2	35		29	29		35
Confl. Bikes (#/hr)			1						3			5
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		11.9		11.9	11.9			56.1			56.1	
Effective Green, g (s)		11.9		11.9	11.9			56.1			56.1	
Actuated g/C Ratio		0.15		0.15	0.15			0.70			0.70	
Clearance Time (s)		6.0		6.0	6.0			6.0			6.0	
Vehicle Extension (s)		2.0		2.0	2.0			3.0			3.0	
Lane Grp Cap (vph)		187		154	217			1931			1957	
v/s Ratio Prot					0.06							
v/s Ratio Perm		c0.09		0.02				c0.48			0.34	
v/c Ratio		0.63		0.14	0.37			0.68			0.49	
Uniform Delay, d1		32.0		29.6	30.7			6.9			5.4	
Progression Factor		1.00		1.00	1.00			1.10			0.32	
Incremental Delay, d2		4.9		0.2	0.4			0.2			0.8	
Delay (s)		37.0		29.8	31.1			7.7			2.5	
Level of Service		D		C	C			A			A	
Approach Delay (s/veh)		37.0			30.9			7.7			2.5	
Approach LOS		D			C			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	8.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	97.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

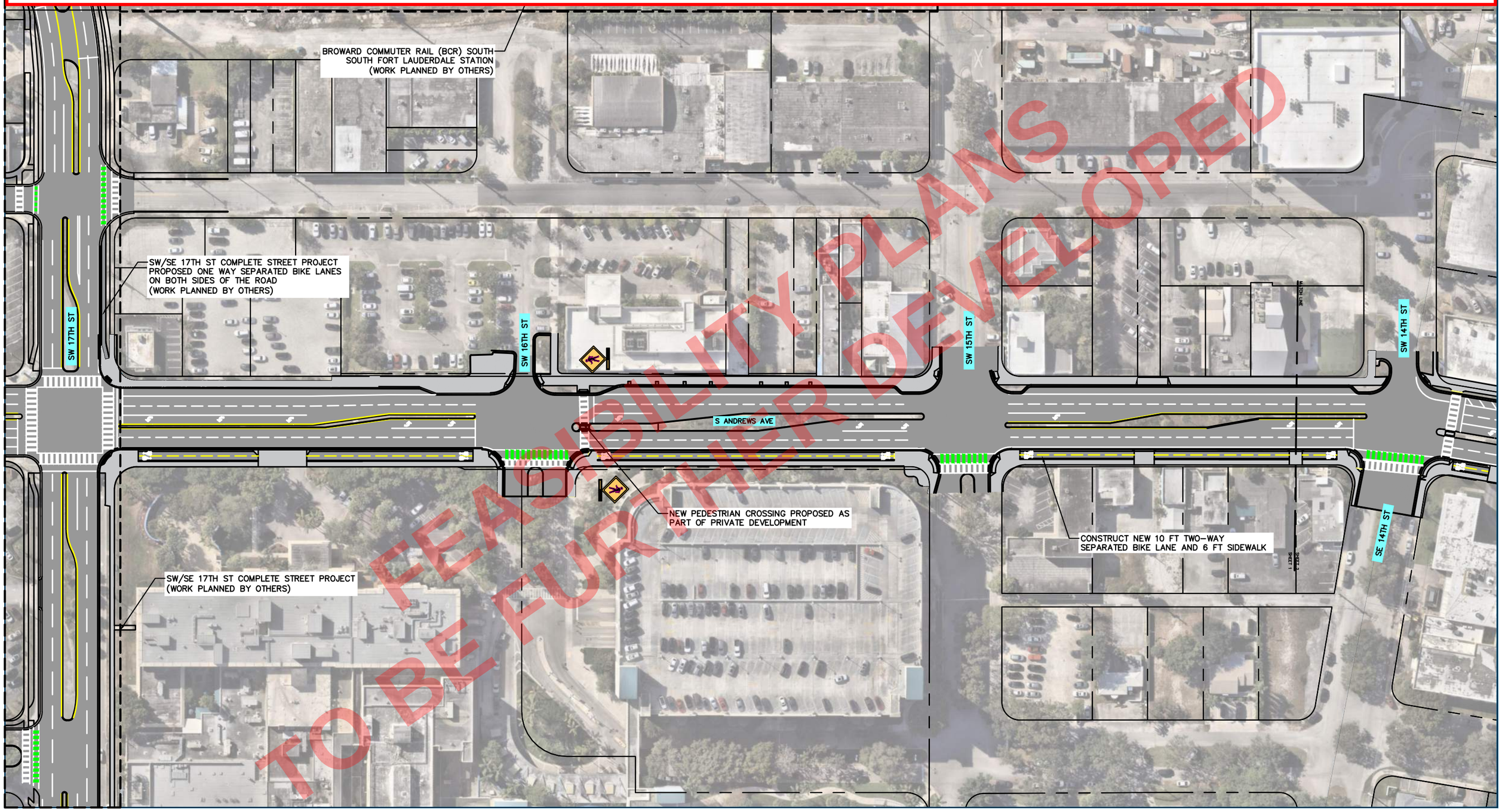
Network Totals

Number of Intersections	32
Control Delay / Veh (s/v)	48
Queue Delay / Veh (s/v)	1
Total Delay / Veh (s/v)	49
Total Delay (hr)	1502
Stops / Veh	0.67
Stops (#)	72767
Average Speed (mph)	9
Total Travel Time (hr)	2131
Distance Traveled (mi)	18873
Fuel Consumed (gal)	2280
Fuel Economy (mpg)	8.3
CO Emissions (kg)	159.37
NOx Emissions (kg)	31.01
VOC Emissions (kg)	36.94
Unserved Vehicles (#)	2000
Vehicles in dilemma zone (#)	0
Performance Index	1704.2

Feasibility Plan

Pedestrian and Bicycle Connectivity Improvements

NOTE: These Feasibility Plans are intended to show potential improvements along the study corridors within existing right-of-way limitations and avoiding lane reductions/removals. Prior to conceptual/PD&E phases, the corridors should be further studied to incorporate and align with the existing adopted master plan on South Andrews Avenue and the ongoing re-envisioning of the South Regional Activity Center (SRAC) - Community Vision Plan and other ongoing City and County efforts.



FEASIBILITY PLANS
TO BE FURTHER DEVELOPED

Kimley»Horn

CITY OF FORT LAUDERDALE

Andrews and 3rd Avenues

Pedestrian and Bicycle Connectivity Improvements

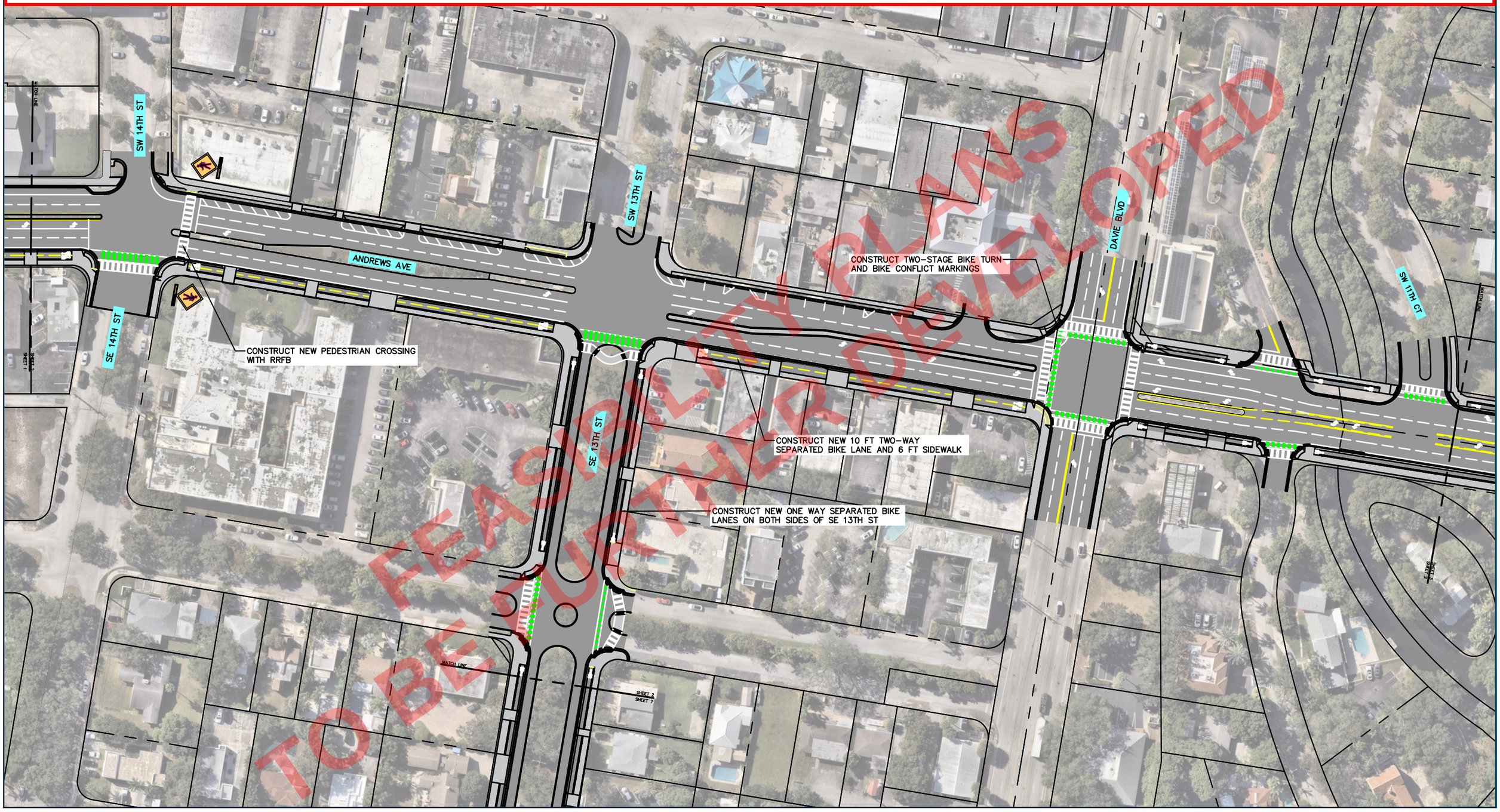
RFQ No. 140

S Andrews Ave - SW/SE 17th St to SW/SE 14th St

Sheet 1

GRAPHIC SCALE IN FEET
0 25 50 100

NOTE: These Feasibility Plans are intended to show potential improvements along the study corridors within existing right-of-way limitations and avoiding lane reductions/removals. Prior to conceptual/PD&E phases, the corridors should be further studied to incorporate and align with the existing adopted master plan on South Andrews Avenue and the ongoing re-envisioning of the South Regional Activity Center (SRAC) - Community Vision Plan and other ongoing City and County efforts.



CITY OF FORT LAUDERDALE

Andrews and 3rd Avenues

Pedestrian and Bicycle Connectivity Improvements RFQ No. 140

S Andrews Ave - SW/SE 14th St to SW 11th Ct

Sheet 2

GRAPHIC SCALE IN FEET
0 25 50 100

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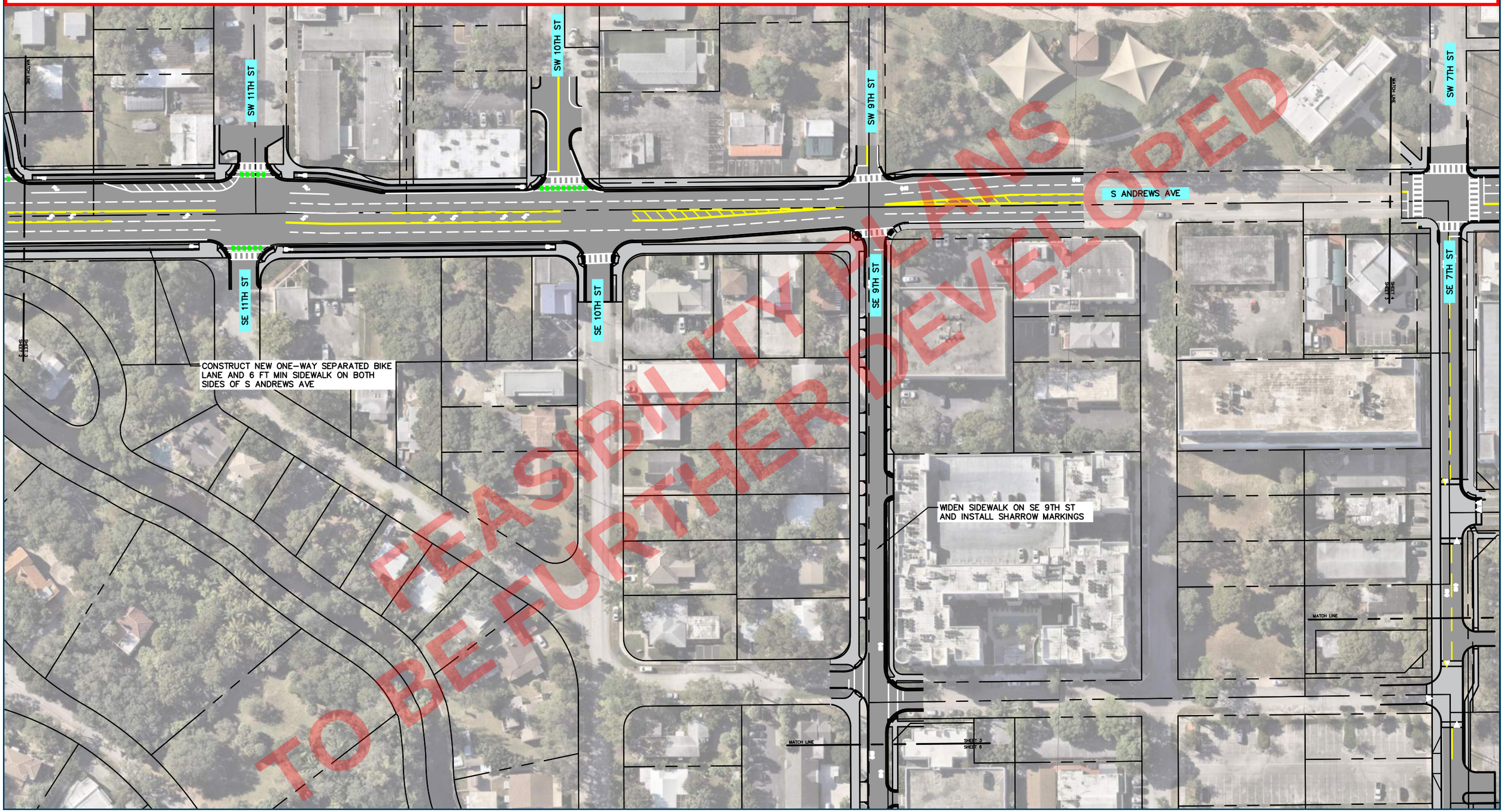

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CITY OF FORT LAUDERDALE

Andrews and 3rd Avenues

Pedestrian and Bicycle Connectivity Improvements RFQ No. 140

S Andrews Ave - SW/SE 11th St to SW/SE 7th St

Sheet 3

GRAPHIC SCALE IN FEET
0 25 50 100

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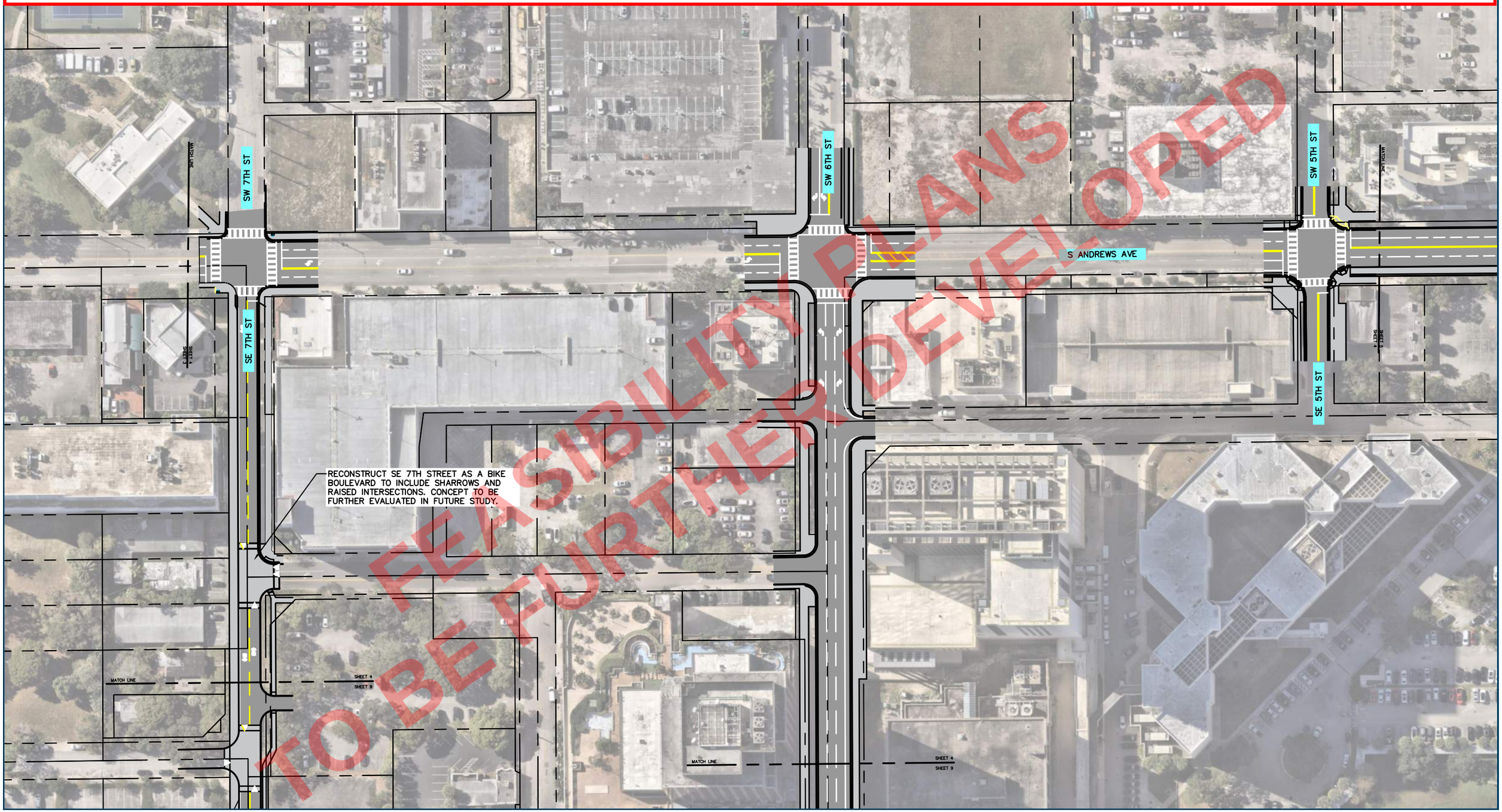

FEASIBILITY PLANS TO BE FURTHER DEVELOPED

Kimley»Horn

CITY OF FORT LAUDERDALE

Andrews and 3rd Avenues

Pedestrian and Bicycle Connectivity Improvements RFQ No. 140

S Andrews Ave - SW/SE 7th St to SW/SE 5th St

Sheet 4

NORTH

GRAPHIC SCALE IN FEET
0 25 50 100

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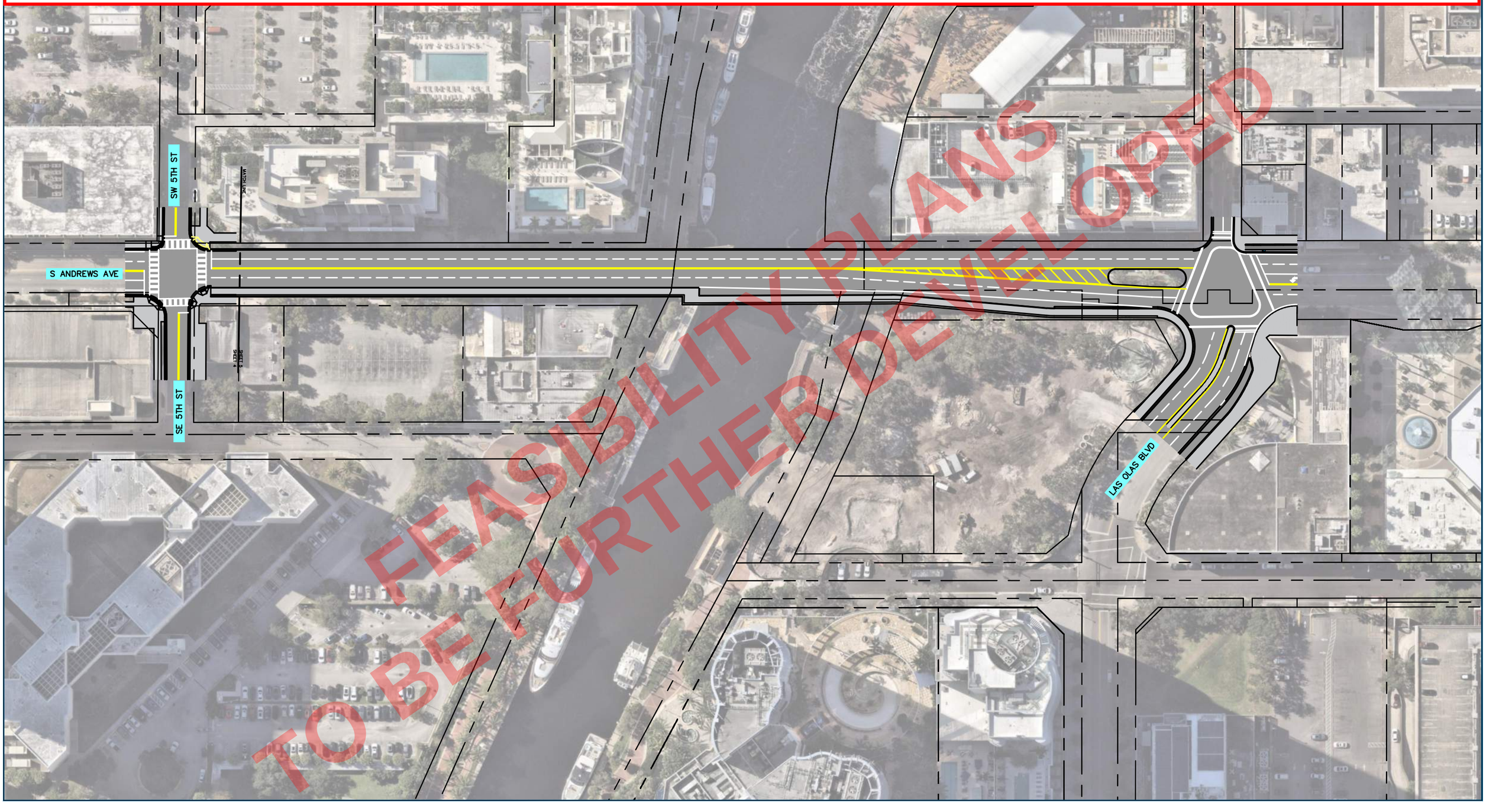

FEASIBILITY PLANS
TO BE FURTHER DEVELOPED

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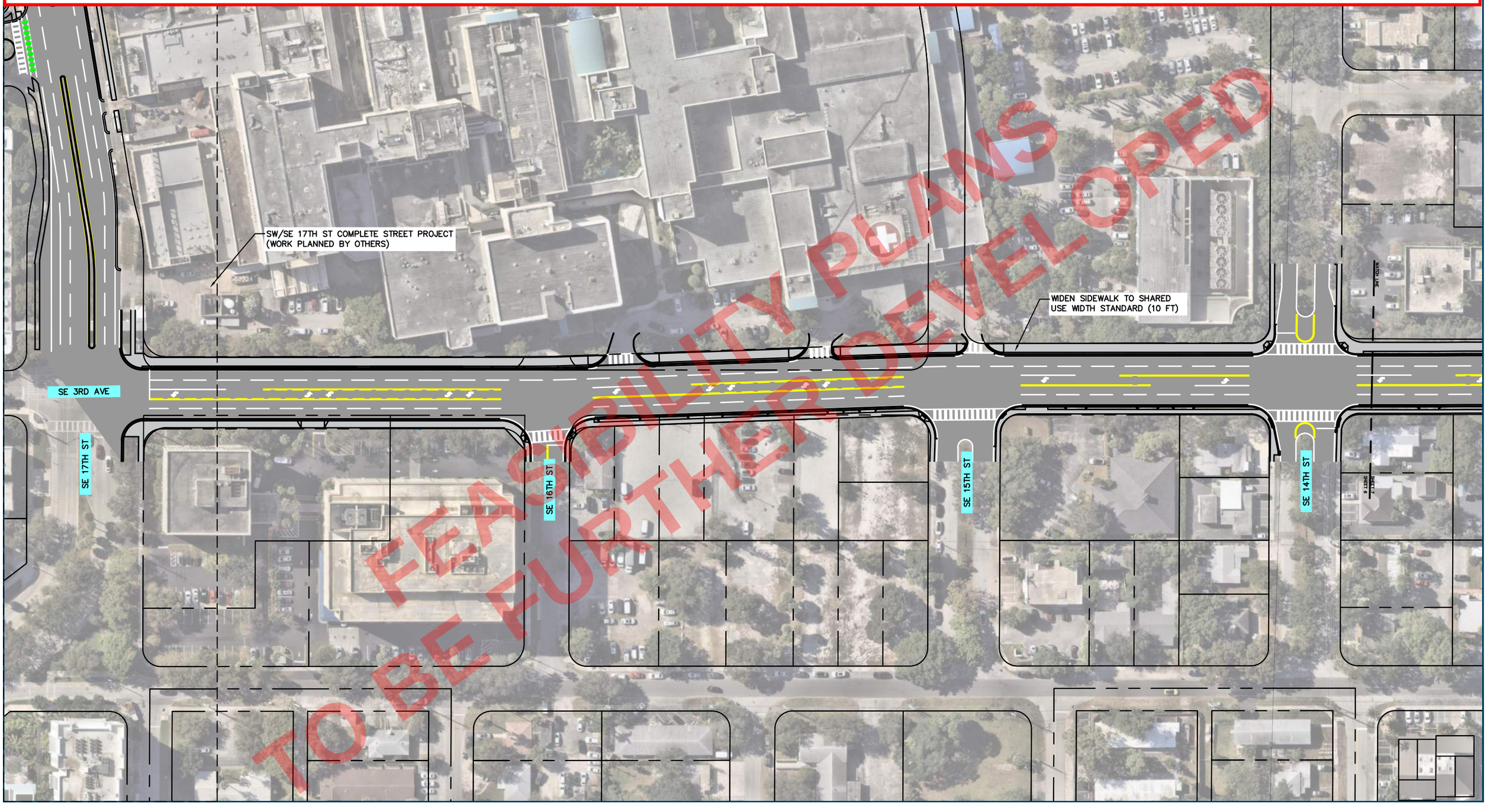

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CITY OF FORT LAUDERDALE

Andrews and 3rd Avenues

Pedestrian and Bicycle Connectivity Improvements RFQ No. 140

SE 3rd Ave - SE 17th St to SE 14th St

Sheet 6

NORTH

GRAPHIC SCALE IN FEET
0 25 50 100

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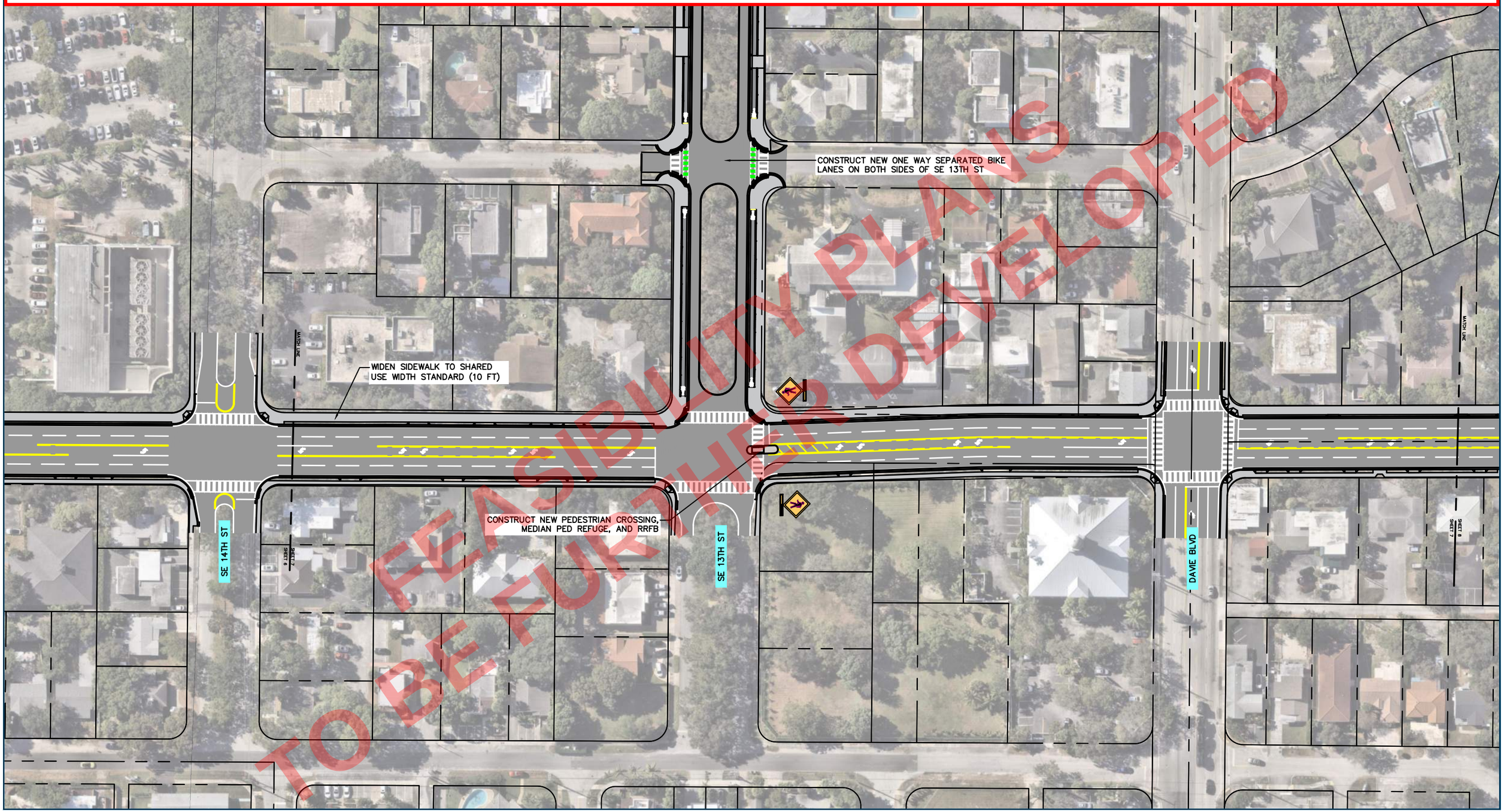

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CITY OF FORT LAUDERDALE

Andrews and 3rd Avenues

Pedestrian and Bicycle Connectivity Improvements RFQ No. 140

SE 3rd Ave - SE 14th St to Davie Blvd

Sheet 7

NORTH

GRAPHIC SCALE IN FEET
0 25 50 100

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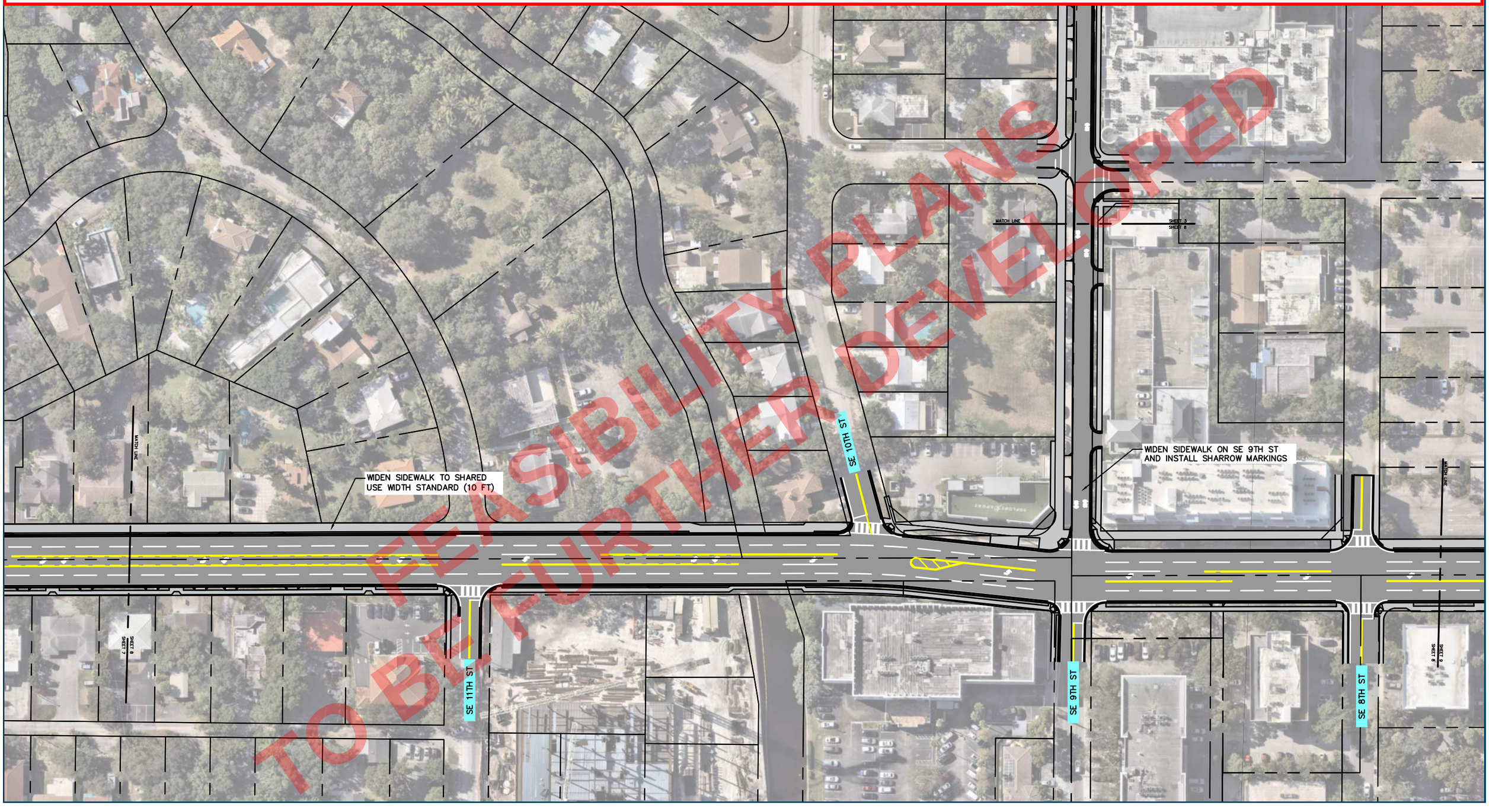

FEASIBILITY PLANS TO BE FURTHER DEVELOPED

Kimley»Horn

CITY OF FORT LAUDERDALE

Andrews and 3rd Avenues

Pedestrian and Bicycle Connectivity Improvements RFQ No. 140

SE 3rd Ave - SE 11th St to SE 8th St

Sheet 8

NORTH

GRAPHIC SCALE IN FEET
0 25 50 100

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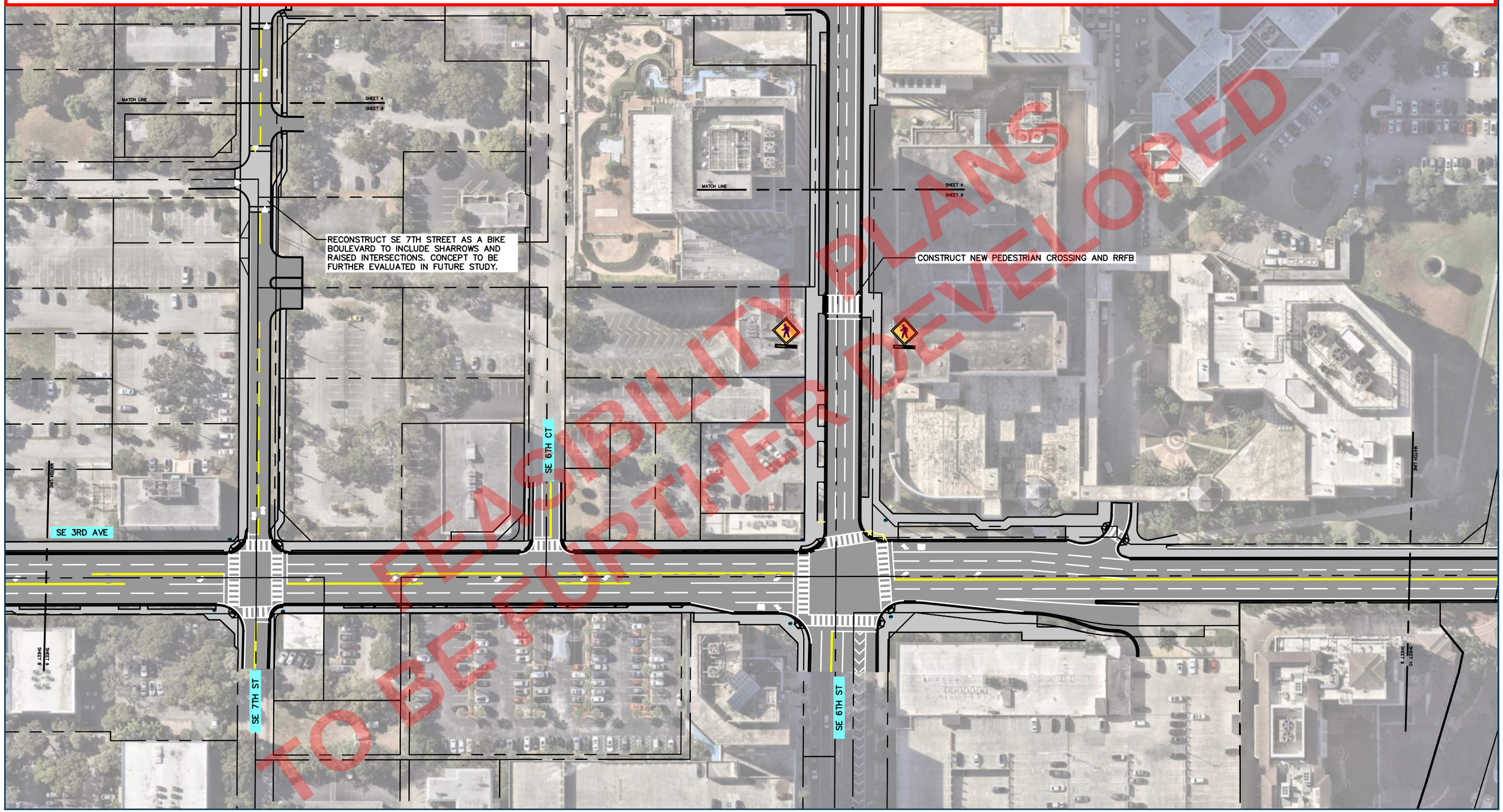

Kimley»Horn

CITY OF FORT LAUDERDALE

Andrews and 3rd Avenues

Pedestrian and Bicycle Connectivity Improvements RFQ No. 140

SE 3rd Ave - SE 7th St to SE 6th St

Sheet 9

NORTH

GRAPHIC SCALE IN FEET
0 25 50 100

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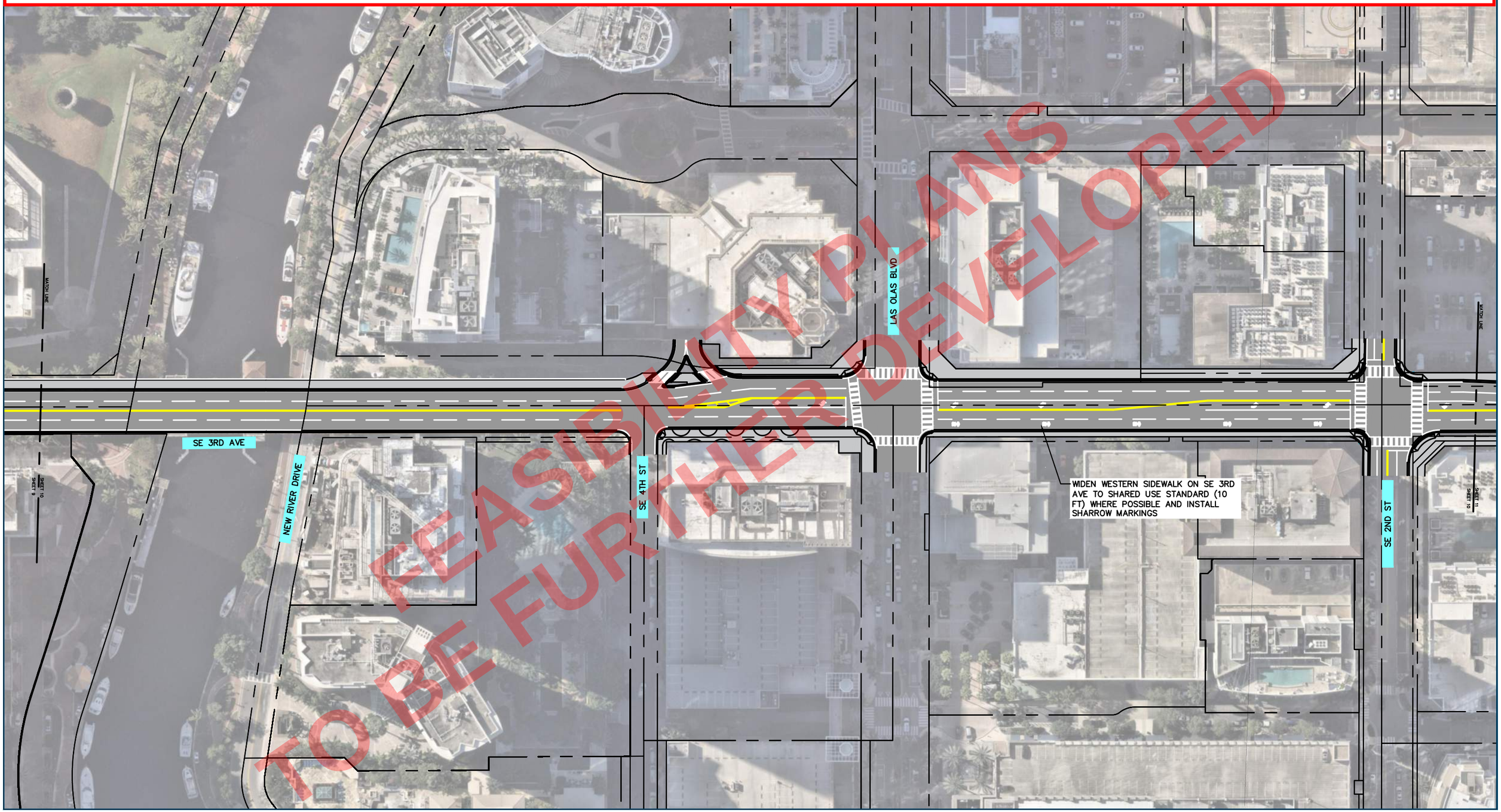

FEASIBILITY PLANS
TO BE FURTHER DEVELOPED

Kimley»Horn

CITY OF FORT LAUDERDALE

Andrews and 3rd Avenues

Pedestrian and Bicycle Connectivity Improvements RFQ No. 140

SE 3rd Ave - New River Crossing to SE 2nd St

Sheet 10

NORTH

GRAPHIC SCALE IN FEET
0 25 50 100

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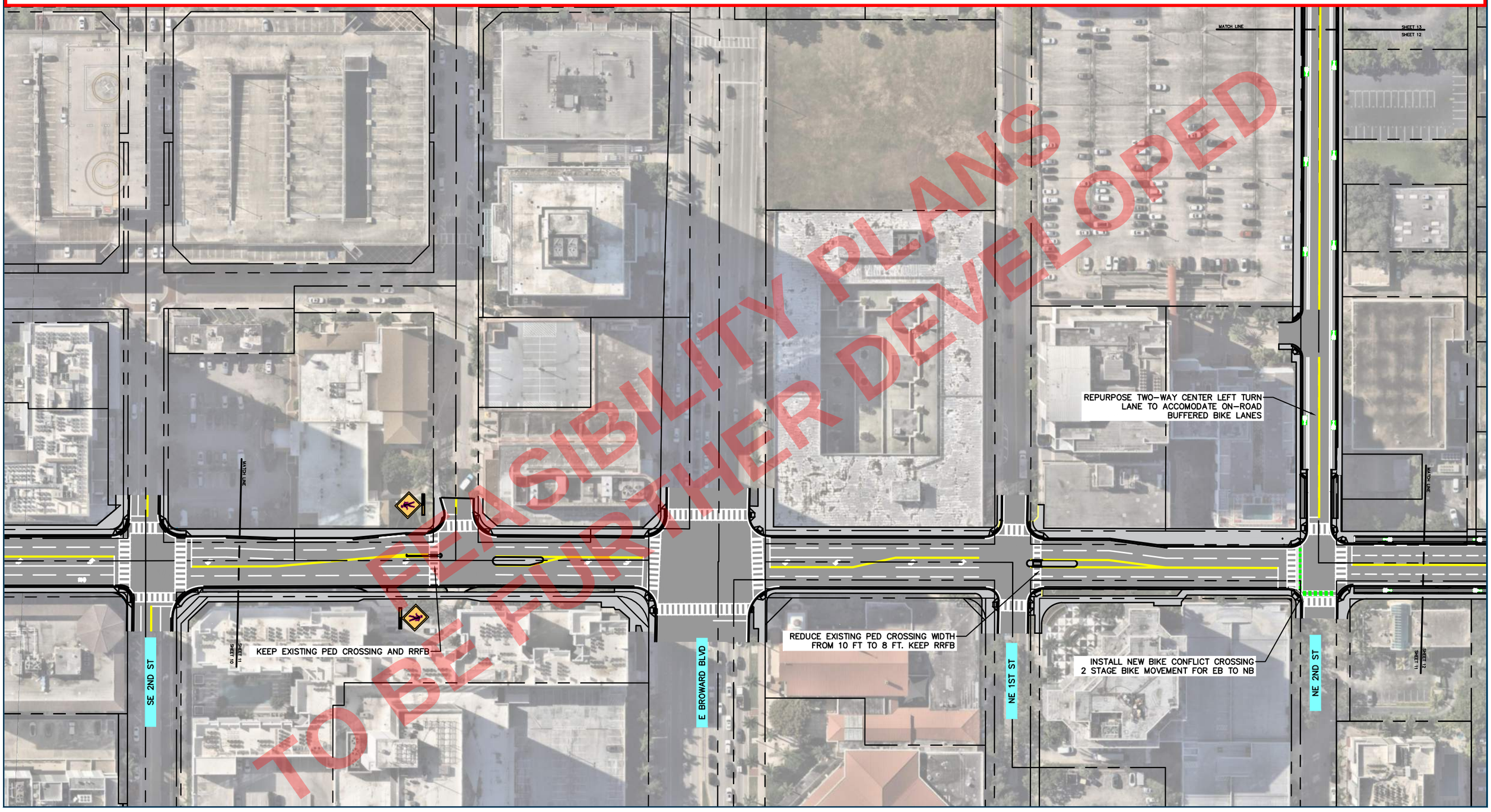

FEASIBILITY PLANS TO BE FURTHER DEVELOPED

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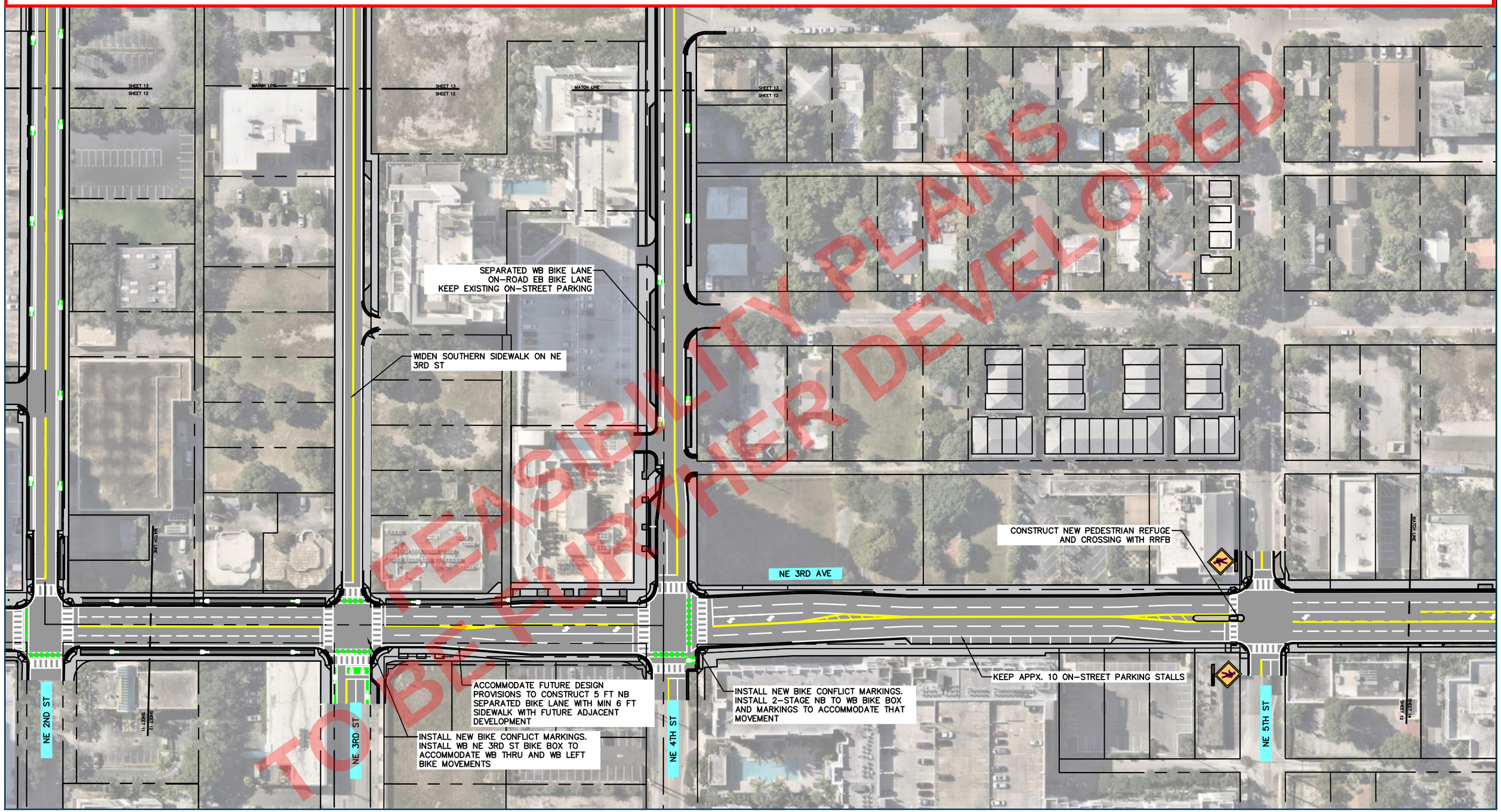

FEASIBILITY PLANS TO BE FURTHER DEVELOPED

Kimley»Horn

CITY OF FORT LAUDERDALE

Andrews and 3rd Avenues

Pedestrian and Bicycle Connectivity Improvements RFQ No. 140

NE 3rd Ave - NE 2nd St to NE 5th St

Sheet 12

GRAPHIC SCALE IN FEET
0 25 50 100

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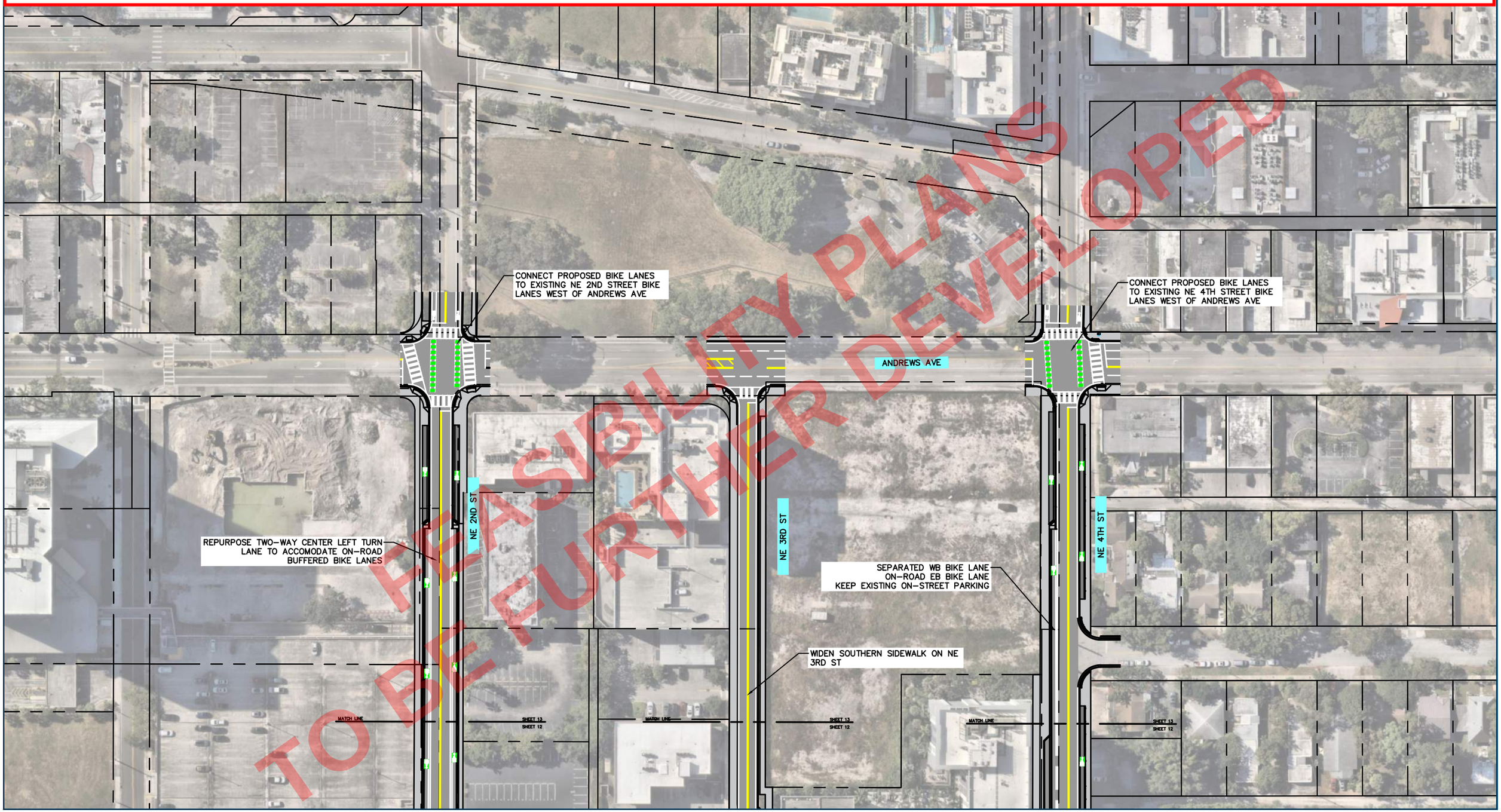

FEASIBILITY PLANS
TO BE FURTHER DEVELOPED

Kimley»Horn

CITY OF FORT LAUDERDALE

Andrews and 3rd Avenues

Pedestrian and Bicycle Connectivity Improvements RFQ No. 140

Andrews Ave - NE 2nd St to NE 4th St

Sheet 13

GRAPHIC SCALE IN FEET
0 25 50 100

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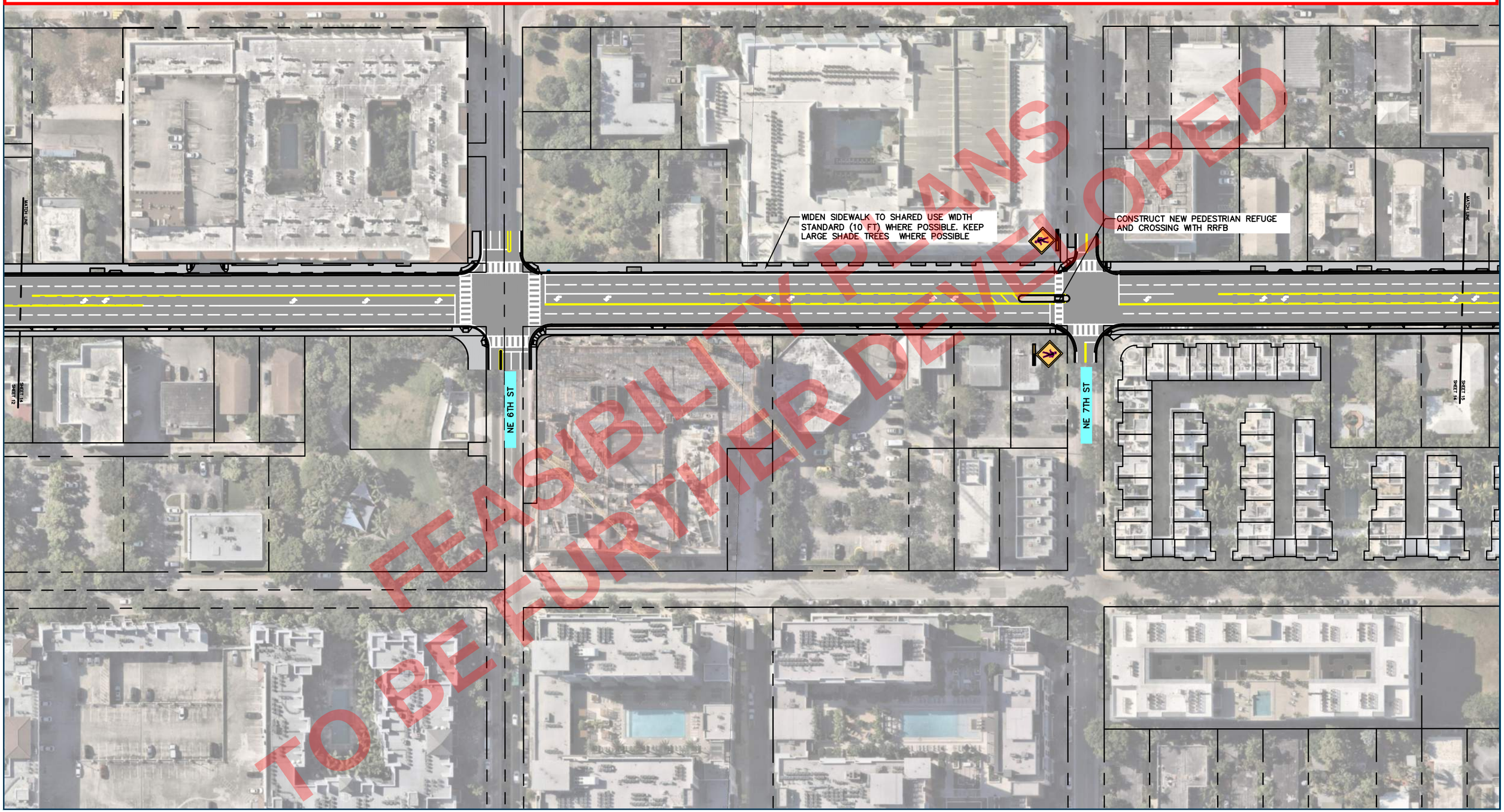

FEASIBILITY PLANS
TO BE FURTHER DEVELOPED

Kimley»Horn

CITY OF FORT LAUDERDALE

Andrews and 3rd Avenues

Pedestrian and Bicycle Connectivity Improvements RFQ No. 140

NE 3rd Ave - NE 2nd St to NE 5th St

Sheet 14

NORTH

GRAPHIC SCALE IN FEET
0 25 50 100

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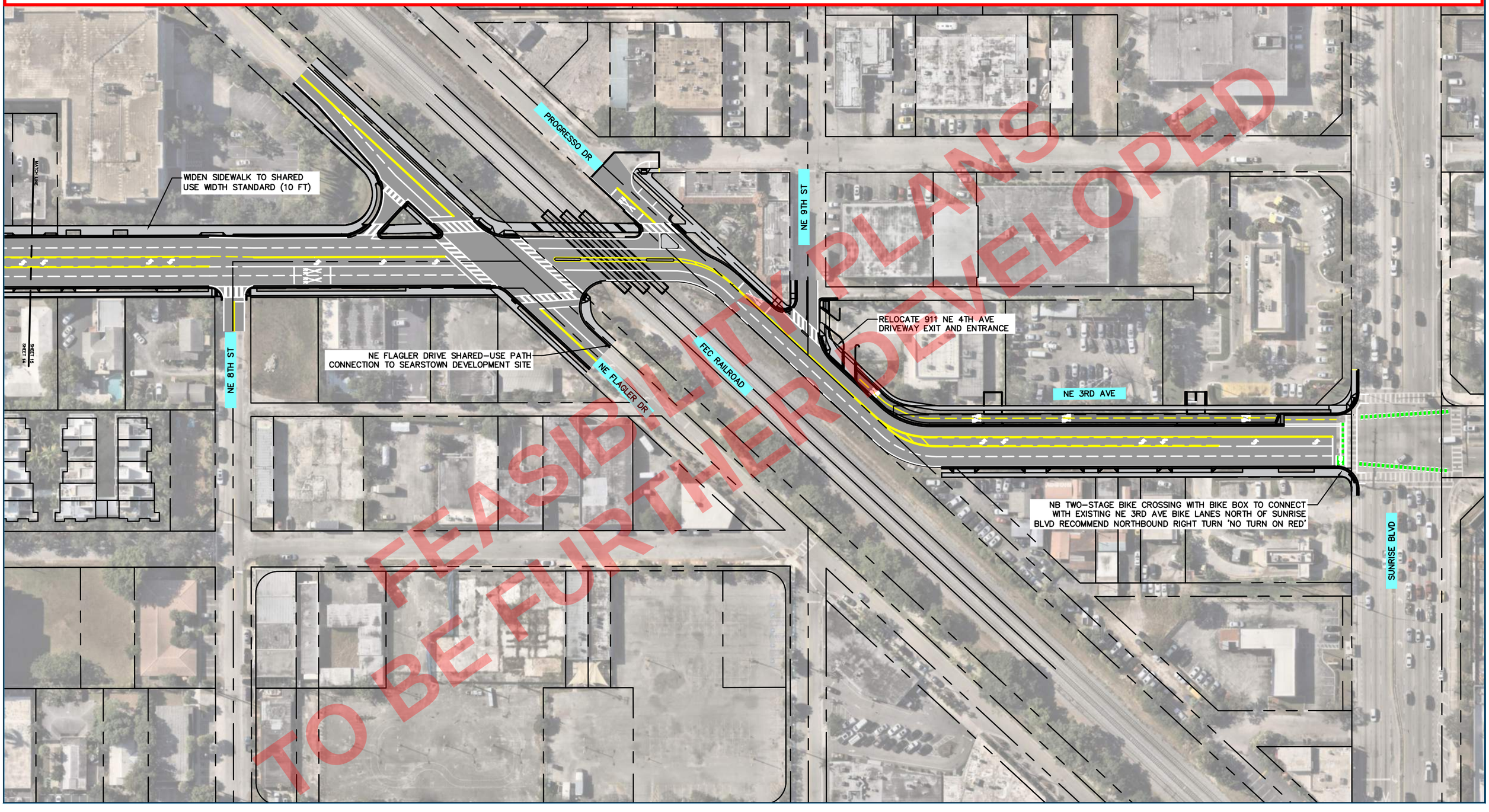

FEASIBILITY PLANS TO BE FURTHER DEVELOPED

Feasibility Plan

Median/Crossing Improvements

NOTE: These Feasibility Plans are intended to show potential improvements along the study corridors within existing right-of-way limitations and avoiding lane reductions/removals. Prior to conceptual/PD&E phases, the corridors should be further studied to incorporate and align with the existing adopted master plan on South Andrews Avenue and the ongoing re-envisioning of the South Regional Activity Center (SRAC) - Community Vision Plan and other ongoing City and County efforts.

FEASIBILITY PLANS
TO BE FURTHER DEVELOPED

CITY OF FORT LAUDERDALE

Andrews and 3rd Avenues

Median/Crossing Improvements

RFQ No. 140

Andrews Ave - NE 4th St to NE 6th St

Sheet 1

GRAPHIC SCALE IN FEET
0 25 50 100

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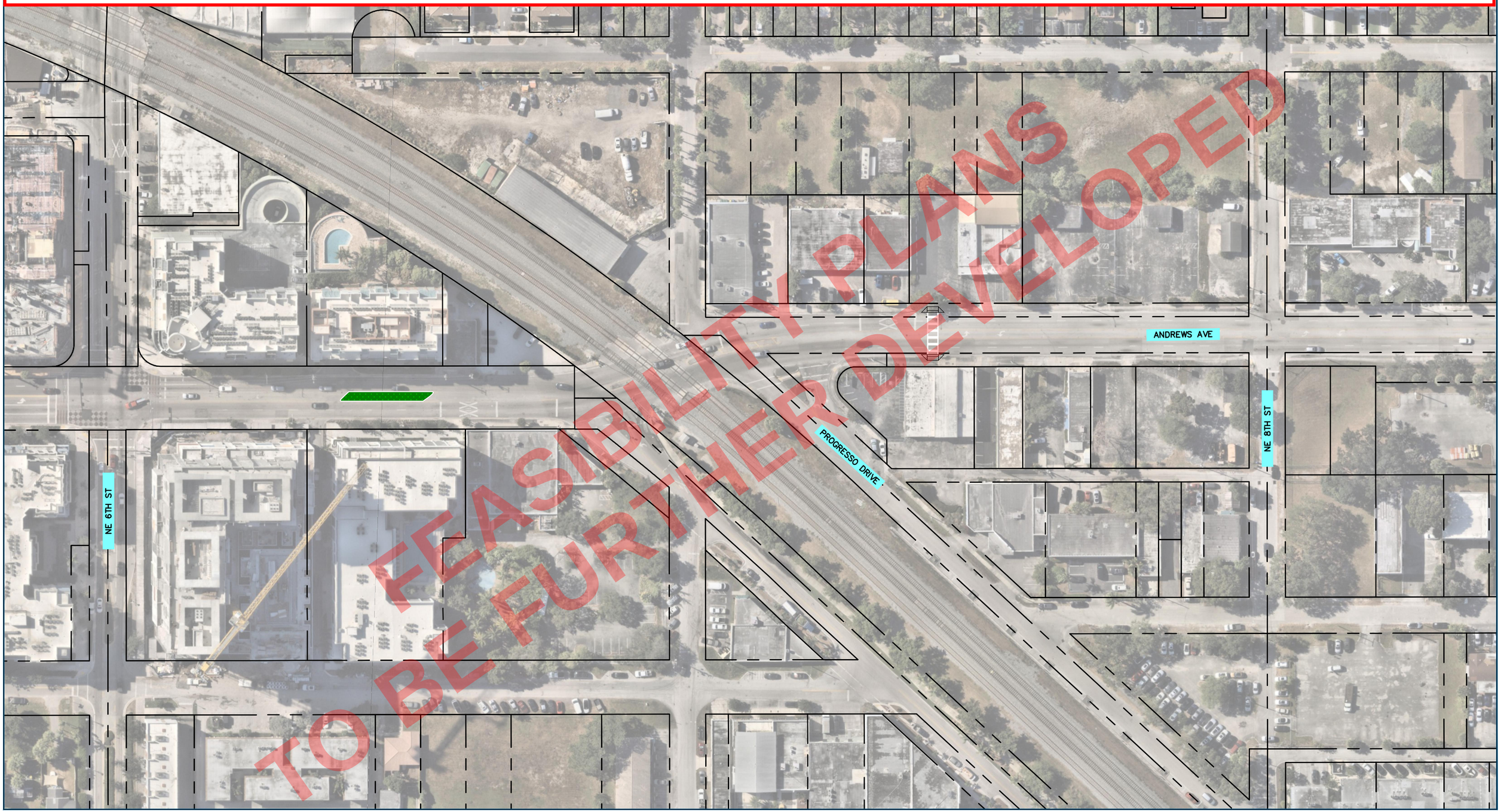

FEASIBILITY PLANS
TO BE FURTHER DEVELOPED

CITY OF FORT LAUDERDALE

Andrews and 3rd Avenues

Median/Crossing Improvements

RFQ No. 140

Andrews Ave - NE 6th St to NE 8th St

Sheet 2

GRAPHIC SCALE IN FEET
0 25 50 100

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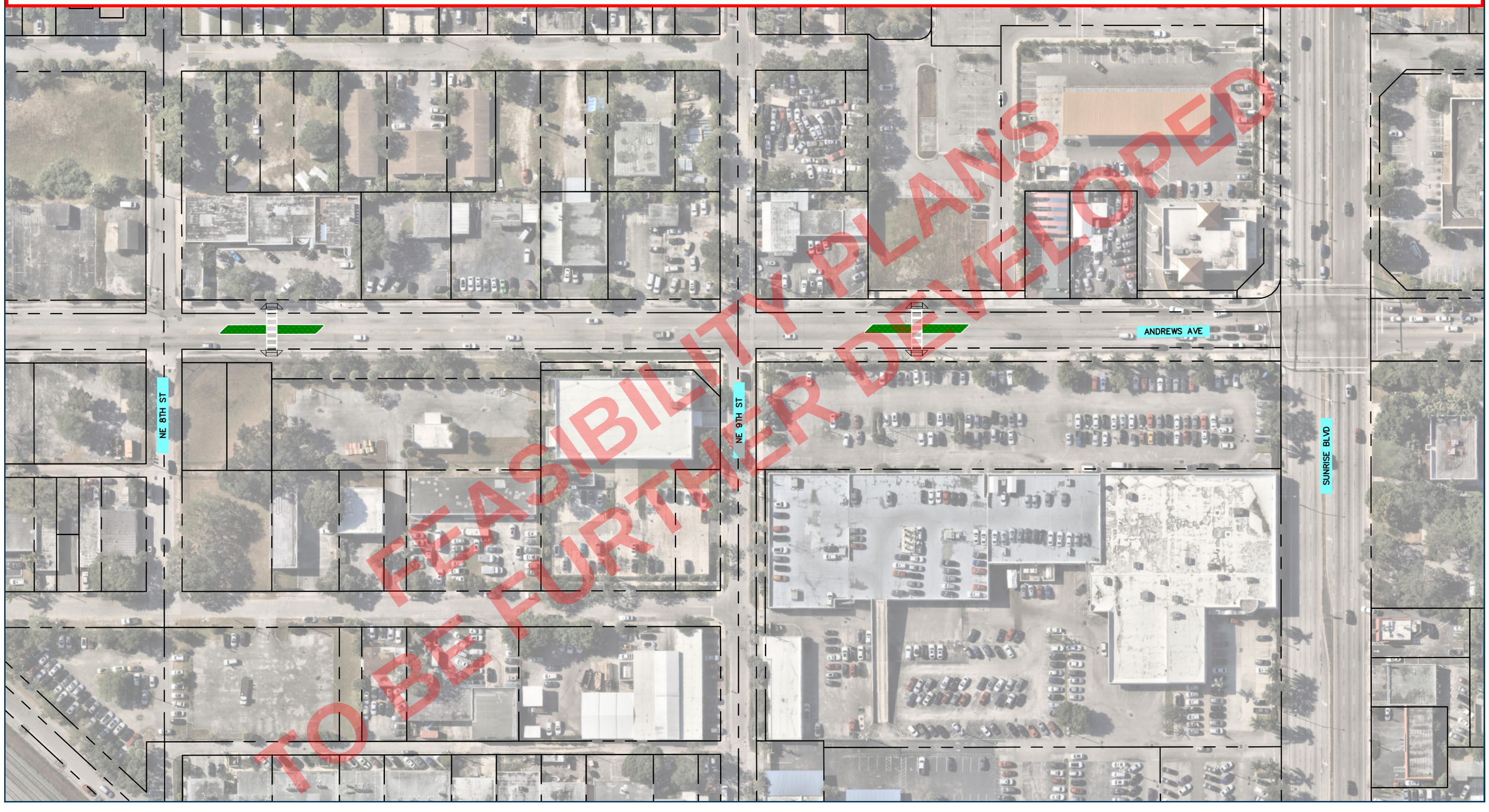

FEASIBILITY PLANS
TO BE FURTHER DEVELOPED

CITY OF FORT LAUDERDALE

Andrews and 3rd Avenues

Median/Crossing Improvements

RFQ No. 140

Andrews Ave - NE 8th St to Sunrise Blvd

Sheet 3

NORTH

GRAPHIC SCALE IN FEET
0 25 50 100

Opinion of Probable Cost

DATE: 11/17/2025

Kimley»Horn

OPINION OF PROBABLE COST
Fort Lauderdale One-Way Pairs
Summary

ID	Segment	Alternative 1 (Scenario 1 Within Existing Curb)	Alternative 2 (Scenario 1 Full Reconstruction)	Alternative 3 (Scenario 2 Within Existing Curb)	Alternative 4 (Scenario 2 Full Reconstruction)	Alternative 5 (Scenario 3 Full Reconstruction)	Alternative 6 (Scenario 4 Pedestrian and Bicycle Connectivity Improvements)
1	Andrews Avenue 70' Typical Section	$ 23,586,000.00	$ 62,093,000.00	$ 22,712,000.00	$ 59,794,000.00	$ 59,794,000.00	-
2	Andrews Avenue 100' Typical Section	$ 10,440,000.00	$ 11,748,000.00	$ 10,053,000.00	$ 11,313,000.00	$ 11,313,000.00	-
3	E 3rd Avenue 80' Typical Section	$ 42,459,000.00	$ 78,828,000.00	$ 40,886,000.00	$ 75,908,000.00	$ 70,771,000.00	-
4	E 3rd Avenue 60' Typical Section	$ 213,000.00	$ 3,586,000.00	$ 205,000.00	$ 3,453,000.00	$ 3,453,000.00	-
5	E 3rd Avenue 60' Typical Section	-	-	-	-	$ 7,288,000.00	-
6	Andrews Avenue	-	-	-	-	-	$ 10,431,000.00
7	E 3rd Avenue	-	-	-	-	-	$ 34,193,000.00
8	N 2nd Street	-	-	-	-	-	$ 502,000.00
9	N 3rd Street	-	-	-	-	-	$ 1,479,000.00
10	N 4th Street	-	-	-	-	-	$ 2,660,000.00
11	S 6th Street	-	-	-	-	-	$ 346,000.00
12	S 7th Street	-	-	-	-	-	$ 1,608,000.00
13	S 9th Street	-	-	-	-	-	$ 1,456,000.00
14	S 13th Street	-	-	-	-	-	$ 264,000.00
15	S 17th Street	-	-	-	-	-	$ 6,973,000.00
Total	Total	**$ 76,698,000**	**$ 156,255,000**	**$ 73,856,000**	**$ 150,468,000**	**$ 152,619,000**	**$ 59,912,000**

Assumptions:

Opinion of probable cost (OPC) for each alternative was determined by identifying a Florida Department of Transportation (FDOT) Long Range Estimating System Cost-Per-Mile (CPM) Model(s) most similar to each typical section in each alternative. Additional pay items were added based on the differences between the CPM model and the proposed typical section.
Cost for FDOT pay items were determined using FDOT Market Area 12 12-month moving average unit costs from January 1, 2024 to December 31, 2024.
Transit shelter furnishing, installation, and removal is expected to be funded and completed by Broward County Transit. Therefore, no cost was applied to this item.
Bus island length proposed to be 80 feet.
Cost for signalization modification was assumed to be $800,000 per intersection based on historical costs in similar projects.
Cost for red bus lane pavement was assumed to be $17/square-foot based on historical costs in similar projects.
Cost for rapid rectangular flashing beacons (RRFBs) was assumed to be $100,000 each based on historical costs in similar projects.
Cost for raised intersections was assumed to be $430,000 each based on historical costs in similar projects.
Maintenance of traffic (MOT) was added separately as a percentage of construction cost.
Contingency was added separately as a percentage of construction and MOT costs.

Items not included in the Total Estimated Cost includes but is not limited to: PD&E, design and CEI fees, Permit fees, Utility relocation, right-of-way acquisition, landscape, easements, survey, geotechnical information, and subsurface exploration, inflation.

Kimley-Horn and Associates, Inc. has no control over the cost of labor, materials, equipment, or services furnished by others, or over methods of determining price, or over competitive bidding or market conditions. Any and all professional opinions as to costs reflected herein, including but not limited to professional opinions as to the costs of construction materials, are made on the basis of professional experience and available data. Kimley-Horn and Associates, Inc. cannot and does not guarantee or warrant that proposals, bids, or actual costs will not vary from the professional opinions of costs shown herein.

Date: 11/17/2025

Kimley»Horn

Scenario 4 - Pedestrian and Bicycle Connectivity Improvements

ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE*	TOTAL COST
	Andrews Avenue				
-	New Construction 5 Lane Undivided Urban Arterial with Center Turn Lane and 4' Bike Lanes: U07	MI	0.737	$6,411,062.14 (1)	$ 4,725,000.00
-	Mill and Resurface 4 Lane Undivided Urban Roadway with 4' Bike Lanes: U14	MI	0.221	$1,606,864.17	$ 355,000.00
-	Mill and Resurface 5 Lane Urban Roadway with Center Turn Lane and 4' Bike Lanes: U16	MI	0.737	$944,404.04 (1)	$ 696,000.00
-	Rapid Rectangular Flashing Beacons	EA	7	$100,000.00	$ 700,000.00
520-1-10	Concrete Curb & Gutter, Type F	LF	864	$41.25	$ 36,000.00
570-1-2	Performance Turf, Sod	SY	36,630	$5.62	$ 206,000.00
110-1-1	Clearing & Grubbing	AC	0.093	$114,093.10	$ 11,000.00
102-1	MOT		20%		$ 1,295,000.00
-	Contingency		30%		$ 2,407,000.00
		SEGMENT TOTAL			**$ 10,431,000.00**
	E 3rd Avenue				
-	New Construction 5 Lane Undivided Urban Arterial with Center Turn Lane and 4' Bike Lanes: U07	MI	0.958	$12,822,124.28	$ 12,284,000.00
-	New Construction 4 Lane Urban Road with 22' Median and 4' Bike Lanes: U05	MI	0.218	$8,508,684.18 (1)	$ 1,855,000.00
-	New Construction 5 Lane Undivided Urban Arterial with Center Turn Lane and 4' Bike Lanes: U07	MI	0.960	$6,411,062.14 (1)	$ 6,155,000.00
-	Mill and Resurface 5 Lane Urban Roadway with Center Turn Lane and 4' Bike Lanes: U16	MI	0.181	$1,888,808.08	$ 342,000.00
-	Mill and Resurface 4 Lane Undivided Urban Roadway with 4' Bike Lanes: U14	MI	0.218	$803,432.09 (1)	$ 175,000.00
-	Mill and Resurface 5 Lane Urban Roadway with Center Turn Lane and 4' Bike Lanes: U16	MI	0.960	$944,404.04 (1)	$ 907,000.00
-	Rapid Rectangular Flashing Beacons	EA	2	$100,000.00	$ 200,000.00
102-1	MOT		20%		$ 4,384,000.00
-	Contingency		30%		$ 7,891,000.00
		SEGMENT TOTAL			**$ 34,193,000.00**
	N 2nd Street				
-	Mill and Resurface 3 Lane Urban Road with Center Turn Lane and 4' Bike Lanes: U13	MI	0.187	$1,186,248.73	$ 222,000.00
-	Rapid Rectangular Flashing Beacons	EA	1	$100,000.00	$ 100,000.00
102-1	MOT		20%		$ 64,000.00
-	Contingency		30%		$ 116,000.00
		SEGMENT TOTAL			**$ 502,000.00**
	N 3rd Street				
-	New Construction 2 Lane Undivided Urban Arterial with 4' Bike Lanes: U01	MI	0.189	$4,558,436.13 (1)	$ 862,000.00
-	Mill and Resurface 2 Lane Urban Road with 4' Bike Lanes: U12	MI	0.189	$455,932.92 (1)	$ 86,000.00
102-1	MOT		20%		$ 190,000.00
-	Contingency		30%		$ 341,000.00
		SEGMENT TOTAL			**$ 1,479,000.00**
	N 4th Street				
-	New Construction 2 Lane Undivided Urban Arterial with 4' Bike Lanes: U01	MI	0.187	$9,116,872.25	$ 1,705,000.00
102-1	MOT		20%		$ 341,000.00
-	Contingency		30%		$ 614,000.00
		SEGMENT TOTAL			**$ 2,660,000.00**
	S 6th Street				
-	Mill and Resurface 3 Lane Urban Road with Center Turn Lane and 4' Bike Lanes: U13	MI	0.187	$1,186,248.73	$ 222,000.00
102-1	MOT		20%		$ 44,000.00
-	Contingency		30%		$ 80,000.00
		SEGMENT TOTAL			**$ 346,000.00**
	S 7th Street				
-	Mill and Resurface 2 Lane Urban Road with 4' Bike Lanes: U12	MI	0.187	$911,865.84	$ 171,000.00
-	Raised Intersection	EA	2	$430,000.00	$ 860,000.00
102-1	MOT		20%		$ 206,000.00
-	Contingency		30%		$ 371,000.00
		SEGMENT TOTAL			**$ 1,608,000.00**
	S 9th Street				
-	New Construction 2 Lane Undivided Urban Arterial with 4' Bike Lanes: U01	MI	0.186	$4,558,436.13 (1)	$ 848,000.00
-	Mill and Resurface 2 Lane Urban Road with 4' Bike Lanes: U12	MI	0.186	$455,932.92 (1)	$ 85,000.00
102-1	MOT		20%		$ 187,000.00
-	Contingency		30%		$ 336,000.00
		SEGMENT TOTAL			**$ 1,456,000.00**
	S 13th Street				
-	Mill and Resurface 2 Lane Urban Road with 4' Bike Lanes: U12	MI	0.185	$911,865.84	$ 169,000.00
102-1	MOT		20%		$ 34,000.00
-	Contingency		30%		$ 61,000.00
		SEGMENT TOTAL			**$ 264,000.00**
	S 17th Street				
-	New Construction 6 Lane Urban Road with 22' Median and 4' Bike Lanes: U08	MI	0.241	$18,549,372.01	$ 4,470,000.00
102-1	MOT		20%		$ 894,000.00
-	Contingency		30%		$ 1,609,000.00
		SEGMENT TOTAL			**$ 6,973,000.00**
		ALTERNATIVE TOTAL			**$ 59,912,000**

Notes

(1) Note half the FDOT CPM model estimates were applied to the full length of the roadway segment.