*Traffic Impact Analysis*

# All Aboard Florida – Fort Lauderdale Station
# Fort Lauderdale, Florida


Kimley»Horn

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**Updated June 2014**
April 2014
September 2013
043537000

*Traffic Impact Analysis*

# All Aboard Florida – Fort Lauderdale Station
# Fort Lauderdale, Florida

*Prepared for:*

All Aboard Florida, Inc.
Coral Gables, Florida

*Prepared by:*

Kimley-Horn and Associates, Inc.
Fort Lauderdale, Florida

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# EXECUTIVE SUMMARY

All Aboard Florida, Inc. is proposing the construction of a passenger train station in the City of Fort Lauderdale as part of the proposed All Aboard Florida passenger rail service connecting Miami, Fort Lauderdale, and West Palm Beach. The rail service will provide intercity passenger service for business and leisure passengers with a new convenient, cost-effective, and environmentally friendly mode of transportation connecting South Florida.

The proposed Fort Lauderdale station is located along the west side of the Florida East Coast (FEC) Railway between Broward Boulevard to the south and NW 4th Street to the north. In order to accommodate the proposed station platform, the existing railroad grade crossing at NW 2nd Street will be closed. The impact of the closure on the area roadway network was analyzed as background conditions. To improve roadway connectivity and access in the vicinity of the station, an extension of NW 2nd Avenue between NW 2nd Street and NW 4th Street is being contemplated. The NW 2nd Avenue connector was analyzed as future total conditions.

All study intersections are expected to operate at LOS D or better during A.M. and P.M. peak hours under existing, background, and future total conditions. Furthermore, the NW 2nd Avenue connector is expected to have the following benefits on the local area:

1. **Pedestrian and Bicycle Connectivity** – Currently no pedestrian or bicycle route/path/sidewalk connects NW 4th Street and NW 2nd Street between NW 5th Avenue and FEC Railway. The NW 2nd Avenue connector will provide a connection for both pedestrians and bicyclists.
2. **Enhanced Local Vehicular Circulation** – The NW 2nd Avenue connector will provide connectivity for east-west traffic to connect to NW 4th Street as an alternative to Broward Boulevard, an already congested roadway.
3. **Completion the Roadway Grid Network** – The NW 2nd Avenue connector will complete a missing segment of the area roadway grid.

4. **Improved Local Resident and Business Mobility** – The rail station will provide improved mobility for local residents and will help local businesses by providing additional exposure and visibility to potential customers.

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# INTRODUCTION

All Aboard Florida, Inc. is proposing the construction of a passenger train station in the City of Fort Lauderdale as part of the proposed All Aboard Florida passenger rail service connecting Miami, Fort Lauderdale, and West Palm Beach. The rail service will provide intercity passenger service for business and leisure passengers with a new convenient, cost-effective, and environmentally friendly mode of transportation connecting South Florida.

The proposed Fort Lauderdale rail station is located along the west side of the Florida East Coast (FEC) rail corridor between Broward Boulevard to the south and NW 4th Street to the north. A project location map is included as Figure 1. In order to accommodate the proposed station platform, the existing railroad grade crossing at NW 2nd Street will be closed. To improve roadway connectivity and access in the vicinity of the station, an extension of NW 2nd Avenue between NW 2nd Street and NW 4th Street is being contemplated. The purpose of this analysis is to review the traffic impacts of the proposed connector on the local roadway network.


Figure 1
Site Location Map
All Aboard Florida - Fort Lauderdale Station
Fort Lauderdale, Florida

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# EXISTING TRAFFIC VOLUMES

## Turning Movement Count Data

A.M. (7:00 to 9:00 A.M.) and P.M. peak period (4:00 to 6:00 P.M.) turning movement counts were collected in August 2013 at the following intersections:

- NW 5th Avenue at Broward Boulevard
- NW 2nd Avenue at Broward Boulevard
- NW 1st Avenue at Broward Boulevard
- NW 5th Avenue at NW 2nd Street
- NW 2nd Avenue at NW 2nd Street
- NW Flagler Avenue at NW 2nd Street
- NW 1st Avenue at NW 2nd Street
- NW 5th Avenue at NW 4th Street
- NW Flagler Avenue at NW 4th Street
- NW 1st Avenue at NW 4th Street

The volumes were collected in 15-minute intervals and the peak hour was determined for each intersection. The FDOT peak season conversion factor was applied to the traffic counts to adjust the traffic to peak season volumes. The appropriate peak season conversion factor for the weeks when the traffic counts were collected is 1.06. The turning movement counts, FDOT peak season factor category report, and signal timing data provided by Broward County Traffic Engineering Division are included in Appendix A. Figure 2 present the existing turning movement volumes at the study intersections during the weekday A.M. and P.M. peak hour.

## Roadway Volume Data

Continuous 24-hour roadway counts were collected in August 2013 on NW 2nd Street between NW 2nd Avenue and Flagler Avenue, NW 2nd Avenue between NW 2nd Street and Broward Boulevard, and NW 4th Street just west of the FEC Railway. Table 1 summarizes the daily traffic volumes with the peak season conversion factor applied to the roadway segments. Roadway segment counts are provided in Appendix A.

**Table 1: Daily Peak Season Roadway Segment Traffic Volumes**

| Roadway Segment | Peak Season Daily Volume |
|---|---|
| NW 2nd Street between NW 2nd Avenue and Flagler Avenue | 5,095 vpd |
| NW 2nd Avenue between NW 2nd Street and Broward Boulevard | 1,212 vpd |
| NW 4th Street just west of the FEC Railroad | 2,599 vpd |

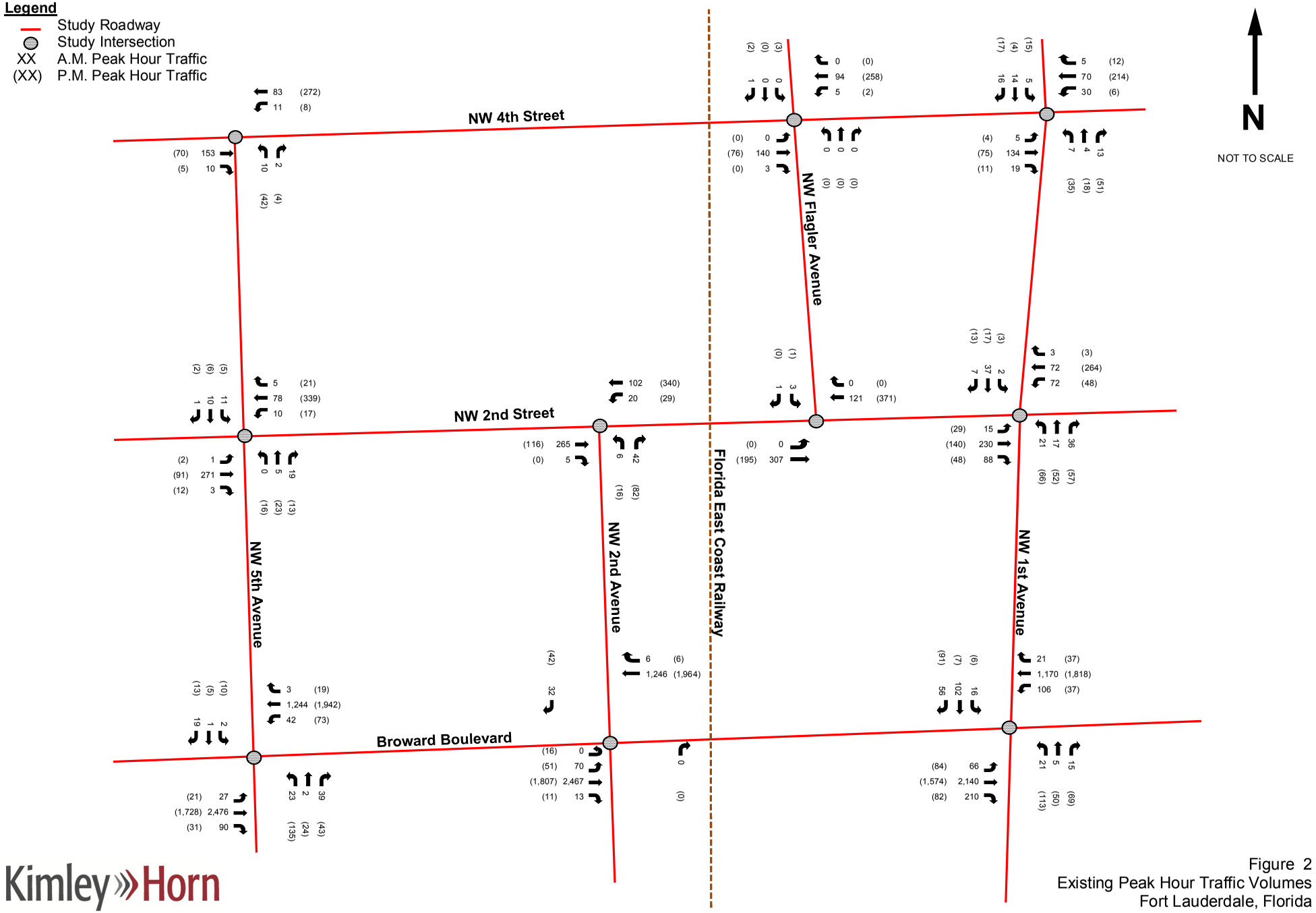


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Figure 2
Existing Peak Hour Traffic Volumes
Fort Lauderdale, Florida

# FUTURE BACKGROUND TRAFFIC VOLUMES

Future background traffic conditions are defined as the expected traffic conditions on the study roadway network in the Year 2016 (corresponding to total build-out year of the All Aboard Florida Fort Lauderdale station) with the closure of the railroad grade crossing at NW 2nd Street without the NW 2nd Avenue connector. The background traffic volumes are the sum of the existing traffic and additional "background" traffic to account for expected traffic growth in the study area.

## Background Area Growth

Future traffic growth on the transportation network was determined based upon historic growth trends at nearby FDOT traffic count stations. Table 2 provides a summary of the analysis. The following FDOT count stations referenced for this analysis were:

- Count station no. 7367 – Broward Boulevard east of SW 7th Avenue
- Count station no. 200 – Broward Boulevard west of SW 7th Avenue
- Count station no. 7368 – Broward Boulevard west of SE 3rd Avenue
- Count station no. 7746 – Andrews Avenue south of Broward Boulevard
- Count station no. 9029 – NW 7th Avenue north of Broward Boulevard
- Count station no. 9026 – SW 7th Avenue south of Broward Boulevard

**Table 2: Background Growth Rate Summary**

| FDOT Count Station | 5-year Historical Trend Analysis |
|---|---|
| 7367 | -4.00% |
| 200 | -1.05% |
| 7368 | -4.35% |
| 7746 | 1.41% |
| 9029 | 0.91% |
| 9026 | -5.39% |
| **Average** | **-2.08%** |

As indicated in Table 1, the 5-year growth rate at the nearby traffic count stations is negative. Therefore, to provide a conservative analysis, an annual compound growth rate of 0.50 percent (0.50%) was used in the analysis. Historical traffic count data and growth trend calculations are included in Appendix B.

Figure 3 present the A.M. and P.M. peak hour future background intersection volumes. Volume development worksheets for the study intersections are included in Appendix C.

**Committed Development**

The City of Fort Lauderdale was contacted regarding approved developments in the immediate study area. The City did not identify any committed projects to be included as part of background conditions.

**Background Traffic Reassignment**

Traffic that crosses the FEC Railway on NW 2nd Street was reassigned to either Broward Boulevard or NW 4th Street. Based on the existing intersection turning movement counts along NW 2nd Street, currently over 90 percent (90%) of the traffic on NW 2nd Street between NW 5th Avenue and NW 1st Avenue travels through the corridor within the study area. Only a small portion of the traffic on NW 2nd Street is localized traffic with an origin or destination within the study segment.

Based on the assumption that the majority of traffic currently using NW 2nd Street has an origin or destination to the north of Broward Boulevard, seventy percent (70%) of the traffic crossing the FEC Railway on NW 2nd Street was reassigned to NW 4th Street between NW 5th Avenue and NW 1st Avenue. The remaining 30 percent (30%) of NW 2nd Street traffic was reassigned to Broward Boulevard. Background traffic reassignment volumes and volume development worksheets for the study intersections are included in Appendix C.

**All Aboard Florida Station Traffic Assignment**

Trip generation, trip distribution, and trip assignment was prepared for the All Aboard Florida Fort Lauderdale station accounting for the closure of the NW 2nd Street railroad grade crossing. Detailed trip generation, trip distribution, and trip assignment calculations are provided in Appendix C. Future traffic volumes with the NW 2nd Street closure and All Aboard Florida Downtown Fort Lauderdale station are provided as Figure 4.

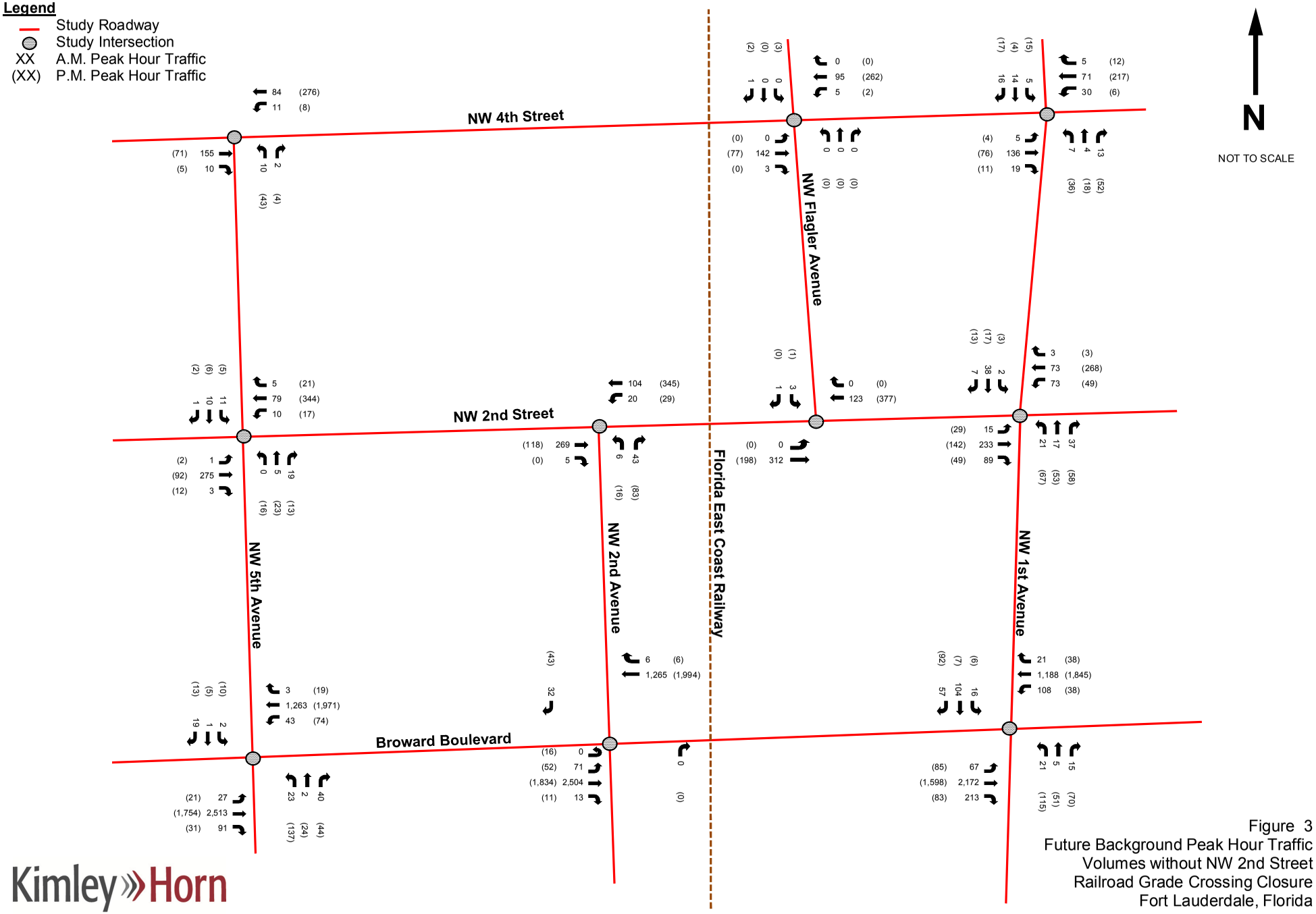


Figure 3
Future Background Peak Hour Traffic Volumes without NW 2nd Street Railroad Grade Crossing Closure
Fort Lauderdale, Florida

Kimley»Horn

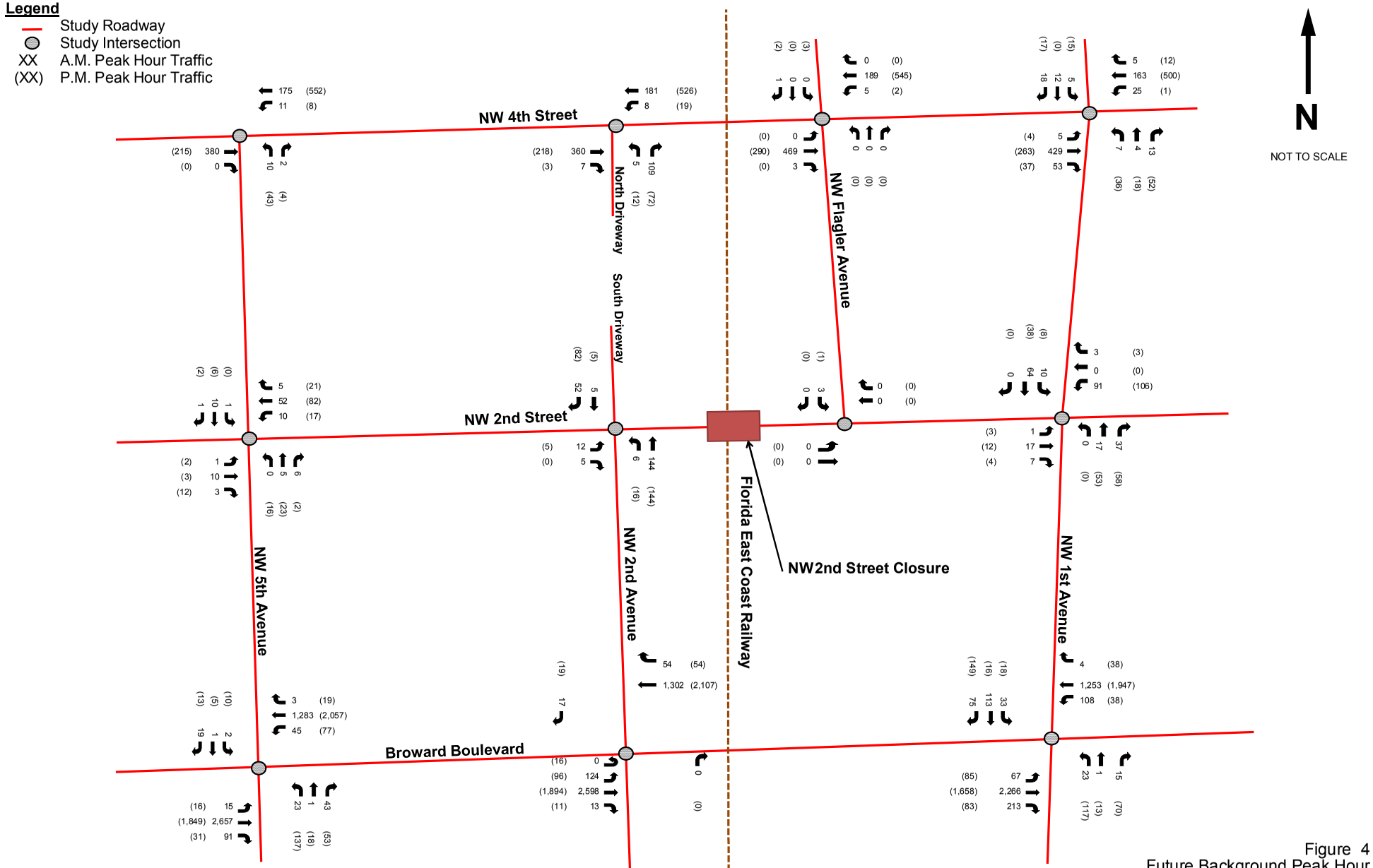


Figure 4
Future Background Peak Hour
Traffic Volumes with NW 2nd Street
Railroad Grade Crossing Closure
Fort Lauderdale, Florida

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# FUTURE TOTAL TRAFFIC VOLUMES

A new roadway (NW 2nd Avenue) between NW 2nd Street and NW 4th Street is being contemplated to improve roadway connectivity and access in the vicinity of the proposed All Aboard Florida station. Future total traffic volumes are defined as future background traffic volumes with the closure of the railroad grade crossing at NW 2nd Street and with the NW 2nd Avenue connector.

## Traffic Reassignment

The NW 2nd Avenue connector is expected to be utilized by traffic that was previously reassigned to NW 4th Street in future background conditions. All reassigned traffic in future background conditions to NW 4th Street between NW 5th Avenue and NW 1st Avenue was rerouted back to NW 2nd Street via the NW 2nd Avenue connector. Traffic reassignment volumes and volume development worksheets for the study intersections are included in Appendix C.

## All Aboard Florida Station Traffic Reassignment

Trip redistribution, and trip reassignment was prepared for the All Aboard Florida Downtown Fort Lauderdale station assuming that NW 2nd Street closure and construction of the NW 2nd Avenue connector. Detailed trip redistribution, and trip reassignment calculations are provided in Appendix C. Future traffic volumes with the NW 2nd Street railroad grade crossing closure, NW 2nd Avenue connector, and All Aboard Florida Downtown Fort Lauderdale station are provided as Figure 5.

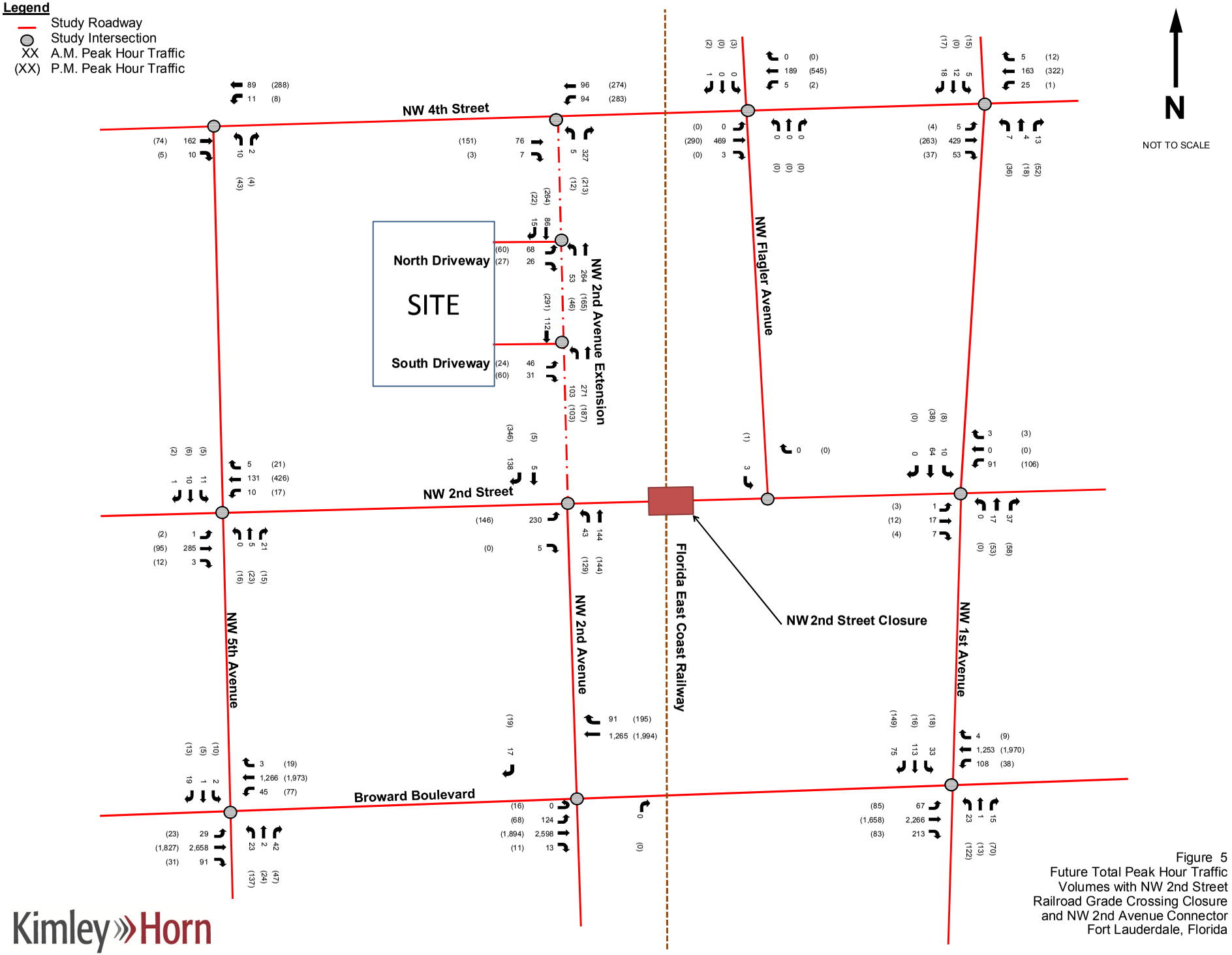


Figure 5
Future Total Peak Hour Traffic
Volumes with NW 2nd Street
Railroad Grade Crossing Closure
and NW 2nd Avenue Connector
Fort Lauderdale, Florida

Kimley»Horn

## INTERSECTION CAPACITY ANALYSIS

The operating conditions for the study intersections were analyzed for three (3) scenarios (existing conditions, future background conditions [with NW 2nd Street railroad grade crossing closure], and future total conditions [with NW 2nd Street railroad grade crossing closure and NW 2nd Avenue connector]). Operating conditions were analyzed using Trafficware's *SYNCHRO 8.0* software, which applies methodologies outlined in the *Highway Capacity Manual,* 2010 Edition. Synchro worksheets for the study intersections are included in Appendix D. A summary of the intersection analyses during the A.M. and P.M. peak hours is presented in Table 3. All study intersections are expected to operate at LOS D or better during A.M. and P.M. peak hours under existing, background, and future total conditions.

**Table 3: A.M. and P.M. Peak Hour Intersection Capacity Analysis**

| Intersection | Traffic Control | Overall LOS/Delay (sec) | Approach LOS | | | | Overall LOS/Delay (sec) | Approach LOS | | | | Overall LOS/Delay (sec) | Approach LOS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | EB | WB | NB | SB | | EB | WB | NB | SB | | EB | WB | NB | SB |
| | | *Existing Conditions A.M. Peak Hour (P.M. Peak Hour)* | | | | | *Future Background Conditions with NW 2nd Street Railroad Grade Crossing Closure A.M. Peak Hour (P.M. Peak Hour)* | | | | | *Future Total Conditions with NW 2nd Street Railroad Grade Crossing Closure and NW 2nd Avenue Connector A.M. Peak Hour (P.M. Peak Hour)* | | | | |
| Broward Boulevard at NW 5th Avenue | Signalized | B/13.9 (A/9.5) | B (B) | A (A) | D (D) | D (D) | B/17.3 (A/10.1) | C (B) | A (A) | D (D) | D (D) | B/17.3 (A/10.2) | C (B) | A (A) | D (D) | D (D) |
| Broward Boulevard at NW 2nd Avenue | Two-Way Stop-Controlled | (1) | (2) | (2) | A (A) | C (D) | (1) | (2) | (2) | A (A) | C (D) | (1) | (2) | (2) | A (A) | C (D) |
| Broward Boulevard at NW 1st Avenue | Signalized | A/4.6 (A/7.3) | A (A) | A (A) | E (E) | E (D) | A/5.2 (A/8.5) | A (A) | A (A) | E (E) | E (E) | A/5.2 (A/8.6) | A (A) | A (A) | E (E) | E (E) |
| NW 2nd Street at NW 5th Avenue | Two-Way Stop-Controlled | (1) | (2) | (2) | B (B) | B (B) | (1) | (2) | (2) | A (B) | A (B) | (1) | (2) | (2) | B (C) | B (C) |
| NW 2nd Street at NW 2nd Avenue | One-Way Stop-Controlled | (1) | (2) | (2) | B (B) | - | (1) | A(3) (B)(3) | - | (2) | (2) | B/10.4(4) (B/12.4)(4) | B (B) | - | B (B) | A (B) |
| NW 2nd Street at NW Flagler Avenue | One-Way Stop-Controlled | (1) | (2) | (2) | - | B (B) | (1) | - | (2) | - | (2) | (1) | - | (2) | - | (2) |
| NW 2nd Street at NW 1st Avenue | Two-Way Stop-Controlled | (1) | (2) | (2) | B (C) | B (C) | (1) | A(5) (A)(5) | B(5) (B)(5) | (2) | (2) | (1) | A(5) (A)(5) | B(5) (B)(5) | (2) | (2) |
| NW 4th Street at NW 5th Avenue | One-Way Stop-Controlled | (1) | (2) | (2) | B (B) | - | (1) | (2) | (2) | B (D) | - | (1) | (2) | (2) | B (B) | - |
| NW 4th Street at NW Flagler Avenue | Two-Way Stop-Controlled | (1) | (2) | (2) | A (A) | A (B) | (1) | (2) | (2) | A (A) | A (C) | (1) | (2) | (2) | A (A) | A (C) |
| NW 4th Street at NW 1st Avenue | Two-Way Stop-Controlled | (1) | (2) | (2) | B (B) | B (B) | (1) | (2) | (2) | B (C) | B (C) | (1) | (2) | (2) | B (B) | B (C) |
| NW 2nd Avenue at North Driveway | One-Way Stop-Controlled | (6) | (6) | (6) | (6) | (6) | (1) | (2) | (2) | B (B) | - | (6) | (6) | (6) | (6) | (6) |
| NW 4th Street at NW 2nd Avenue | One-Way Stop-Controlled | (6) | (6) | (6) | (6) | (6) | (6) | (6) | (6) | (6) | (6) | (1) | (2) | (2) | B (B) | - |
| NW 2nd Avenue at North Driveway | One-Way Stop-Controlled | (6) | (6) | (6) | (6) | (6) | (6) | (6) | (6) | (6) | (6) | (1) | B (C) | - | (2) | (2) |
| NW 2nd Avenue at South Driveway | One-Way Stop-Controlled | (6) | (6) | (6) | (6) | (6) | (6) | (6) | (6) | (6) | (6) | (1) | B (C) | - | (2) | (2) |

Note: (1) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
(2) Approach operates as free-flow. Therefore, approach level of service is not provided.
(3) With NW 2nd Street railroad grade crossing closure, eastbound approach is stop controlled.
(4) With NW 2nd Street railroad grade crossing closure and NW 2nd Avenue Connector the intersection will operate under all-way stop-controlled conditions.
(5) Based on the Wave Streetcar project, the eastbound and westbound approaches will operate under stop-control conditions in the future after the NW 2nd Street railroad grade crossing closure.
(6) Intersection not part of analysis scenario

# CONCLUSIONS

This traffic operations analysis assesses operational benefits of the proposed NW 2nd Avenue connector between NW 2nd Street and NW 4th Street. The proposed All Aboard Florida Fort Lauderdale station will provide intercity passenger service for business and leisure passengers with a new convenient, cost-effective, and environmentally friendly mode of transportation connecting South Florida.

In order to accommodate the proposed station platform, the existing railroad grade crossing at NW 2nd Street will be closed. The impact of the closure on the area roadway network was analyzed as background conditions. To improve roadway connectivity and access in the vicinity of the station, the NW 2nd Avenue connector between NW 2nd Street and NW 4th Street is being contemplated. The NW 2nd Avenue connector was analyzed as future total conditions.

All study intersections are expected to operate at LOS D or better during A.M. and P.M. peak hours under existing, background, and future total conditions. Furthermore, the NW 2nd Avenue connector is expected to have the following benefits on the local area:

1. **Pedestrian and Bicycle Connectivity** – Currently no pedestrian or bicycle route/path/sidewalk connects NW 4th Street and NW 2nd Street between NW 5th Avenue and FEC Railway. The NW 2nd Avenue connector will provide a connection for both pedestrians and bicyclists.
2. **Enhanced Local Vehicular Circulation** – The NW 2nd Avenue connector will provide connectivity for east-west traffic to connect to NW 4th Street as an alternative to Broward Boulevard, an already congested roadway.
3. **Completion the Roadway Grid Network** – The NW 2nd Avenue connector will complete a missing segment of the area roadway grid.
4. **Improved Local Resident and Business Mobility** – The rail station will provide improved mobility for local residents and will help local businesses by providing additional exposure and visibility to potential customers.

# APPENDIX A:
# Intersection Turning Movement Counts, Roadway Segment Counts, Peak Season Factor Category Report, and Signal Timing Data

# Turning Movement Counts

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

BROWARD BOULEVARD & NW/SW 5TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: C. PALOMINO & M. GOMEZ
SIGNALIZED

Site Code : 00130133
Start Date: 08/14/13
File I.D. : BROW_5AV
Page : 1

ALL VEHICLES

| | NW 5TH AVENUE From North | | | | BROWARD BOULEVARD From East | | | | SW 5TH AVENUE From South | | | | BROWARD BOULEVARD From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | Total |
| Date 08/14/13 | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 1 | 0 | 2 | 1 | 4 | 186 | 1 | 0 | 1 | 0 | 2 | 3 | 5 | 299 | 12 | 517 |
| 07:15 | 0 | 0 | 0 | 1 | 2 | 3 | 250 | 1 | 0 | 5 | 1 | 5 | 0 | 3 | 433 | 17 | 721 |
| 07:30 | 0 | 0 | 0 | 3 | 1 | 5 | 246 | 1 | 0 | 4 | 4 | 4 | 0 | 5 | 522 | 21 | 816 |
| 07:45 | 0 | 1 | 0 | 3 | 1 | 7 | 243 | 0 | 0 | 5 | 0 | 8 | 0 | 4 | 436 | 17 | 725 |
| Hr Total | 0 | 2 | 0 | 9 | 5 | 19 | 925 | 3 | 0 | 15 | 5 | 19 | 3 | 17 | 1690 | 67 | 2779 |
| 08:00 | 0 | 2 | 0 | 5 | 0 | 7 | 288 | 1 | 0 | 6 | 0 | 14 | 0 | 9 | 577 | 25 | 934 |
| 08:15 | 0 | 0 | 1 | 7 | 1 | 5 | 303 | 1 | 0 | 5 | 0 | 7 | 2 | 5 | 538 | 22 | 897 |
| 08:30 | 0 | 0 | 0 | 2 | 1 | 5 | 279 | 1 | 0 | 4 | 2 | 6 | 0 | 7 | 563 | 17 | 887 |
| 08:45 | 0 | 0 | 0 | 4 | 1 | 20 | 304 | 0 | 0 | 7 | 0 | 10 | 0 | 2 | 658 | 21 | 1027 |
| Hr Total | 0 | 2 | 1 | 18 | 3 | 37 | 1174 | 3 | 0 | 22 | 2 | 37 | 2 | 23 | 2336 | 85 | 3745 |
| ---------- * BREAK * ---------- | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 1 | 0 | 8 | 1 | 10 | 499 | 2 | 0 | 21 | 0 | 9 | 0 | 4 | 301 | 10 | 866 |
| 16:15 | 0 | 1 | 0 | 0 | 4 | 7 | 477 | 3 | 0 | 23 | 3 | 7 | 1 | 8 | 325 | 9 | 868 |
| 16:30 | 0 | 0 | 0 | 4 | 3 | 15 | 493 | 4 | 0 | 27 | 2 | 10 | 0 | 5 | 394 | 4 | 961 |
| 16:45 | 0 | 0 | 0 | 6 | 1 | 7 | 467 | 2 | 0 | 27 | 5 | 10 | 2 | 9 | 359 | 12 | 907 |
| Hr Total | 0 | 2 | 0 | 18 | 9 | 39 | 1936 | 11 | 0 | 98 | 10 | 36 | 3 | 26 | 1379 | 35 | 3602 |
| 17:00 | 0 | 5 | 1 | 7 | 0 | 16 | 504 | 5 | 0 | 50 | 10 | 14 | 0 | 2 | 356 | 6 | 976 |
| 17:15 | 0 | 1 | 1 | 1 | 0 | 14 | 467 | 2 | 0 | 28 | 7 | 14 | 0 | 3 | 420 | 6 | 964 |
| 17:30 | 0 | 1 | 1 | 2 | 4 | 22 | 445 | 10 | 0 | 26 | 2 | 9 | 1 | 4 | 400 | 9 | 936 |
| 17:45 | 0 | 2 | 2 | 2 | 2 | 11 | 416 | 1 | 0 | 23 | 4 | 4 | 0 | 10 | 454 | 8 | 939 |
| Hr Total | 0 | 9 | 5 | 12 | 6 | 63 | 1832 | 18 | 0 | 127 | 23 | 41 | 1 | 19 | 1630 | 29 | 3815 |
| *TOTAL* | 0 | 15 | 6 | 57 | 23 | 158 | 5867 | 35 | 0 | 262 | 40 | 133 | 9 | 85 | 7035 | 216 | 13941 |

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Delray Beach, Florida 33444
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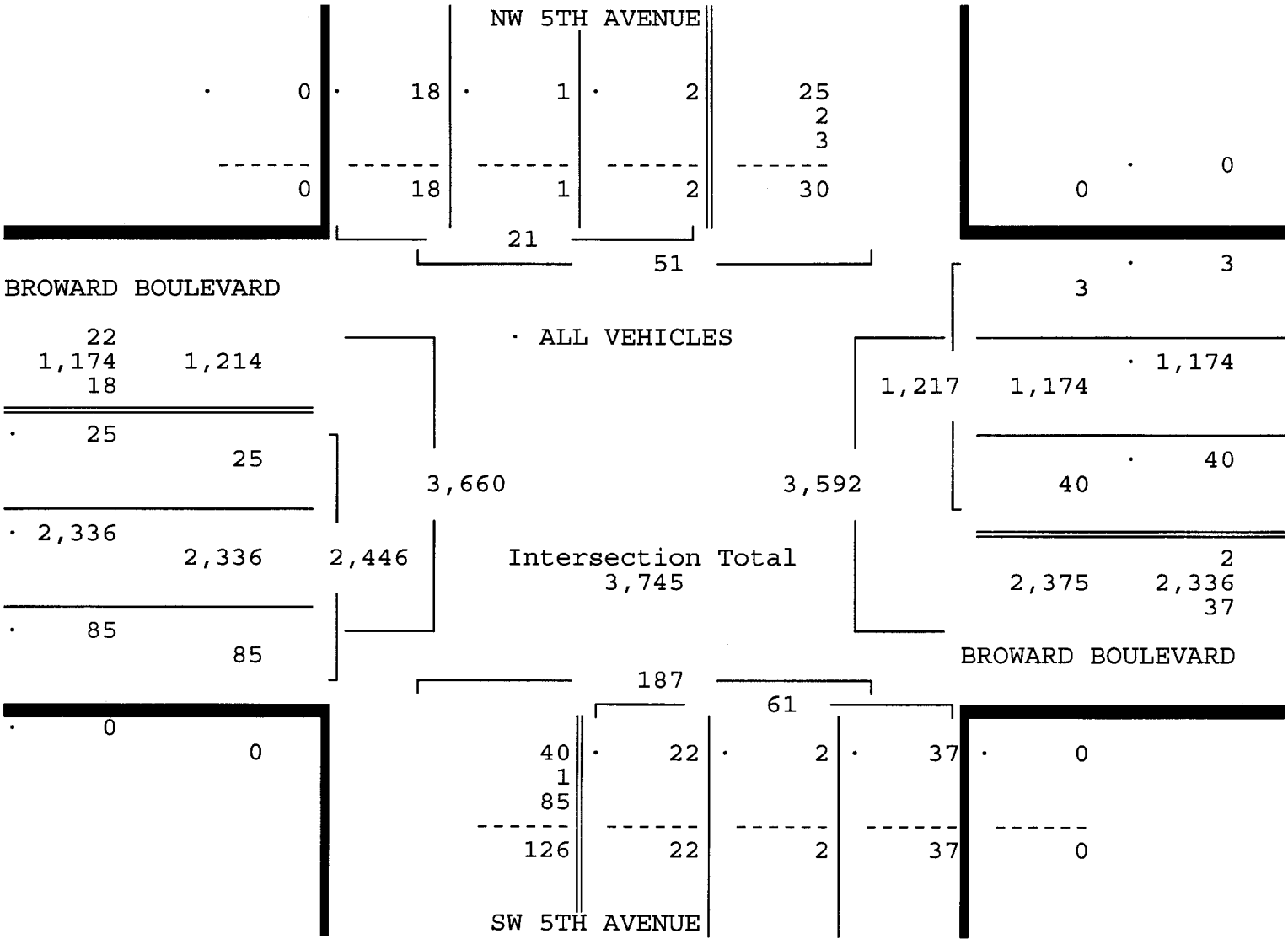
FT LAUDERDALE, FLORIDA
COUNTED BY: C. PALOMINO & M. GOMEZ
SIGNALIZED

Site Code : 00130133
Start Date: 08/14/13
File I.D. : BROW_5AV


ALL VEHICLES

| | NW 5TH AVENUE From North | | | | BROWARD BOULEVARD From East | | | | SW 5TH AVENUE From South | | | | BROWARD BOULEVARD From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | Total |
| Date 08/14/13 | | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 08/14/13 | | | | | | | | | | | | | | | | | |
| Peak start | 08:00 | | | | 08:00 | | | | 08:00 | | | | 08:00 | | | | |
| Volume | 0 | 2 | 1 | 18 | 3 | 37 | 1174 | 3 | 0 | 22 | 2 | 37 | 2 | 23 | 2336 | 85 | |
| Percent | 0% | 10% | 5% | 86% | 0% | 3% | 96% | 0% | 0% | 36% | 3% | 61% | 0% | 1% | 96% | 3% | |
| Pk total | 21 | | | | 1217 | | | | 61 | | | | 2446 | | | | |
| Highest | 08:15 | | | | 08:45 | | | | 08:00 | | | | 08:45 | | | | |
| Volume | 0 | 0 | 1 | 7 | 1 | 20 | 304 | 0 | 0 | 6 | 0 | 14 | 0 | 2 | 658 | 21 | |
| Hi total | 8 | | | | 325 | | | | 20 | | | | 681 | | | | |
| PHF | .66 | | | | .94 | | | | .76 | | | | .90 | | | | |



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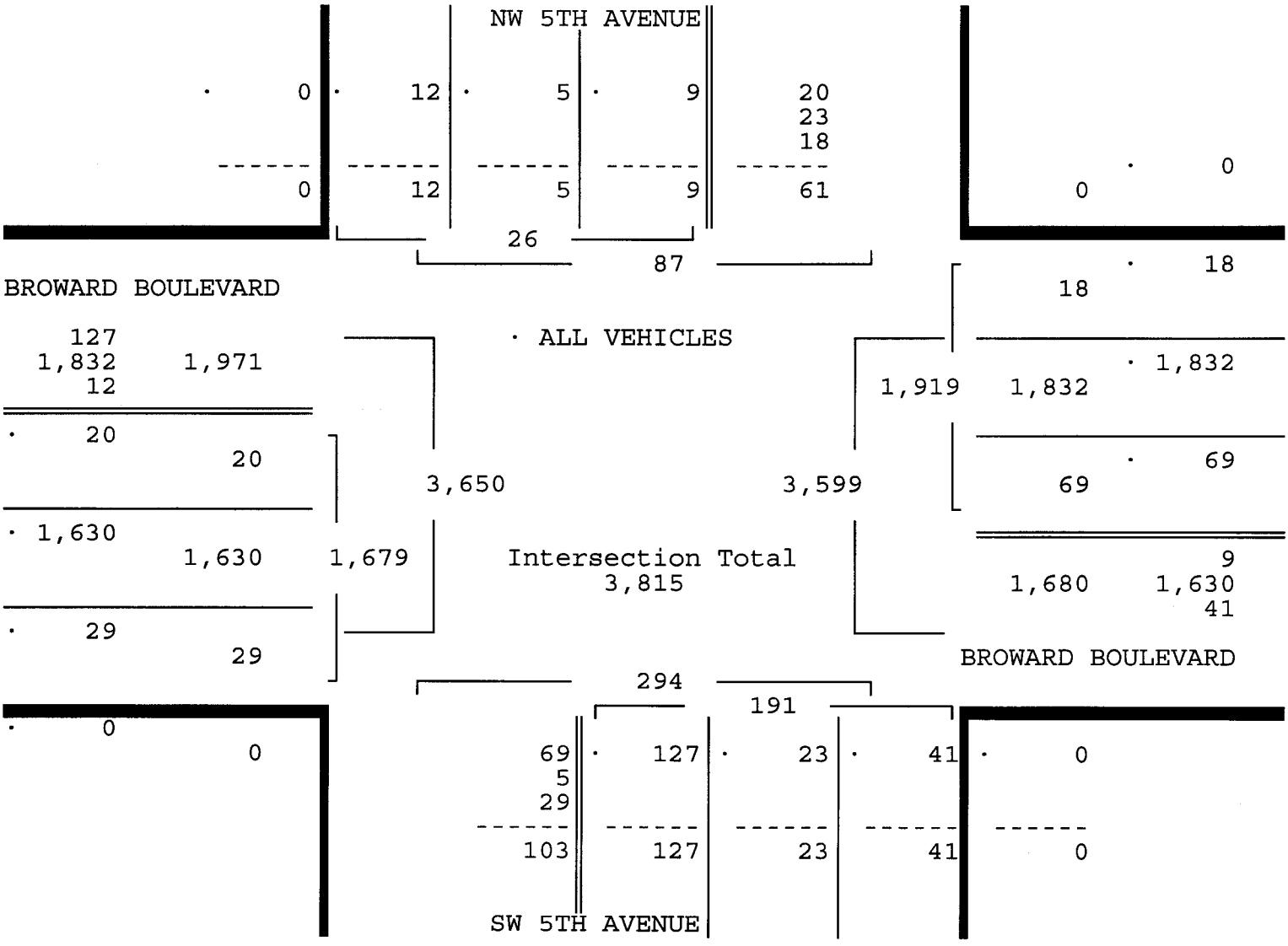
BROWARD BOULEVARD & NW/SW 5TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: C. PALOMINO & M. GOMEZ
SIGNALIZED

Site Code : 00130133
Start Date: 08/14/13
File I.D. : BROW_5AV


ALL VEHICLES

| | NW 5TH AVENUE From North | | | | BROWARD BOULEVARD From East | | | | SW 5TH AVENUE From South | | | | BROWARD BOULEVARD From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | Total |
| Date 08/14/13 | | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 08/14/13 | | | | | | | | | | | | | | | | | |
| Peak start | 17:00 | | | | 17:00 | | | | 17:00 | | | | 17:00 | | | | |
| Volume | 0 | 9 | 5 | 12 | 6 | 63 | 1832 | 18 | 0 | 127 | 23 | 41 | 1 | 19 | 1630 | 29 | |
| Percent | 0% | 35% | 19% | 46% | 0% | 3% | 95% | 1% | 0% | 66% | 12% | 21% | 0% | 1% | 97% | 2% | |
| Pk total | 26 | | | | 1919 | | | | 191 | | | | 1679 | | | | |
| Highest | 17:00 | | | | 17:00 | | | | 17:00 | | | | 17:45 | | | | |
| Volume | 0 | 5 | 1 | 7 | 0 | 16 | 504 | 5 | 0 | 50 | 10 | 14 | 0 | 10 | 454 | 8 | |
| Hi total | 13 | | | | 525 | | | | 74 | | | | 472 | | | | |
| PHF | .50 | | | | .91 | | | | .65 | | | | .89 | | | | |



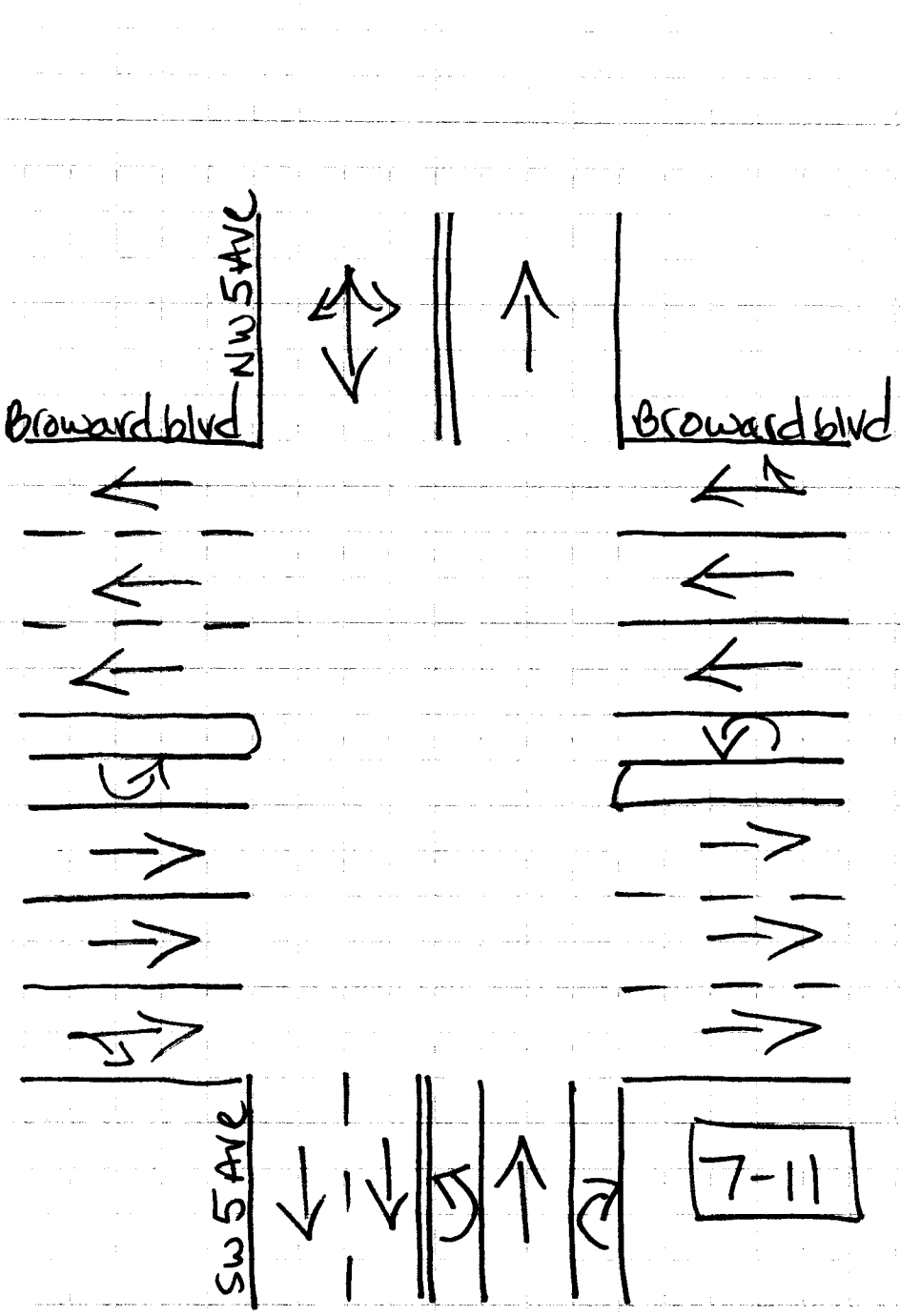
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

BROWARD BOULEVARD & NW/SW 5TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: C. PALOMINO & M. GOMEZ
SIGNALIZED

Site Code : 00130133
Start Date: 08/14/13
File I.D. : BROW_5AV
Page : 1

PEDESTRIANS

| | NW 5TH AVENUE From North | | | | BROWARD BOULEVARD From East | | | | SW 5TH AVENUE From South | | | | BROWARD BOULEVARD From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Total |
| Date 08/14/13 | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 6 |
| 07:15 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 7 |
| 07:30 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 9 |
| 07:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| Hr Total | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 26 |
| 08:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 08:15 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 6 |
| 08:30 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Hr Total | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 17 |
| * BREAK * | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 6 |
| 16:15 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 5 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 6 |
| 16:45 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 5 |
| Hr Total | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 1 | 22 |
| 17:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 5 |
| 17:15 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 10 |
| 17:30 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 8 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Hr Total | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 25 |
| *TOTAL* | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 2 | 90 |




FT. Lauderdale, Florida
August 14, 2013
drawn by: Luis Palomino
Signalized

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

BROWARD BOULEVARD & NW 2ND AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: SAMANTHA PALOMINO
TURNS ONLY

Site Code : 00130133
Start Date: 08/14/13
File I.D. : BROW_2AV


TURNS ONLY

| | NW 2ND AVENUE From North | | | | BROWARD BOULEVARD From East | | | | MOFFAT AVENUE From South | | | | BROWARD BOULEVARD From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | Total |
| Date 08/14/13 | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 2 | 11 |
| 07:15 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 5 | 18 |
| 07:30 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 0 | 2 | 21 |
| 07:45 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 2 | 15 |
| Hr Total | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 34 | 0 | 11 | 65 |
| 08:00 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 0 | 2 | 19 |
| 08:15 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 3 | 25 | 0 | 2 | 51 |
| 08:30 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 3 | 14 |
| 08:45 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 16 | 0 | 5 | 30 |
| Hr Total | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 8 | 58 | 0 | 12 | 114 |
| ---------- * BREAK * ---------- | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 5 | 9 | 0 | 1 | 24 |
| 16:15 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 4 | 14 | 0 | 1 | 30 |
| 16:30 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 5 | 14 | 0 | 2 | 36 |
| 16:45 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 0 | 4 | 30 |
| Hr Total | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 1 | 16 | 46 | 0 | 8 | 120 |
| 17:00 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 4 | 11 | 0 | 3 | 25 |
| 17:15 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 12 | 0 | 2 | 29 |
| 17:30 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 13 | 0 | 5 | 27 |
| 17:45 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 14 | 0 | 3 | 26 |
| Hr Total | 1 | 0 | 0 | 24 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 12 | 50 | 0 | 13 | 107 |
| *TOTAL* | 1 | 0 | 0 | 112 | 0 | 0 | 0 | 20 | 1 | 0 | 0 | 2 | 38 | 188 | 0 | 44 | 406 |

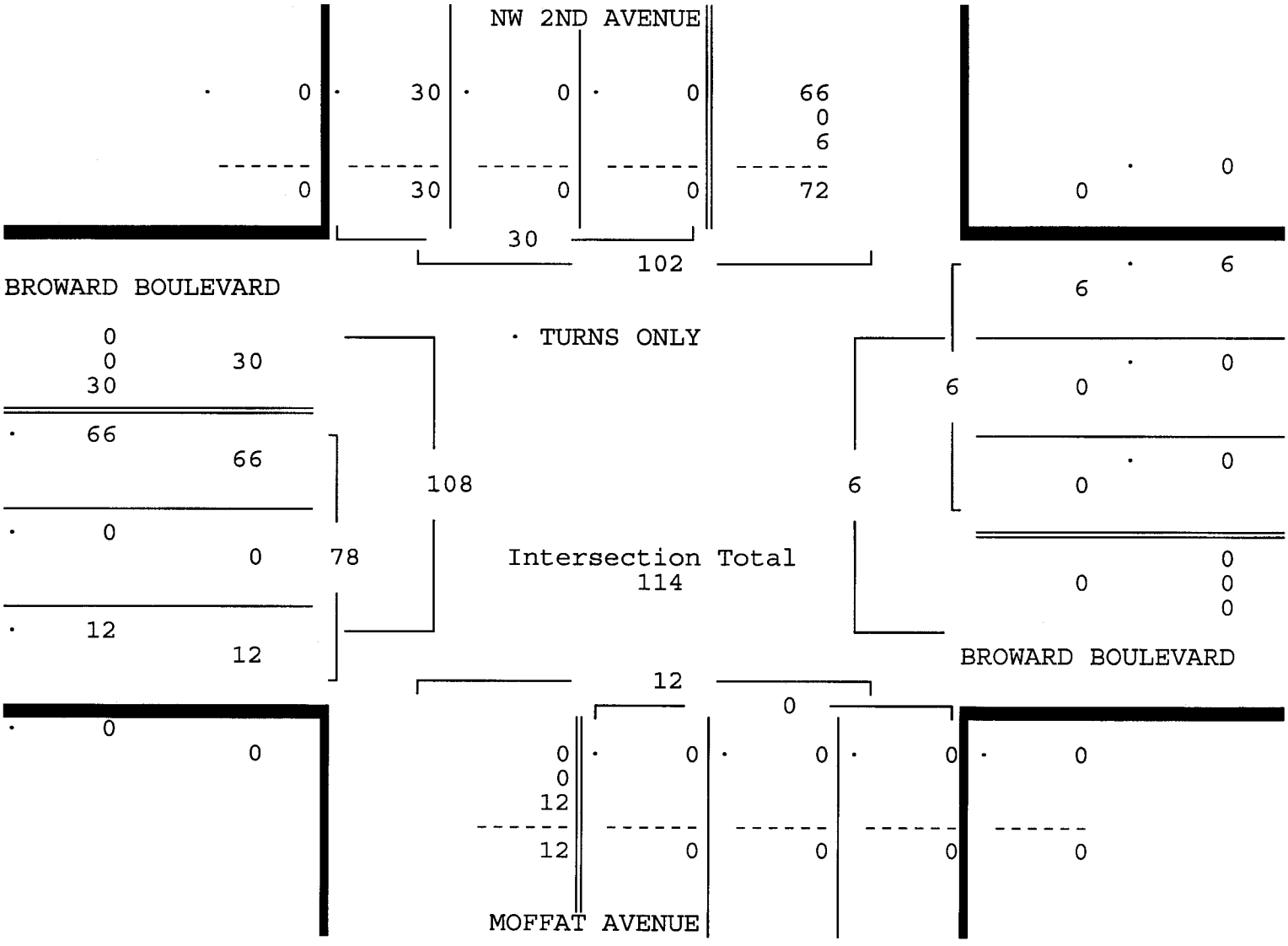
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

BROWARD BOULEVARD & NW 2ND AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: SAMANTHA PALOMINO
TURNS ONLY

Site Code : 00130133
Start Date: 08/14/13
File I.D. : BROW_2AV

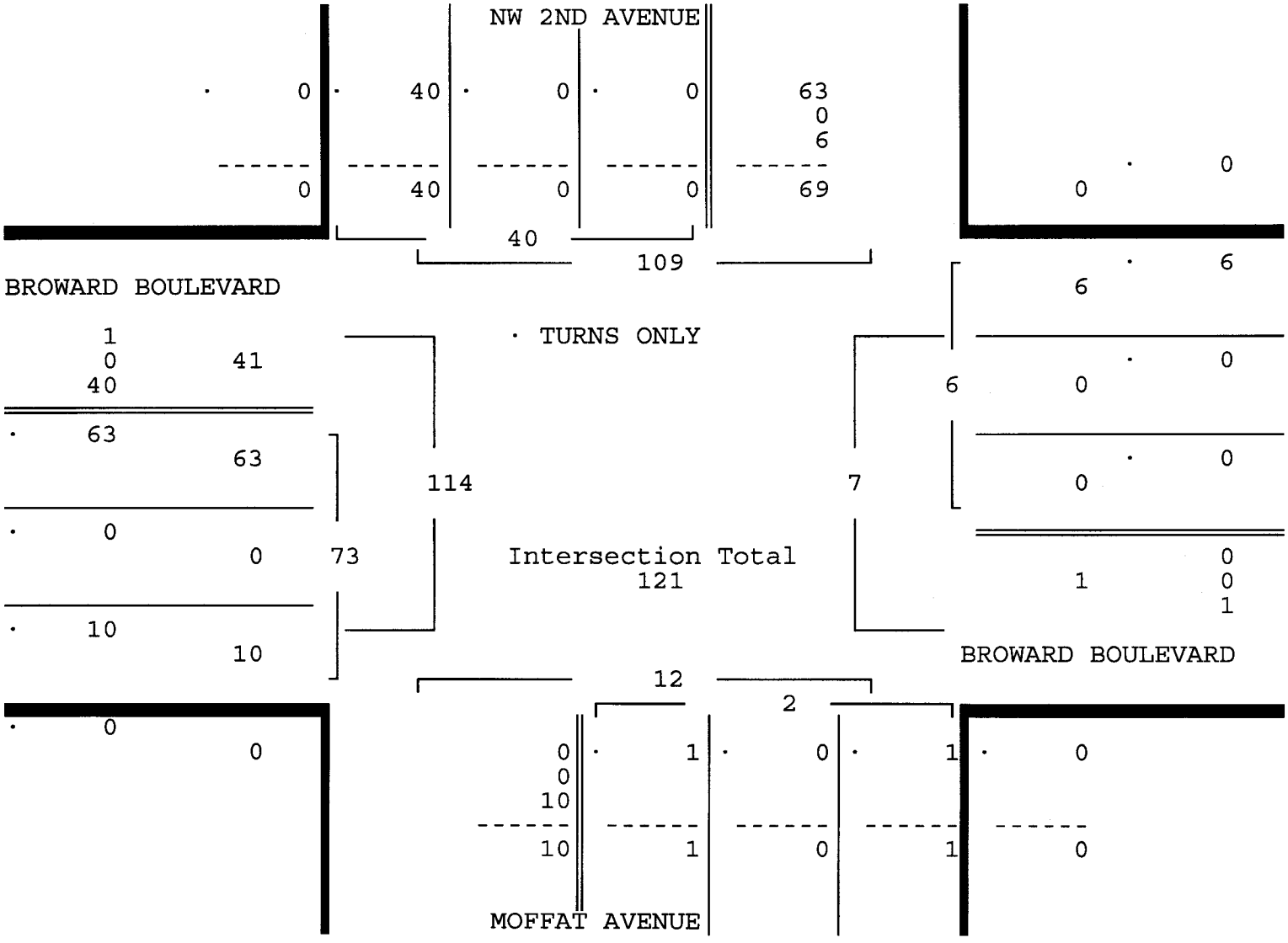

TURNS ONLY

| | NW 2ND AVENUE From North | | | | BROWARD BOULEVARD From East | | | | MOFFAT AVENUE From South | | | | BROWARD BOULEVARD From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | Total |
| Date 08/14/13 | | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 08/14/13 | | | | | | | | | | | | | | | | | |
| Peak start 08:00 | | | | | 08:00 | | | | 08:00 | | | | 08:00 | | | | |
| Volume | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 8 | 58 | 0 | 12 | |
| Percent | 0% | 0% | 0% | 100% | 0% | 0% | 0% | 100% | 0% | 0% | 0% | 0% | 10% | 74% | 0% | 15% | |
| Pk total | 30 | | | | 6 | | | | 0 | | | | 78 | | | | |
| Highest | 08:15 | | | | 08:15 | | | | 07:00 | | | | 08:15 | | | | |
| Volume | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 3 | 25 | 0 | 2 | |
| Hi total | 16 | | | | 5 | | | | 0 | | | | 30 | | | | |
| PHF | .47 | | | | .30 | | | | .0 | | | | .65 | | | | |



TURNS ONLY

| | NW 2ND AVENUE From North | | | | BROWARD BOULEVARD From East | | | | MOFFAT AVENUE From South | | | | BROWARD BOULEVARD From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | Total |
| Date 08/14/13 | | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 08/14/13 | | | | | | | | | | | | | | | | | |
| Peak start | 16:15 | | | | 16:15 | | | | 16:15 | | | | 16:15 | | | | |
| Volume | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 1 | 15 | 48 | 0 | 10 | |
| Percent | 0% | 0% | 0% | 100% | 0% | 0% | 0% | 100% | 50% | 0% | 0% | 50% | 21% | 66% | 0% | 14% | |
| Pk total | 40 | | | | 6 | | | | 2 | | | | 73 | | | | |
| Highest | 16:45 | | | | 16:15 | | | | 16:15 | | | | 16:30 | | | | |
| Volume | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 5 | 14 | 0 | 2 | |
| Hi total | 15 | | | | 3 | | | | 1 | | | | 21 | | | | |
| PHF | .67 | | | | .50 | | | | .50 | | | | .87 | | | | |



Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

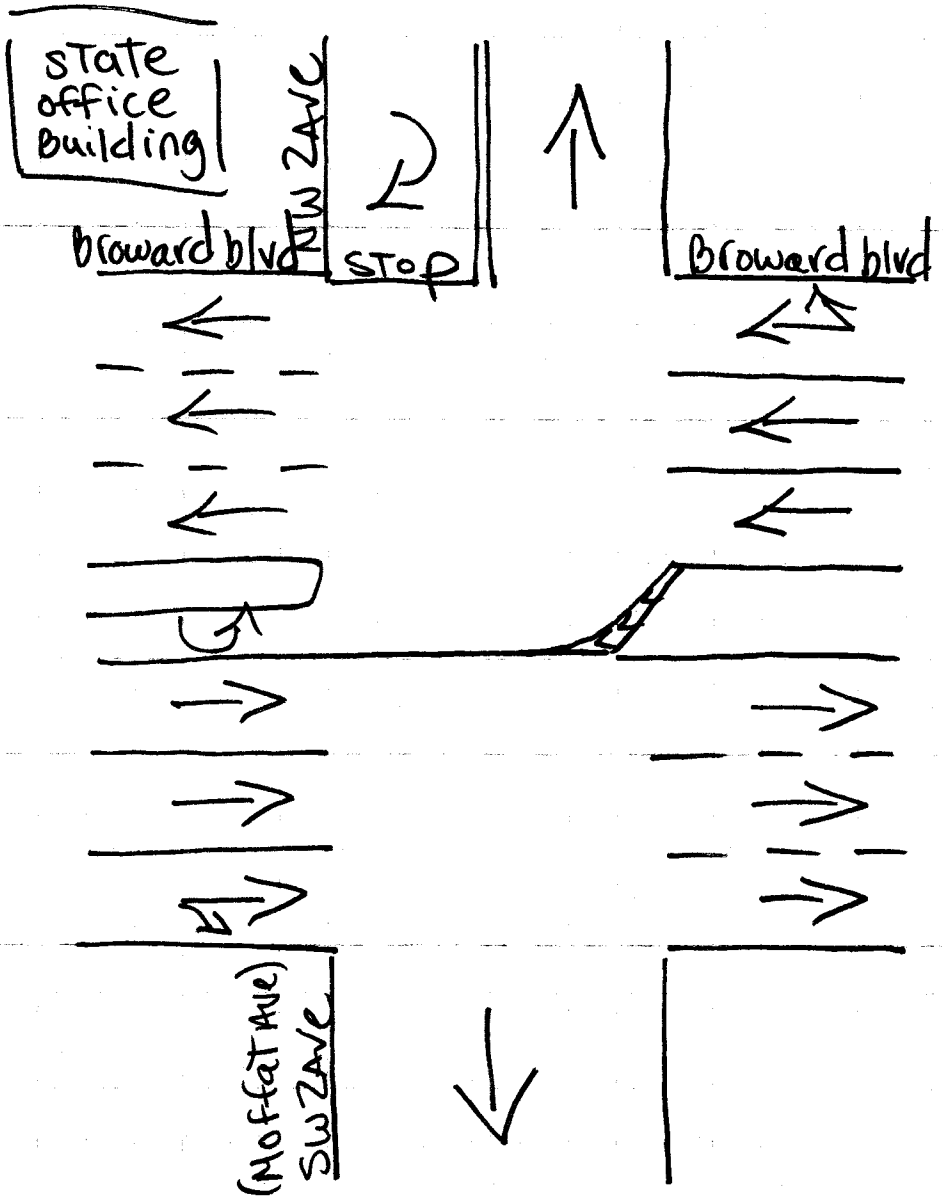
BROWARD BOULEVARD & NW 2ND AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: SAMANTHA PALOMINO
TURNS ONLY

Site Code : 00130133
Start Date: 08/14/13
File I.D. : BROW_2AV
Page : 1

PEDESTRIANS

| | NW 2ND AVENUE From North | | | | BROWARD BOULEVARD From East | | | | MOFFAT AVENUE From South | | | | BROWARD BOULEVARD From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Total |
| Date 08/14/13 | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:15 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 10 |
| 07:30 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 8 |
| 07:45 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| Hr Total | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 24 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 3 |
| 08:15 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 11 |
| 08:30 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 08:45 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| Hr Total | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 23 |
| ---------- * BREAK * ---------- | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 7 |
| 16:15 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 12 |
| 16:30 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 10 |
| 16:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hr Total | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 30 |
| 17:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| 17:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 17:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| 17:45 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 10 |
| Hr Total | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 18 |
| *TOTAL* | 0 | 0 | 0 | 54 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 2 | 95 |

North




Ft. Lauderdale, Florida
August 14, 2013
drawn by: Luis Palomino
NOT Signalized

Traffic Survey Specialists, Inc.

BROWARD BOULEVARD & NW/SW 1ST AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: C. PALOMINO & R. MARTINEZ
SIGNALIZED

624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00130133
Start Date: 08/14/13
File I.D. : BROW_1AV
Page : 1

ALL VEHICLES

| | NW 1ST AVENUE From North | | | | BROWARD BOULEVARD From East | | | | SW 1ST AVENUE From South | | | | BROWARD BOULEVARD From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | Total |
| Date 08/14/13 | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 3 | 7 | 9 | 1 | 2 | 177 | 4 | 1 | 3 | 1 | 1 | 0 | 9 | 257 | 22 | 497 |
| 07:15 | 0 | 3 | 2 | 10 | 0 | 10 | 235 | 5 | 0 | 3 | 0 | 2 | 0 | 8 | 389 | 35 | 702 |
| 07:30 | 0 | 4 | 12 | 18 | 3 | 4 | 210 | 10 | 0 | 2 | 0 | 1 | 0 | 12 | 453 | 26 | 755 |
| 07:45 | 0 | 2 | 17 | 12 | 1 | 16 | 222 | 8 | 0 | 1 | 1 | 2 | 0 | 12 | 371 | 34 | 699 |
| Hr Total | 0 | 12 | 38 | 49 | 5 | 32 | 844 | 27 | 1 | 9 | 2 | 6 | 0 | 41 | 1470 | 117 | 2653 |
| 08:00 | 0 | 5 | 18 | 13 | 2 | 19 | 295 | 5 | 0 | 5 | 2 | 5 | 0 | 14 | 525 | 54 | 962 |
| 08:15 | 0 | 4 | 35 | 11 | 3 | 29 | 261 | 4 | 0 | 5 | 3 | 3 | 0 | 11 | 443 | 55 | 867 |
| 08:30 | 0 | 3 | 24 | 19 | 2 | 18 | 251 | 7 | 0 | 6 | 0 | 4 | 0 | 15 | 503 | 41 | 893 |
| 08:45 | 0 | 3 | 19 | 10 | 1 | 26 | 297 | 4 | 0 | 4 | 0 | 2 | 1 | 21 | 548 | 48 | 984 |
| Hr Total | 0 | 15 | 96 | 53 | 8 | 92 | 1104 | 20 | 0 | 20 | 5 | 14 | 1 | 61 | 2019 | 198 | 3706 |
| * BREAK * | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 4 | 2 | 20 | 2 | 4 | 474 | 9 | 0 | 13 | 4 | 8 | 2 | 9 | 266 | 16 | 833 |
| 16:15 | 0 | 1 | 2 | 13 | 3 | 13 | 453 | 13 | 0 | 8 | 6 | 16 | 2 | 11 | 317 | 16 | 874 |
| 16:30 | 0 | 6 | 4 | 20 | 6 | 5 | 432 | 7 | 0 | 22 | 5 | 9 | 1 | 10 | 318 | 20 | 865 |
| 16:45 | 0 | 2 | 1 | 17 | 4 | 11 | 417 | 8 | 0 | 23 | 4 | 18 | 3 | 16 | 354 | 19 | 897 |
| Hr Total | 0 | 13 | 9 | 70 | 15 | 33 | 1776 | 37 | 0 | 66 | 19 | 51 | 8 | 46 | 1255 | 71 | 3469 |
| 17:00 | 0 | 0 | 2 | 27 | 2 | 2 | 460 | 8 | 0 | 43 | 16 | 25 | 3 | 14 | 375 | 19 | 996 |
| 17:15 | 0 | 3 | 2 | 30 | 0 | 9 | 406 | 13 | 0 | 24 | 10 | 13 | 3 | 31 | 325 | 19 | 888 |
| 17:30 | 0 | 1 | 2 | 12 | 2 | 5 | 432 | 6 | 0 | 17 | 17 | 9 | 0 | 9 | 431 | 20 | 963 |
| 17:45 | 0 | 6 | 2 | 14 | 0 | 6 | 378 | 8 | 0 | 14 | 7 | 9 | 2 | 12 | 413 | 10 | 881 |
| Hr Total | 0 | 10 | 8 | 83 | 4 | 22 | 1676 | 35 | 0 | 98 | 50 | 56 | 8 | 66 | 1544 | 68 | 3728 |
| *TOTAL* | 0 | 50 | 151 | 255 | 32 | 179 | 5400 | 119 | 1 | 193 | 76 | 127 | 17 | 214 | 6288 | 454 | 13556 |

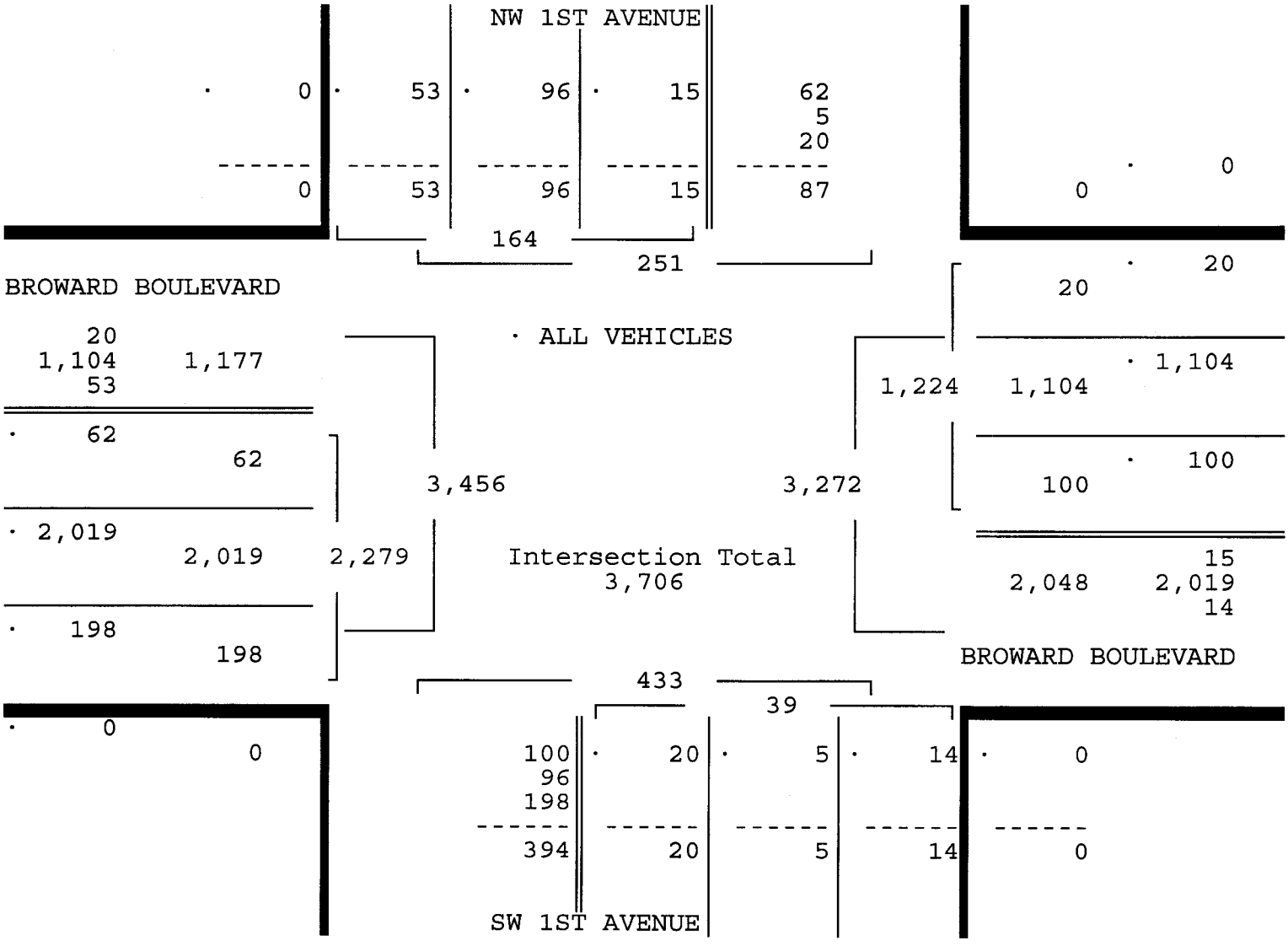
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

BROWARD BOULEVARD & NW/SW 1ST AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: C. PALOMINO & R. MARTINEZ
SIGNALIZED

Site Code : 00130133
Start Date: 08/14/13
File I.D. : BROW_1AV


ALL VEHICLES

| | NW 1ST AVENUE From North | | | | BROWARD BOULEVARD From East | | | | SW 1ST AVENUE From South | | | | BROWARD BOULEVARD From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | Total |
| Date 08/14/13 | | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 08/14/13 | | | | | | | | | | | | | | | | | |
| Peak start | 08:00 | | | | 08:00 | | | | 08:00 | | | | 08:00 | | | | |
| Volume | 0 | 15 | 96 | 53 | 8 | 92 | 1104 | 20 | 0 | 20 | 5 | 14 | 1 | 61 | 2019 | 198 | |
| Percent | 0% | 9% | 59% | 32% | 1% | 8% | 90% | 2% | 0% | 51% | 13% | 36% | 0% | 3% | 89% | 9% | |
| Pk total | 164 | | | | 1224 | | | | 39 | | | | 2279 | | | | |
| Highest | 08:15 | | | | 08:45 | | | | 08:00 | | | | 08:45 | | | | |
| Volume | 0 | 4 | 35 | 11 | 1 | 26 | 297 | 4 | 0 | 5 | 2 | 5 | 1 | 21 | 548 | 48 | |
| Hi total | 50 | | | | 328 | | | | 12 | | | | 618 | | | | |
| PHF | .82 | | | | .93 | | | | .81 | | | | .92 | | | | |



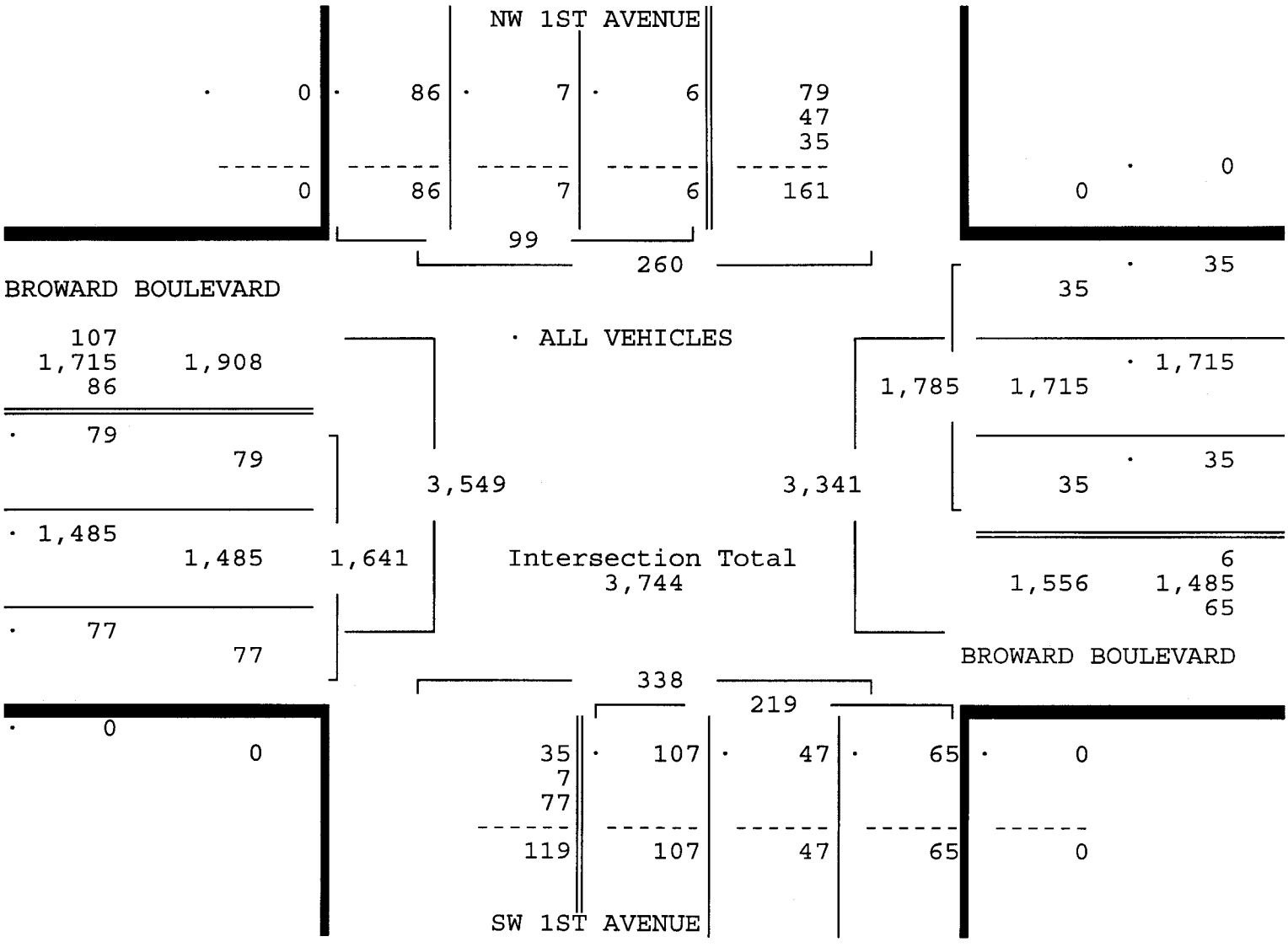
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

BROWARD BOULEVARD & NW/SW 1ST AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: C. PALOMINO & R. MARTINEZ
SIGNALIZED

Site Code : 00130133
Start Date: 08/14/13
File I.D. : BROW_1AV


ALL VEHICLES

| | NW 1ST AVENUE From North | | | | BROWARD BOULEVARD From East | | | | SW 1ST AVENUE From South | | | | BROWARD BOULEVARD From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | Total |
| Date 08/14/13 | | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 08/14/13 | | | | | | | | | | | | | | | | | |
| Peak start | 16:45 | | | | 16:45 | | | | 16:45 | | | | 16:45 | | | | |
| Volume | 0 | 6 | 7 | 86 | 8 | 27 | 1715 | 35 | 0 | 107 | 47 | 65 | 9 | 70 | 1485 | 77 | |
| Percent | 0% | 6% | 7% | 87% | 0% | 2% | 96% | 2% | 0% | 49% | 21% | 30% | 1% | 4% | 90% | 5% | |
| Pk total | 99 | | | | 1785 | | | | 219 | | | | 1641 | | | | |
| Highest | 17:15 | | | | 17:00 | | | | 17:00 | | | | 17:30 | | | | |
| Volume | 0 | 3 | 2 | 30 | 2 | 2 | 460 | 8 | 0 | 43 | 16 | 25 | 0 | 9 | 431 | 20 | |
| Hi total | 35 | | | | 472 | | | | 84 | | | | 460 | | | | |
| PHF | .71 | | | | .95 | | | | .65 | | | | .89 | | | | |



BROWARD BOULEVARD & NW/SW 1ST AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: C. PALOMINO & R. MARTINEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
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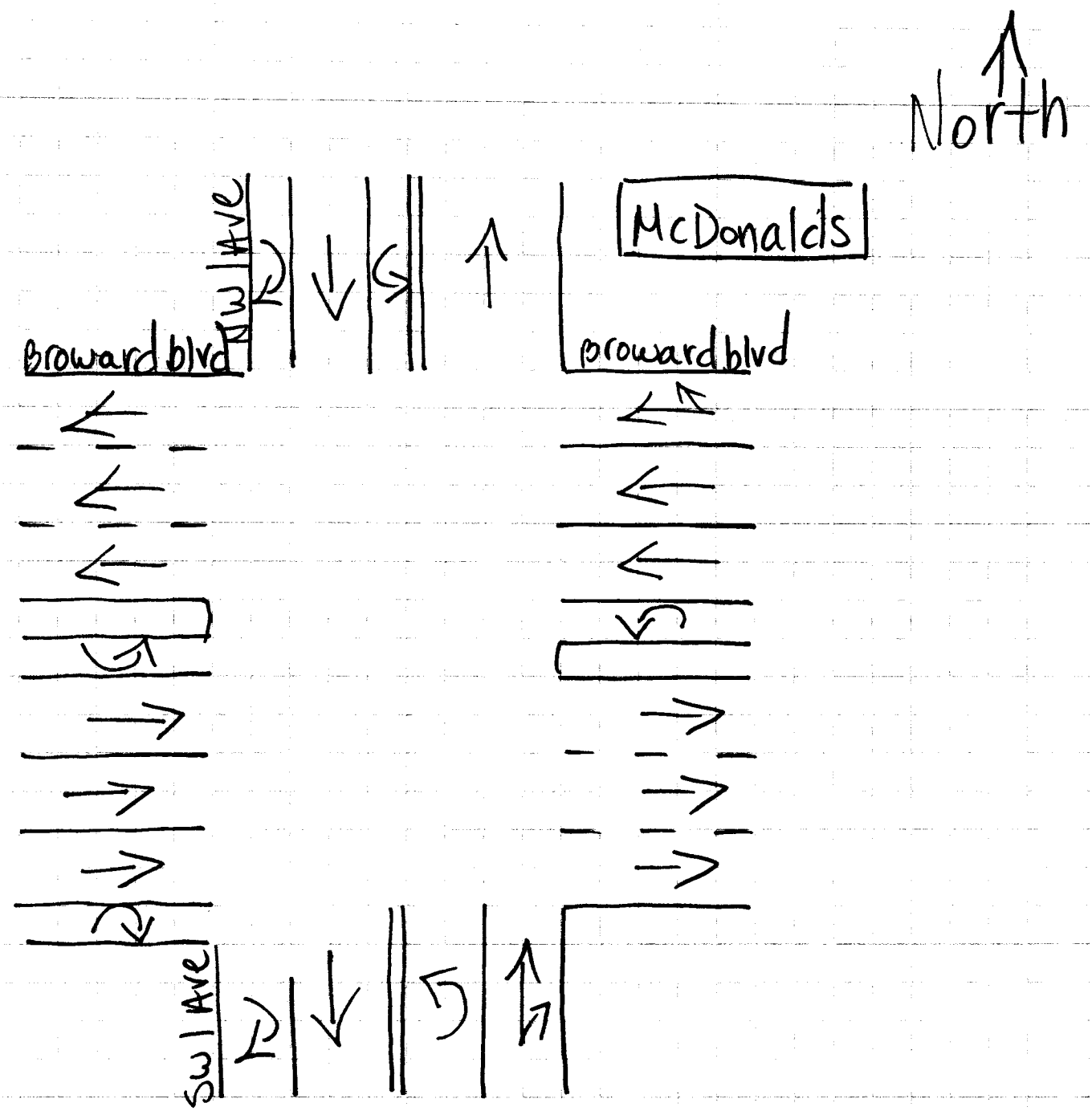
Site Code : 00130133
Start Date: 08/14/13
File I.D. : BROW_1AV


PEDESTRIANS

| | NW 1ST AVENUE From North | | | | BROWARD BOULEVARD From East | | | | SW 1ST AVENUE From South | | | | BROWARD BOULEVARD From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Total |
| Date 08/14/13 | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 26 |
| 07:15 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 15 |
| 07:30 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 9 | 24 |
| 07:45 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11 |
| Hr Total | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 21 | 76 |
| 08:00 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 14 | 35 |
| 08:15 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 28 | 46 |
| 08:30 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 23 |
| 08:45 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 7 | 31 |
| Hr Total | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 56 | 135 |
| ---------- * BREAK * ---------- | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 7 | 24 |
| 16:15 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 10 | 35 |
| 16:30 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 15 |
| 16:45 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 7 | 16 |
| Hr Total | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 30 | 90 |
| 17:00 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 18 |
| 17:15 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 3 | 20 |
| 17:30 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 4 | 24 |
| 17:45 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 6 | 34 |
| Hr Total | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 21 | 96 |
| *TOTAL* | 0 | 0 | 0 | 92 | 0 | 0 | 0 | 137 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 128 | 397 |




FT. Lauderdale, Florida
August 14, 2013
drawn by: Luis Palomino
signalized

NW 2ND STREET & NW 5TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: RICHARD MENDEZ
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00130133
Start Date: 08/14/13
File I.D. : 2ST_5AVE
Page : 1

ALL VEHICLES

| | NW 5TH AVENUE From North | | | | NW 2ND STREET From East | | | | NW 5TH AVENUE From South | | | | NW 2ND STREET From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | Total |
| Date 08/14/13 | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 1 | 2 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 20 | 0 | 34 |
| 07:15 | 0 | 1 | 1 | 0 | 0 | 0 | 10 | 1 | 0 | 1 | 0 | 4 | 0 | 0 | 28 | 0 | 46 |
| 07:30 | 0 | 0 | 0 | 0 | 1 | 3 | 16 | 0 | 1 | 4 | 2 | 4 | 0 | 0 | 54 | 1 | 86 |
| 07:45 | 0 | 0 | 3 | 0 | 0 | 2 | 21 | 3 | 0 | 0 | 1 | 2 | 0 | 0 | 55 | 0 | 87 |
| Hr Total | 0 | 2 | 6 | 0 | 1 | 5 | 55 | 5 | 1 | 5 | 3 | 12 | 0 | 0 | 157 | 1 | 253 |
| 08:00 | 0 | 2 | 2 | 0 | 0 | 3 | 13 | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 51 | 1 | 79 |
| 08:15 | 0 | 4 | 4 | 1 | 0 | 4 | 21 | 2 | 0 | 0 | 1 | 7 | 0 | 0 | 67 | 0 | 111 |
| 08:30 | 0 | 2 | 0 | 0 | 0 | 1 | 21 | 1 | 0 | 0 | 1 | 7 | 0 | 0 | 63 | 1 | 97 |
| 08:45 | 0 | 2 | 3 | 0 | 0 | 1 | 19 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 75 | 1 | 104 |
| Hr Total | 0 | 10 | 9 | 1 | 0 | 9 | 74 | 5 | 0 | 0 | 5 | 18 | 0 | 1 | 256 | 3 | 391 |
| ---------- * BREAK * ---------- | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 2 | 0 | 0 | 2 | 55 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 13 | 2 | 79 |
| 16:15 | 0 | 1 | 0 | 0 | 0 | 0 | 37 | 2 | 0 | 1 | 2 | 5 | 0 | 0 | 15 | 3 | 66 |
| 16:30 | 0 | 2 | 2 | 0 | 0 | 4 | 45 | 3 | 0 | 3 | 1 | 4 | 0 | 0 | 25 | 2 | 91 |
| 16:45 | 0 | 1 | 1 | 1 | 0 | 3 | 42 | 3 | 0 | 4 | 3 | 5 | 0 | 0 | 19 | 3 | 85 |
| Hr Total | 0 | 4 | 5 | 1 | 0 | 9 | 179 | 8 | 0 | 8 | 9 | 15 | 0 | 1 | 72 | 10 | 321 |
| 17:00 | 0 | 2 | 2 | 1 | 0 | 7 | 112 | 9 | 0 | 3 | 10 | 2 | 0 | 1 | 21 | 3 | 173 |
| 17:15 | 0 | 1 | 1 | 0 | 0 | 3 | 88 | 4 | 0 | 5 | 4 | 2 | 0 | 0 | 22 | 3 | 133 |
| 17:30 | 0 | 1 | 2 | 1 | 0 | 1 | 66 | 6 | 0 | 4 | 5 | 3 | 0 | 0 | 23 | 0 | 112 |
| 17:45 | 0 | 1 | 1 | 0 | 0 | 5 | 54 | 1 | 0 | 3 | 3 | 5 | 0 | 1 | 20 | 5 | 99 |
| Hr Total | 0 | 5 | 6 | 2 | 0 | 16 | 320 | 20 | 0 | 15 | 22 | 12 | 0 | 2 | 86 | 11 | 517 |
| *TOTAL* | 0 | 21 | 26 | 4 | 1 | 39 | 628 | 38 | 1 | 28 | 39 | 57 | 0 | 4 | 571 | 25 | 1482 |

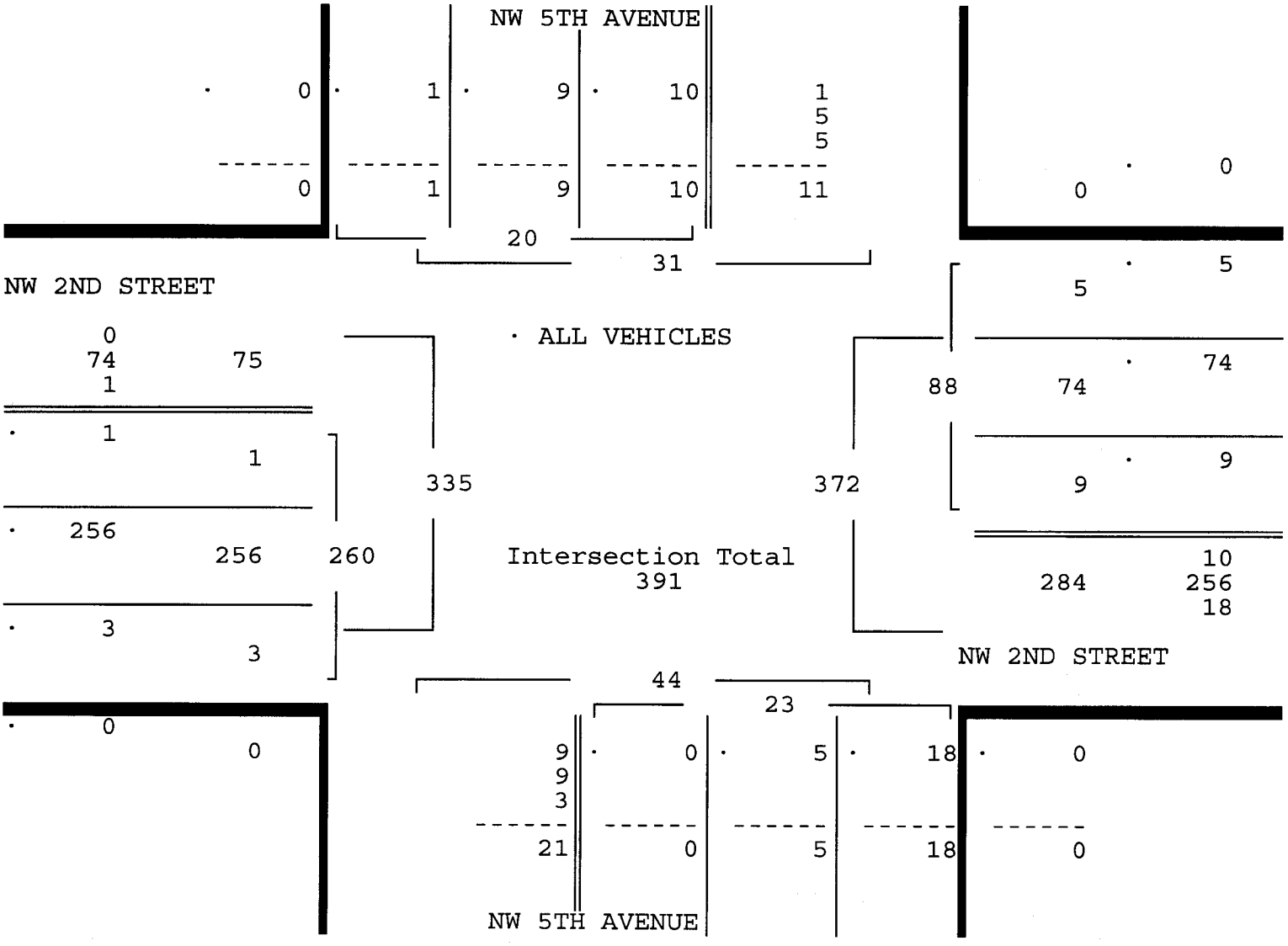
NW 2ND STREET & NW 5TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: RICHARD MENDEZ
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00130133
Start Date: 08/14/13
File I.D. : 2ST_5AVE
Page : 2

ALL VEHICLES

| | NW 5TH AVENUE From North | | | | NW 2ND STREET From East | | | | NW 5TH AVENUE From South | | | | NW 2ND STREET From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | Total |
| Date 08/14/13 | | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 08/14/13 | | | | | | | | | | | | | | | | | |
| Peak start 08:00 | | | | | 08:00 | | | | 08:00 | | | | 08:00 | | | | |
| Volume | 0 | 10 | 9 | 1 | 0 | 9 | 74 | 5 | 0 | 0 | 5 | 18 | 0 | 1 | 256 | 3 | |
| Percent | 0% | 50% | 45% | 5% | 0% | 10% | 84% | 6% | 0% | 0% | 22% | 78% | 0% | 0% | 98% | 1% | |
| Pk total | 20 | | | | 88 | | | | 23 | | | | 260 | | | | |
| Highest | 08:15 | | | | 08:15 | | | | 08:15 | | | | 08:45 | | | | |
| Volume | 0 | 4 | 4 | 1 | 0 | 4 | 21 | 2 | 0 | 0 | 1 | 7 | 0 | 1 | 75 | 1 | |
| Hi total | 9 | | | | 27 | | | | 8 | | | | 77 | | | | |
| PHF | .56 | | | | .81 | | | | .72 | | | | .84 | | | | |



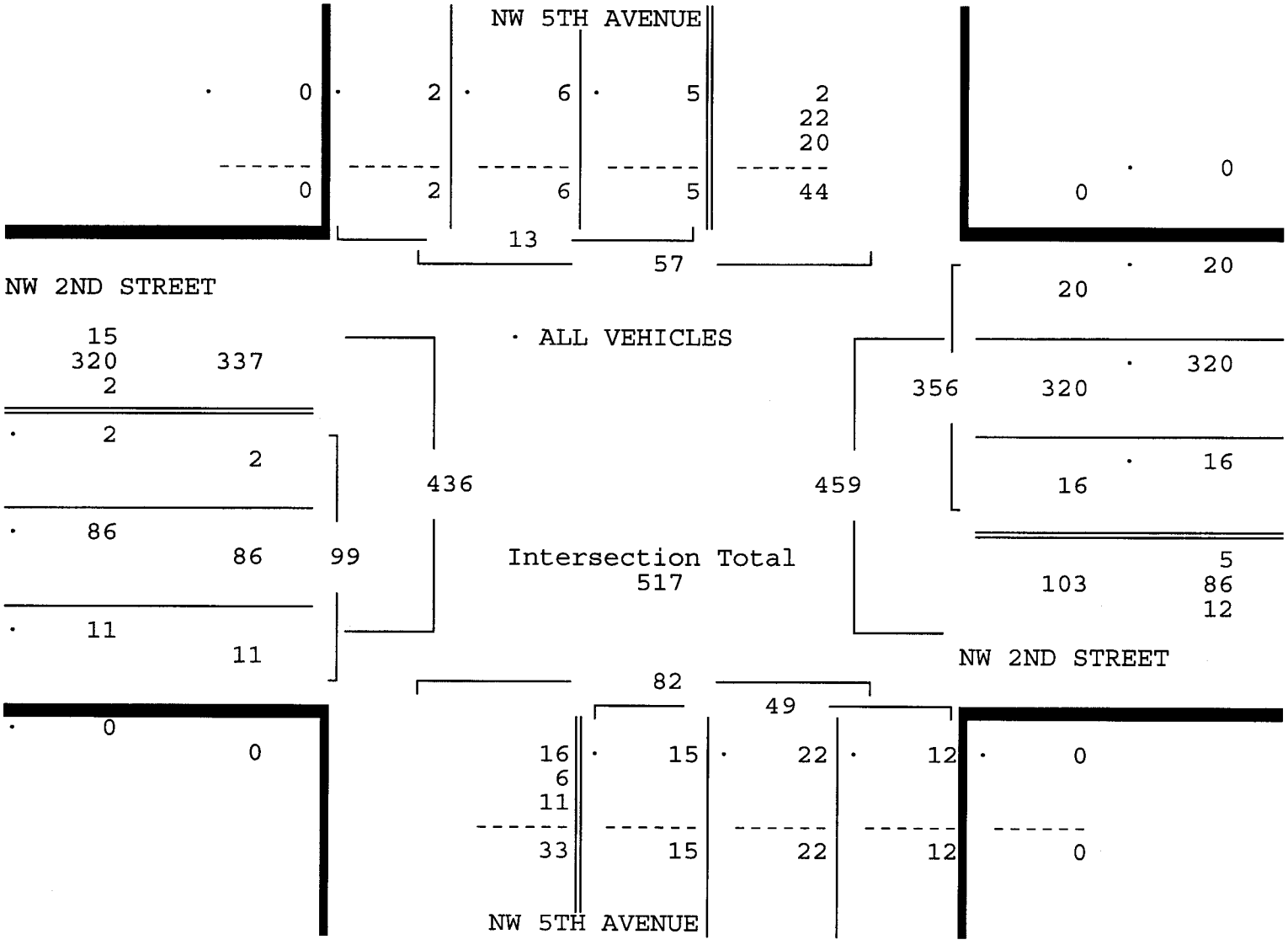
NW 2ND STREET & NW 5TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: RICHARD MENDEZ
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00130133
Start Date: 08/14/13
File I.D. : 2ST_5AVE


ALL VEHICLES

| | NW 5TH AVENUE From North | | | | NW 2ND STREET From East | | | | NW 5TH AVENUE From South | | | | NW 2ND STREET From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | Total |
| Date 08/14/13 | | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 08/14/13 | | | | | | | | | | | | | | | | | |
| Peak start | 17:00 | | | | 17:00 | | | | 17:00 | | | | 17:00 | | | | |
| Volume | 0 | 5 | 6 | 2 | 0 | 16 | 320 | 20 | 0 | 15 | 22 | 12 | 0 | 2 | 86 | 11 | |
| Percent | 0% | 38% | 46% | 15% | 0% | 4% | 90% | 6% | 0% | 31% | 45% | 24% | 0% | 2% | 87% | 11% | |
| Pk total | 13 | | | | 356 | | | | 49 | | | | 99 | | | | |
| Highest | 17:00 | | | | 17:00 | | | | 17:00 | | | | 17:45 | | | | |
| Volume | 0 | 2 | 2 | 1 | 0 | 7 | 112 | 9 | 0 | 3 | 10 | 2 | 0 | 1 | 20 | 5 | |
| Hi total | 5 | | | | 128 | | | | 15 | | | | 26 | | | | |
| PHF | .65 | | | | .70 | | | | .82 | | | | .95 | | | | |



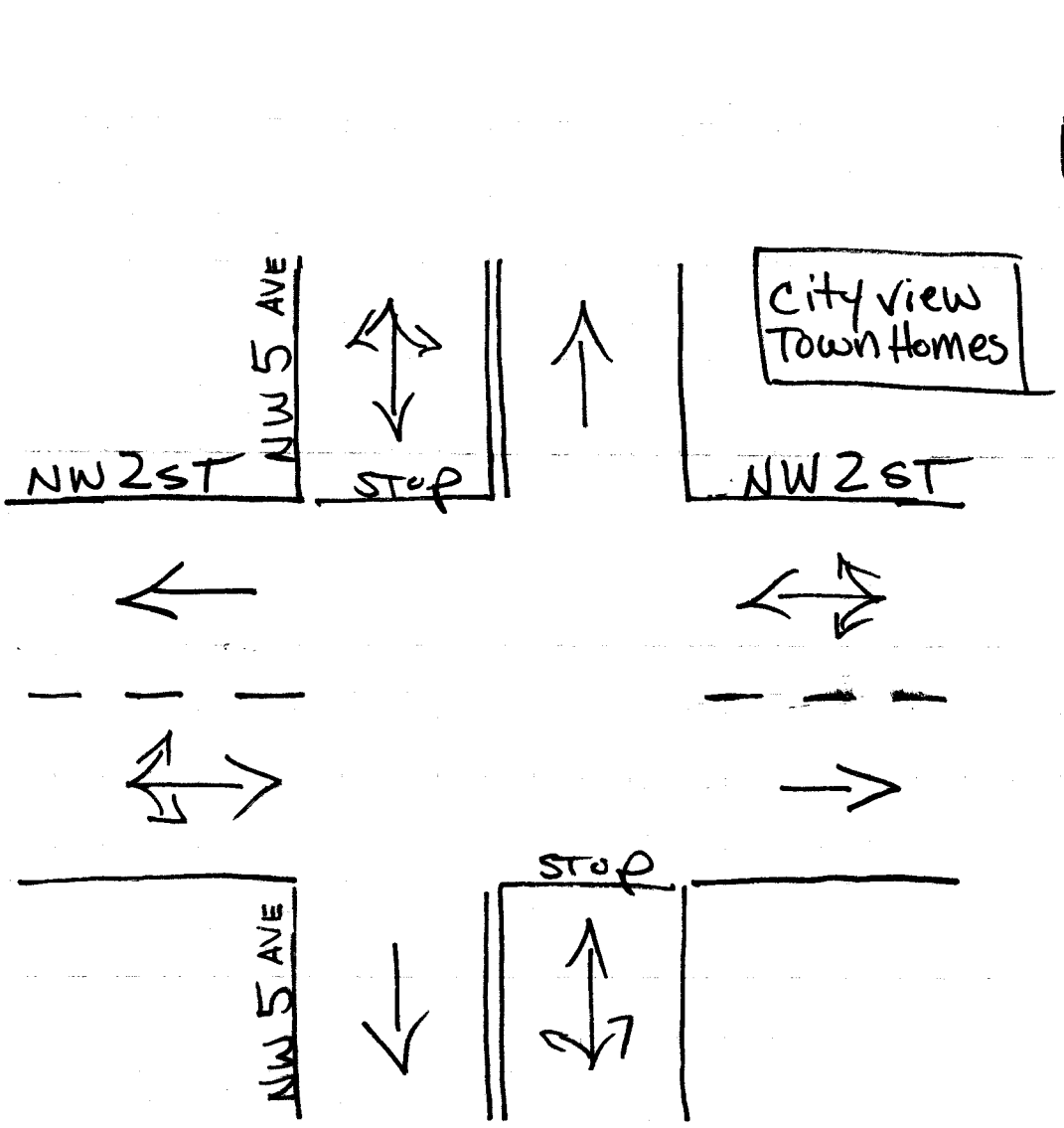
NW 2ND STREET & NW 5TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: RICHARD MENDEZ
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00130133
Start Date: 08/14/13
File I.D. : 2ST_5AVE


PEDESTRIANS

| | NW 5TH AVENUE From North | | | | NW 2ND STREET From East | | | | NW 5TH AVENUE From South | | | | NW 2ND STREET From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Total |
| Date 08/14/13 | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:45 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hr Total | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 6 |
| 08:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:30 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 8 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hr Total | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 11 |
| ---------- * BREAK * ---------- | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 16:15 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 16:30 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 16:45 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 7 |
| Hr Total | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 20 |
| 17:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 6 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 |
| 17:30 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| 17:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| Hr Total | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 16 |
| *TOTAL* | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 3 | 53 |




FT. Lauderdale, Florida

August 14, 2013

drawn by: Luis Palomino

NOT Signalized

NW 2ND STREET & NW 2ND AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00130133
Start Date: 08/14/13
File I.D. : 2ST_2AVE
Page : 1

ALL VEHICLES

| | From North | | | | NW 2ND STREET From East | | | | NW 2ND AVENUE From South | | | | NW 2ND STREET From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | Total |
| Date 08/14/13 | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 2 | 15 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 23 | 0 | 45 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 4 | 13 | 0 | 0 | 1 | 0 | 8 | 0 | 0 | 30 | 0 | 56 |
| 07:30 | 0 | 0 | 0 | 0 | 1 | 6 | 17 | 0 | 0 | 2 | 0 | 6 | 0 | 0 | 49 | 1 | 82 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 2 | 25 | 0 | 0 | 1 | 0 | 8 | 0 | 0 | 50 | 0 | 86 |
| Hr Total | 0 | 0 | 0 | 0 | 1 | 14 | 70 | 0 | 0 | 4 | 0 | 27 | 0 | 0 | 152 | 1 | 269 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 3 | 18 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 46 | 1 | 76 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 8 | 32 | 0 | 0 | 3 | 0 | 15 | 0 | 0 | 69 | 0 | 127 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 3 | 24 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 63 | 1 | 95 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 5 | 22 | 0 | 0 | 3 | 0 | 13 | 0 | 0 | 72 | 3 | 118 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 19 | 96 | 0 | 0 | 6 | 0 | 40 | 0 | 0 | 250 | 5 | 416 |
| ---------- * BREAK * ---------- | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 0 | 1 | 5 | 53 | 0 | 0 | 2 | 0 | 12 | 0 | 0 | 17 | 1 | 91 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 5 | 40 | 0 | 0 | 1 | 0 | 15 | 0 | 0 | 22 | 0 | 83 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 10 | 51 | 0 | 0 | 1 | 0 | 16 | 0 | 0 | 26 | 0 | 104 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 13 | 49 | 0 | 0 | 1 | 0 | 11 | 0 | 0 | 21 | 0 | 95 |
| Hr Total | 0 | 0 | 0 | 0 | 1 | 33 | 193 | 0 | 0 | 5 | 0 | 54 | 0 | 0 | 86 | 1 | 373 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 7 | 115 | 0 | 0 | 5 | 0 | 18 | 0 | 0 | 29 | 0 | 174 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 8 | 81 | 0 | 0 | 4 | 0 | 14 | 0 | 0 | 28 | 0 | 135 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 5 | 67 | 0 | 0 | 5 | 0 | 25 | 0 | 0 | 31 | 0 | 133 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 7 | 58 | 0 | 0 | 1 | 0 | 20 | 0 | 0 | 21 | 0 | 107 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 27 | 321 | 0 | 0 | 15 | 0 | 77 | 0 | 0 | 109 | 0 | 549 |
| *TOTAL* | 0 | 0 | 0 | 0 | 2 | 93 | 680 | 0 | 0 | 30 | 0 | 198 | 0 | 0 | 597 | 7 | 1607 |

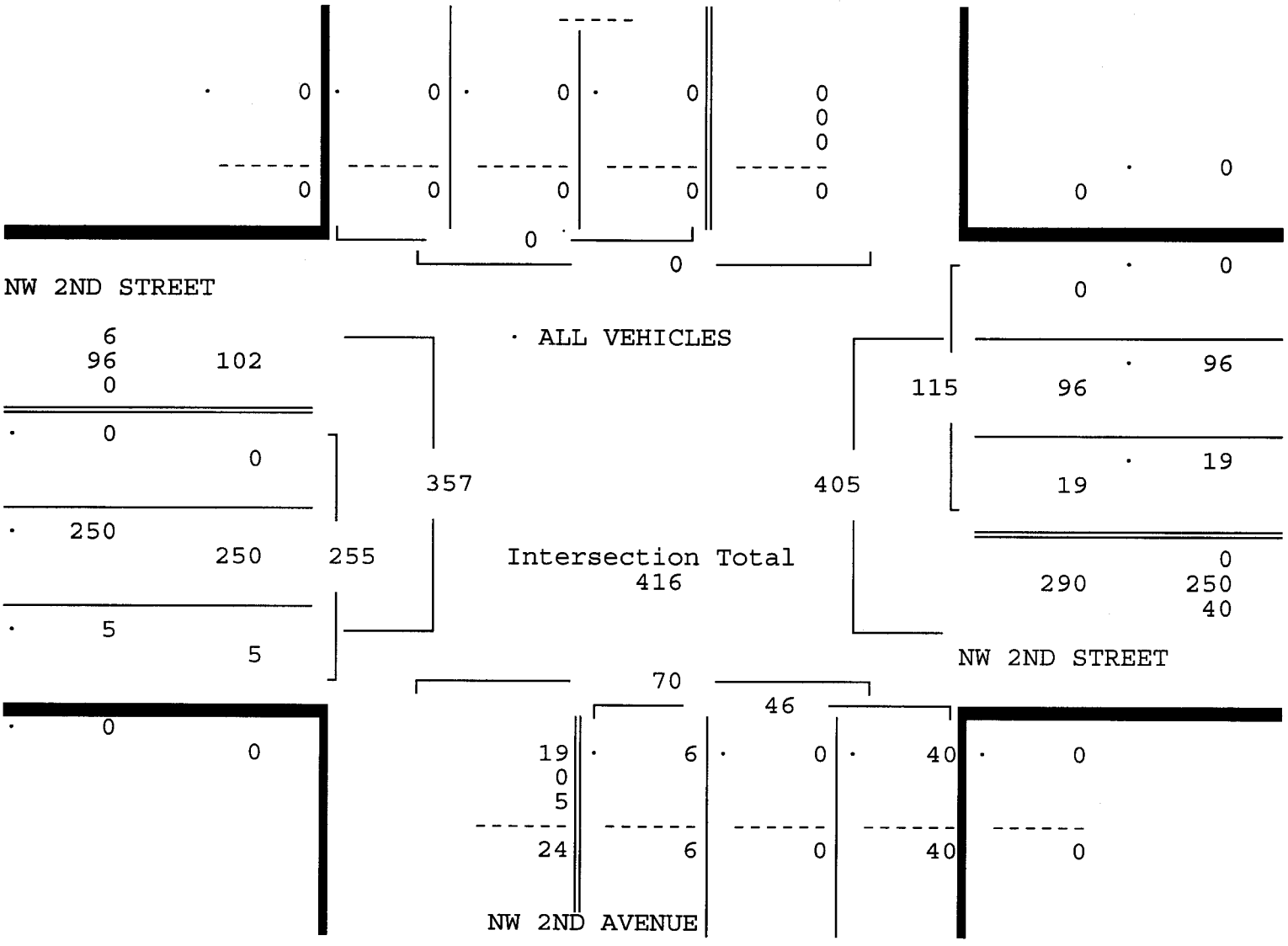
NW 2ND STREET & NW 2ND AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00130133
Start Date: 08/14/13
File I.D. : 2ST_2AVE
Page : 2

ALL VEHICLES

| | From North | | | | NW 2ND STREET From East | | | | NW 2ND AVENUE From South | | | | NW 2ND STREET From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | Total |
| Date 08/14/13 | | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 08/14/13 | | | | | | | | | | | | | | | | | |
| Peak start | 08:00 | | | | 08:00 | | | | 08:00 | | | | 08:00 | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 19 | 96 | 0 | 0 | 6 | 0 | 40 | 0 | 0 | 250 | 5 | |
| Percent | 0% | 0% | 0% | 0% | 0% | 17% | 83% | 0% | 0% | 13% | 0% | 87% | 0% | 0% | 98% | 2% | |
| Pk total | 0 | | | | 115 | | | | 46 | | | | 255 | | | | |
| Highest | 07:00 | | | | 08:15 | | | | 08:15 | | | | 08:45 | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 8 | 32 | 0 | 0 | 3 | 0 | 15 | 0 | 0 | 72 | 3 | |
| Hi total | 0 | | | | 40 | | | | 18 | | | | 75 | | | | |
| PHF | .0 | | | | .72 | | | | .64 | | | | .85 | | | | |



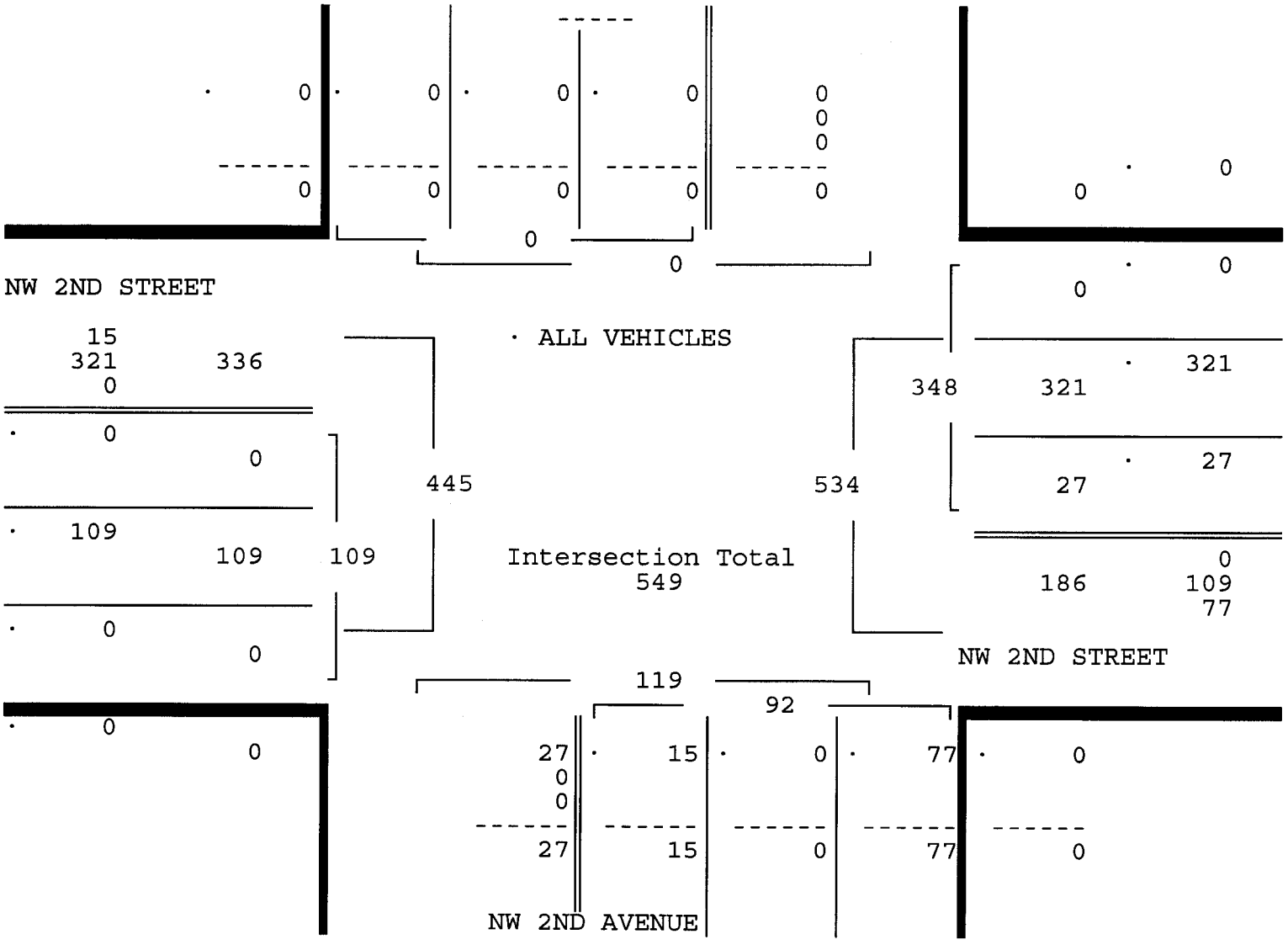
NW 2ND STREET & NW 2ND AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00130133
Start Date: 08/14/13
File I.D. : 2ST_2AVE
Page : 3

ALL VEHICLES

| | From North | | | | NW 2ND STREET From East | | | | NW 2ND AVENUE From South | | | | NW 2ND STREET From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | Total |
| Date 08/14/13 | | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 08/14/13 | | | | | | | | | | | | | | | | | |
| Peak start | 17:00 | | | | 17:00 | | | | 17:00 | | | | 17:00 | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 27 | 321 | 0 | 0 | 15 | 0 | 77 | 0 | 0 | 109 | 0 | |
| Percent | 0% | 0% | 0% | 0% | 0% | 8% | 92% | 0% | 0% | 16% | 0% | 84% | 0% | 0% | 100% | 0% | |
| Pk total | 0 | | | | 348 | | | | 92 | | | | 109 | | | | |
| Highest | 07:00 | | | | 17:00 | | | | 17:30 | | | | 17:30 | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 7 | 115 | 0 | 0 | 5 | 0 | 25 | 0 | 0 | 31 | 0 | |
| Hi total | 0 | | | | 122 | | | | 30 | | | | 31 | | | | |
| PHF | .0 | | | | .71 | | | | .77 | | | | .88 | | | | |



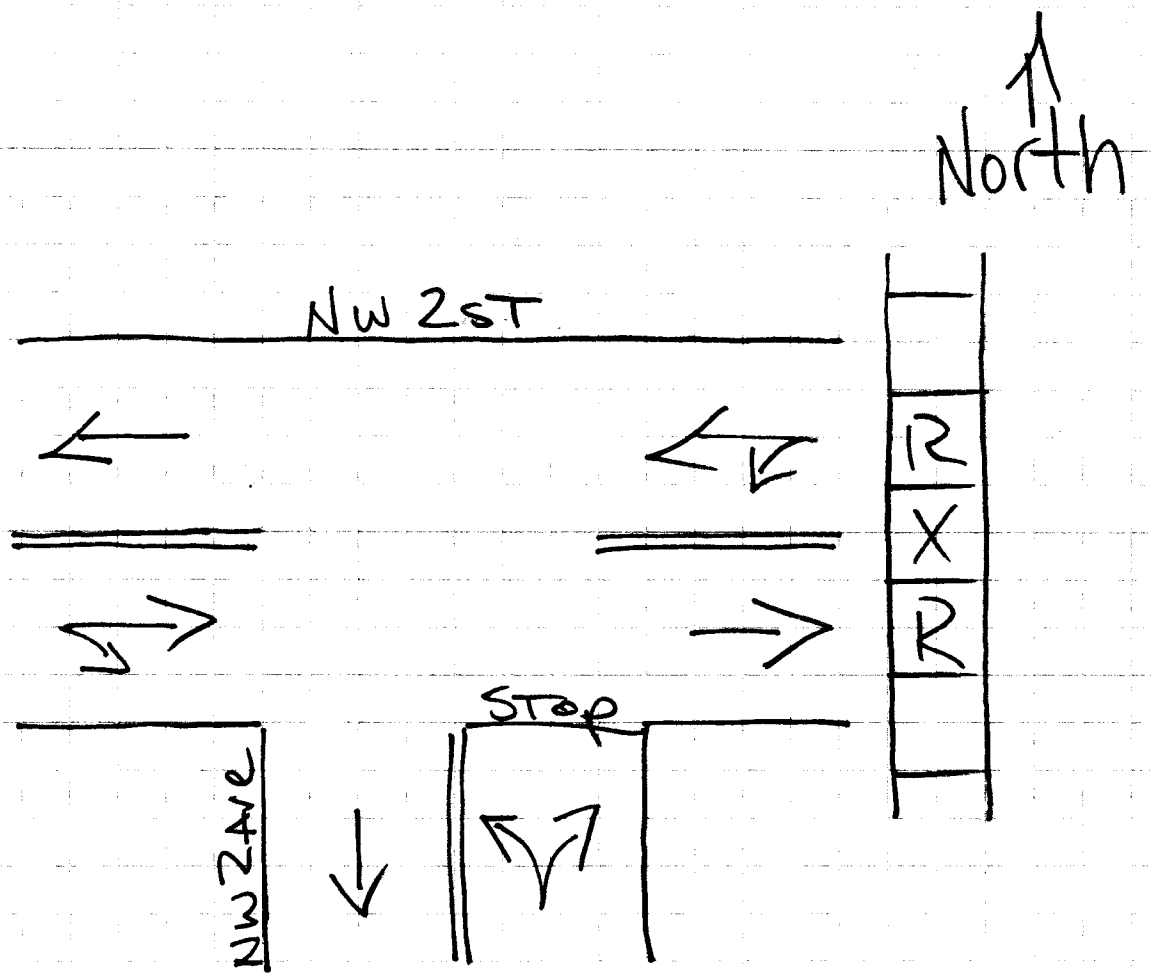
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 2ND STREET & NW 2ND AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

Site Code : 00130133
Start Date: 08/14/13
File I.D. : 2ST_2AVE
Page : 1

PEDESTRIANS

| | From North | | | | NW 2ND STREET From East | | | | NW 2ND AVENUE From South | | | | NW 2ND STREET From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Total |
| Date 08/14/13 | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 11 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 6 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 7 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 17 |
| ---------- * BREAK * ---------- | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 4 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 10 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 1 | 18 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 2 | 7 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 2 | 12 |
| *TOTAL* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 51 | 0 | 0 | 0 | 4 | 58 |




FT. Lauderdale, FLorida

August 14, 2013

Drawn by: Luis Palomino

not Signalized

Traffic Survey Specialists, Inc.

NW 2ND STREET & FLAGLER AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED

624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00130133
Start Date: 08/14/13
File I.D. : 2ST_FLAG
Page : 1

ALL VEHICLES

| | FLAGLER AVENUE From North | | | | NW 2ND STREET From East | | | | ------ From South | | | | NW 2ND STREET From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | Total |
| Date 08/14/13 | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 0 | 1 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 45 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 57 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 0 | 78 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 84 |
| Hr Total | 0 | 0 | 0 | 1 | 0 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 179 | 0 | 264 |
| 08:00 | 0 | 1 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 0 | 77 |
| 08:15 | 0 | 1 | 0 | 1 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 0 | 125 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 94 |
| 08:45 | 0 | 1 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 0 | 112 |
| Hr Total | 0 | 3 | 0 | 1 | 0 | 0 | 114 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 290 | 0 | 408 |
| ---------- * BREAK * ---------- | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 1 | 0 | 0 | 1 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 91 |
| 16:15 | 0 | 0 | 0 | 1 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 81 |
| 16:30 | 0 | 0 | 0 | 1 | 0 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 104 |
| 16:45 | 0 | 0 | 0 | 0 | 1 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 97 |
| Hr Total | 0 | 1 | 0 | 2 | 2 | 0 | 227 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141 | 0 | 373 |
| 17:00 | 0 | 1 | 0 | 0 | 0 | 0 | 122 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 169 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 129 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 129 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 108 |
| Hr Total | 0 | 1 | 0 | 0 | 0 | 0 | 350 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 184 | 0 | 535 |
| *TOTAL* | 0 | 5 | 0 | 4 | 2 | 0 | 775 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 794 | 0 | 1580 |

Traffic Survey Specialists, Inc.

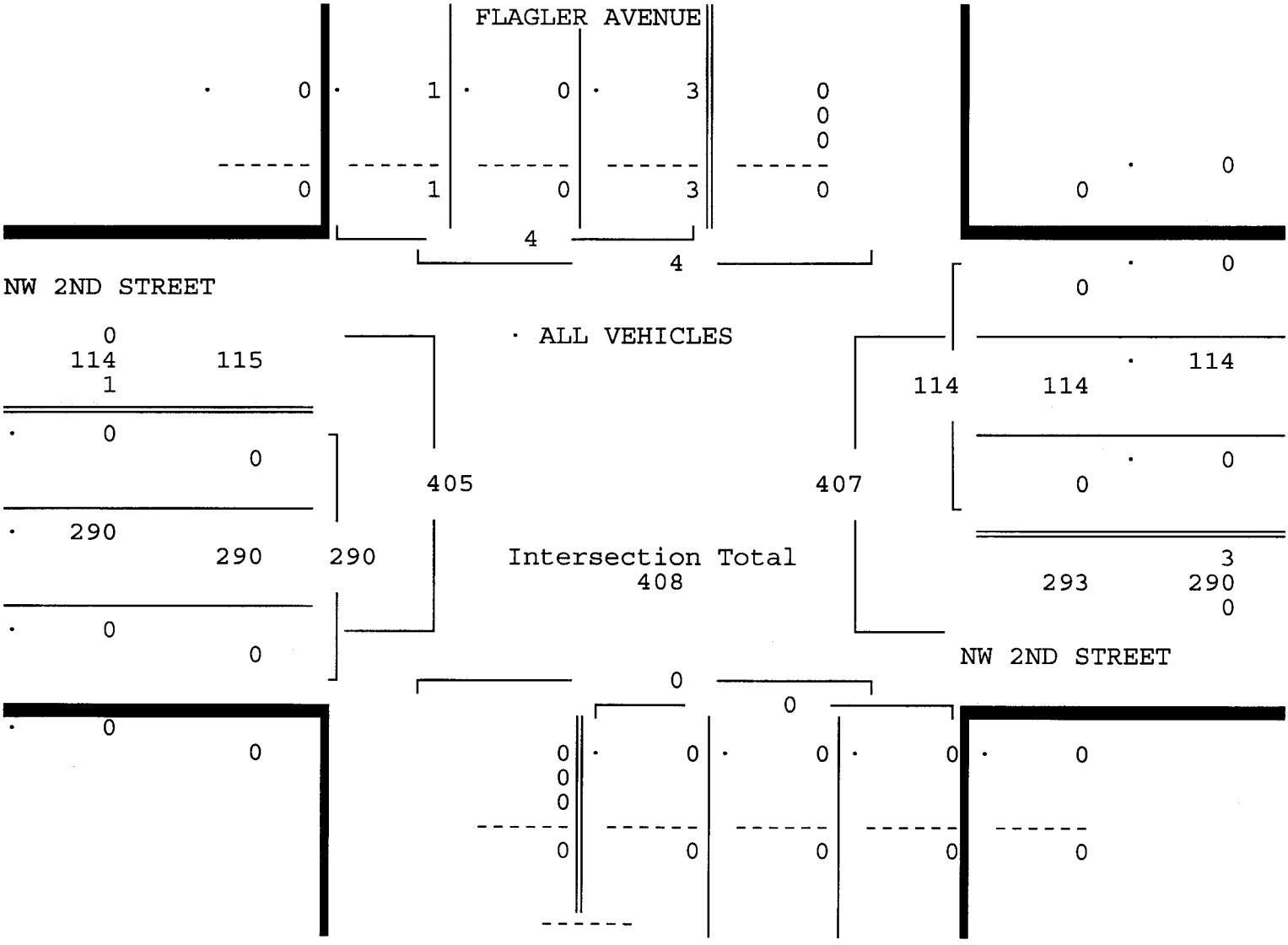
NW 2ND STREET & FLAGLER AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED

624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00130133
Start Date: 08/14/13
File I.D. : 2ST_FLAG
Page : 2

ALL VEHICLES

| | FLAGLER AVENUE From North | | | | NW 2ND STREET From East | | | | ------ From South | | | | NW 2ND STREET From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | Total |
| Date 08/14/13 | | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 08/14/13 | | | | | | | | | | | | | | | | | |
| Peak start | 08:00 | | | | 08:00 | | | | 08:00 | | | | 08:00 | | | | |
| Volume | 0 | 3 | 0 | 1 | 0 | 0 | 114 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 290 | 0 | |
| Percent | 0% | 75% | 0% | 25% | 0% | 0% | 100% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | |
| Pk total | 4 | | | | 114 | | | | 0 | | | | 290 | | | | |
| Highest | 08:15 | | | | 08:15 | | | | 07:00 | | | | 08:15 | | | | |
| Volume | 0 | 1 | 0 | 1 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 0 | |
| Hi total | 2 | | | | 39 | | | | 0 | | | | 84 | | | | |
| PHF | .50 | | | | .73 | | | | .0 | | | | .86 | | | | |



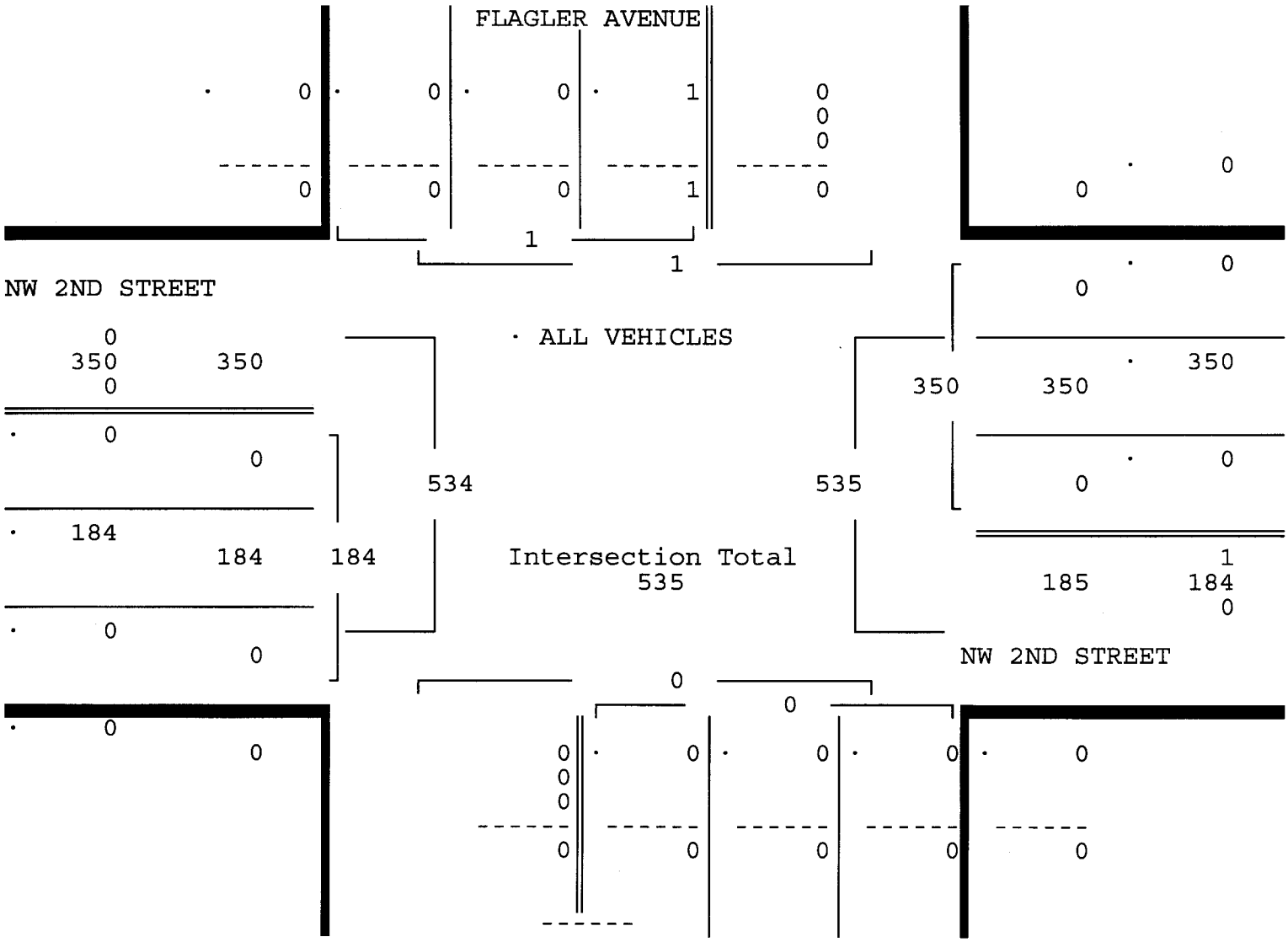
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 2ND STREET & FLAGLER AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED

Site Code : 00130133
Start Date: 08/14/13
File I.D. : 2ST_FLAG


ALL VEHICLES

| | FLAGLER AVENUE From North | | | | NW 2ND STREET From East | | | | ------ From South | | | | NW 2ND STREET From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | Total |
| Date 08/14/13 | | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 08/14/13 | | | | | | | | | | | | | | | | | |
| Peak start | 17:00 | | | | 17:00 | | | | 17:00 | | | | 17:00 | | | | |
| Volume | 0 | 1 | 0 | 0 | 0 | 0 | 350 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 184 | 0 | |
| Percent | 0% | 100% | 0% | 0% | 0% | 0% | 100% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | |
| Pk total | 1 | | | | 350 | | | | 0 | | | | 184 | | | | |
| Highest | 17:00 | | | | 17:00 | | | | 07:00 | | | | 17:30 | | | | |
| Volume | 0 | 1 | 0 | 0 | 0 | 0 | 122 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | |
| Hi total | 1 | | | | 122 | | | | 0 | | | | 56 | | | | |
| PHF | .25 | | | | .72 | | | | .0 | | | | .82 | | | | |



Traffic Survey Specialists, Inc.

NW 2ND STREET & FLAGLER AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED

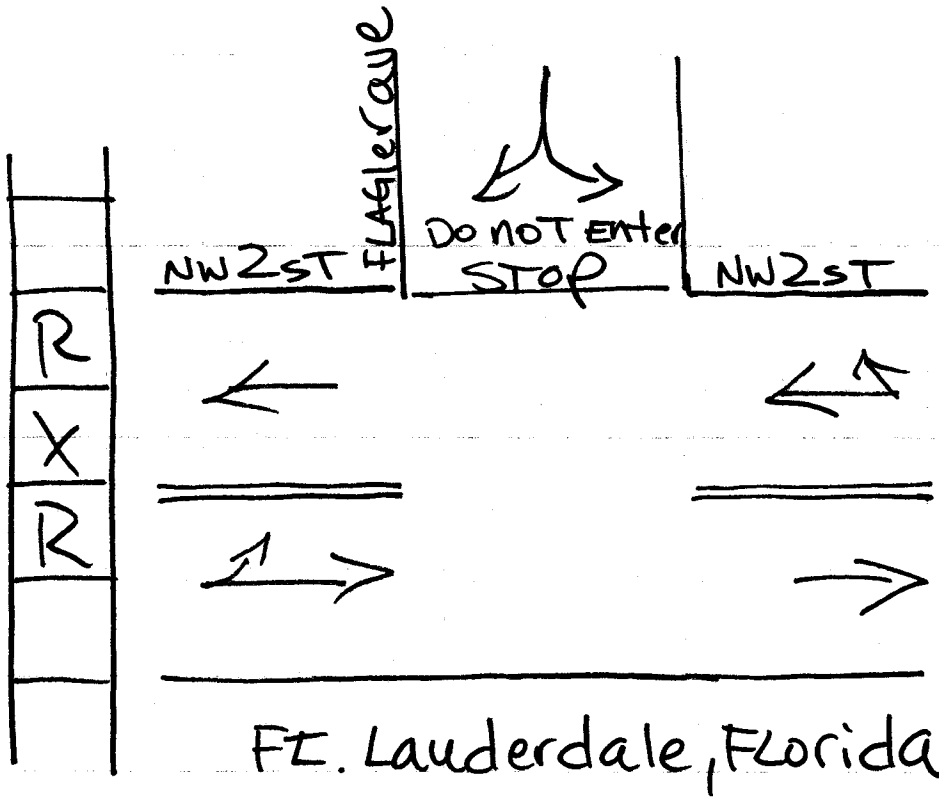
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00130133
Start Date: 08/14/13
File I.D. : 2ST_FLAG
Page : 1

PEDESTRIANS

| | FLAGLER AVENUE From North | | | | NW 2ND STREET From East | | | | ------ From South | | | | NW 2ND STREET From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Total |
| Date 08/14/13 | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 |
| 07:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hr Total | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 7 |
| 08:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hr Total | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| ---------- * BREAK * ---------- | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:15 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:30 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Hr Total | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hr Total | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| *TOTAL* | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 30 |

North




Ft. Lauderdale, Florida

August 14, 2013

drawn by: Luis Palomino

not signalized

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 2ND STREET & NW 1ST AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: AMBER PALOMINO
NOT SIGNALIZED

Site Code : 00130133
Start Date: 08/14/13
File I.D. : 2ST_1AVE
Page : 1

ALL VEHICLES

| | NW 1ST AVENUE From North | | | | NW 2ND STREET From East | | | | NW 1ST AVENUE From South | | | | NW 2ND STREET From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | Total |
| Date 08/14/13 | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 3 | 2 | 0 | 7 | 5 | 0 | 0 | 5 | 1 | 2 | 0 | 2 | 17 | 16 | 60 |
| 07:15 | 0 | 0 | 3 | 2 | 0 | 5 | 6 | 0 | 0 | 4 | 3 | 2 | 0 | 2 | 27 | 14 | 68 |
| 07:30 | 0 | 0 | 6 | 1 | 0 | 8 | 9 | 0 | 0 | 5 | 1 | 6 | 0 | 1 | 44 | 17 | 98 |
| 07:45 | 0 | 1 | 9 | 1 | 0 | 18 | 15 | 2 | 0 | 9 | 5 | 9 | 0 | 1 | 46 | 16 | 132 |
| Hr Total | 0 | 1 | 21 | 6 | 0 | 38 | 35 | 2 | 0 | 23 | 10 | 19 | 0 | 6 | 134 | 63 | 358 |
| 08:00 | 0 | 1 | 11 | 2 | 0 | 19 | 14 | 0 | 0 | 3 | 6 | 8 | 0 | 1 | 38 | 19 | 122 |
| 08:15 | 0 | 1 | 9 | 3 | 0 | 18 | 19 | 1 | 0 | 9 | 5 | 8 | 0 | 6 | 55 | 30 | 164 |
| 08:30 | 0 | 0 | 8 | 0 | 0 | 15 | 18 | 1 | 0 | 3 | 3 | 7 | 0 | 3 | 57 | 13 | 128 |
| 08:45 | 0 | 0 | 7 | 2 | 0 | 16 | 17 | 1 | 0 | 5 | 2 | 11 | 0 | 4 | 67 | 21 | 153 |
| Hr Total | 0 | 2 | 35 | 7 | 0 | 68 | 68 | 3 | 0 | 20 | 16 | 34 | 0 | 14 | 217 | 83 | 567 |
| ---------- * BREAK * ---------- | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 1 | 0 | 0 | 0 | 10 | 46 | 2 | 0 | 7 | 6 | 3 | 0 | 7 | 27 | 8 | 117 |
| 16:15 | 0 | 1 | 2 | 2 | 0 | 11 | 32 | 0 | 0 | 6 | 7 | 10 | 0 | 8 | 25 | 11 | 115 |
| 16:30 | 0 | 1 | 2 | 1 | 0 | 11 | 42 | 2 | 0 | 6 | 11 | 2 | 0 | 8 | 29 | 10 | 125 |
| 16:45 | 0 | 1 | 4 | 3 | 0 | 11 | 47 | 0 | 0 | 8 | 7 | 15 | 0 | 5 | 24 | 11 | 136 |
| Hr Total | 0 | 4 | 8 | 6 | 0 | 43 | 167 | 4 | 0 | 27 | 31 | 30 | 0 | 28 | 105 | 40 | 493 |
| 17:00 | 0 | 1 | 7 | 2 | 0 | 14 | 94 | 0 | 0 | 23 | 18 | 14 | 0 | 6 | 34 | 12 | 225 |
| 17:15 | 0 | 1 | 2 | 4 | 0 | 10 | 60 | 1 | 0 | 19 | 10 | 18 | 0 | 7 | 37 | 11 | 180 |
| 17:30 | 0 | 0 | 3 | 3 | 0 | 10 | 48 | 2 | 0 | 12 | 14 | 7 | 0 | 9 | 37 | 11 | 156 |
| 17:45 | 0 | 0 | 0 | 1 | 0 | 10 | 43 | 2 | 0 | 11 | 6 | 9 | 0 | 6 | 25 | 14 | 127 |
| Hr Total | 0 | 2 | 12 | 10 | 0 | 44 | 245 | 5 | 0 | 65 | 48 | 48 | 0 | 28 | 133 | 48 | 688 |
| *TOTAL* | 0 | 9 | 76 | 29 | 0 | 193 | 515 | 14 | 0 | 135 | 105 | 131 | 0 | 76 | 589 | 234 | 2106 |

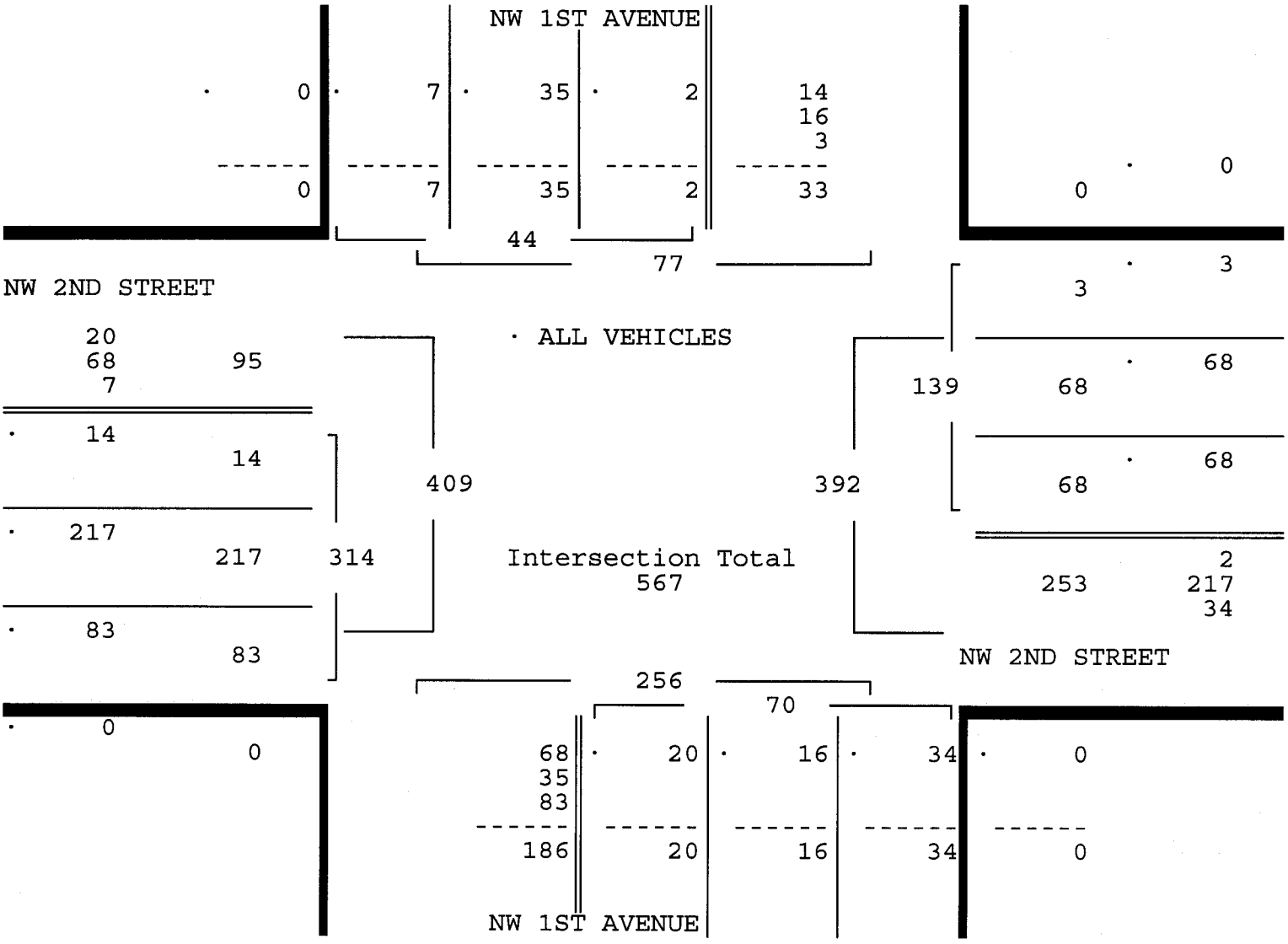
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 2ND STREET & NW 1ST AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: AMBER PALOMINO
NOT SIGNALIZED

Site Code : 00130133
Start Date: 08/14/13
File I.D. : 2ST_1AVE


ALL VEHICLES

| | NW 1ST AVENUE From North | | | | NW 2ND STREET From East | | | | NW 1ST AVENUE From South | | | | NW 2ND STREET From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | Total |
| Date 08/14/13 | | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 08/14/13 | | | | | | | | | | | | | | | | | |
| Peak start | 08:00 | | | | 08:00 | | | | 08:00 | | | | 08:00 | | | | |
| Volume | 0 | 2 | 35 | 7 | 0 | 68 | 68 | 3 | 0 | 20 | 16 | 34 | 0 | 14 | 217 | 83 | |
| Percent | 0% | 5% | 80% | 16% | 0% | 49% | 49% | 2% | 0% | 29% | 23% | 49% | 0% | 4% | 69% | 26% | |
| Pk total | 44 | | | | 139 | | | | 70 | | | | 314 | | | | |
| Highest | 08:00 | | | | 08:15 | | | | 08:15 | | | | 08:45 | | | | |
| Volume | 0 | 1 | 11 | 2 | 0 | 18 | 19 | 1 | 0 | 9 | 5 | 8 | 0 | 4 | 67 | 21 | |
| Hi total | 14 | | | | 38 | | | | 22 | | | | 92 | | | | |
| PHF | .79 | | | | .91 | | | | .80 | | | | .85 | | | | |



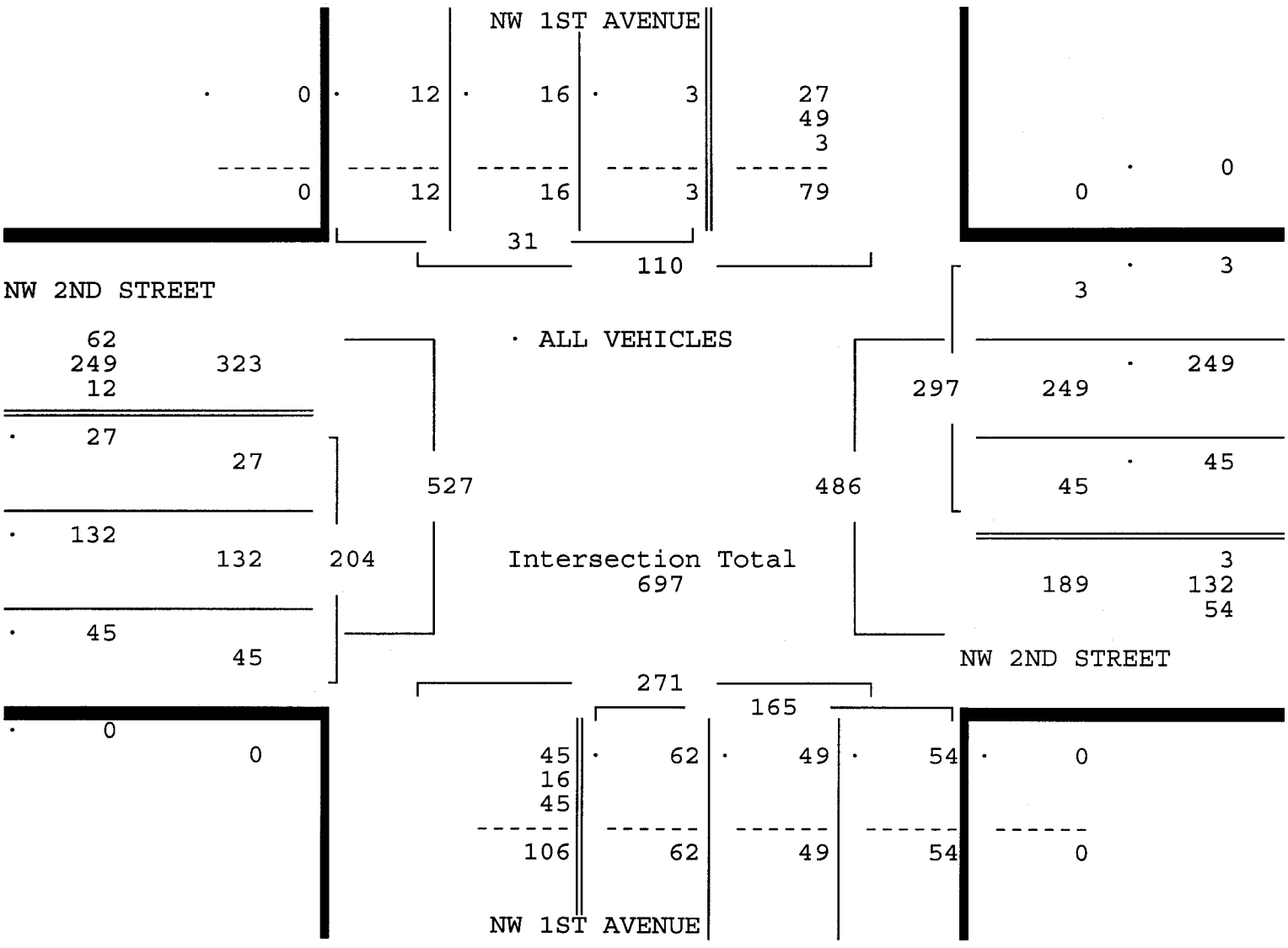
NW 2ND STREET & NW 1ST AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: AMBER PALOMINO
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00130133
Start Date: 08/14/13
File I.D. : 2ST_1AVE
Page : 3

ALL VEHICLES

| | NW 1ST AVENUE From North | | | | NW 2ND STREET From East | | | | NW 1ST AVENUE From South | | | | NW 2ND STREET From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | Total |
| Date 08/14/13 | | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 08/14/13 | | | | | | | | | | | | | | | | | |
| Peak start | 16:45 | | | | 16:45 | | | | 16:45 | | | | 16:45 | | | | |
| Volume | 0 | 3 | 16 | 12 | 0 | 45 | 249 | 3 | 0 | 62 | 49 | 54 | 0 | 27 | 132 | 45 | |
| Percent | 0% | 10% | 52% | 39% | 0% | 15% | 84% | 1% | 0% | 38% | 30% | 33% | 0% | 13% | 65% | 22% | |
| Pk total | 31 | | | | 297 | | | | 165 | | | | 204 | | | | |
| Highest | 17:00 | | | | 17:00 | | | | 17:00 | | | | 17:30 | | | | |
| Volume | 0 | 1 | 7 | 2 | 0 | 14 | 94 | 0 | 0 | 23 | 18 | 14 | 0 | 9 | 37 | 11 | |
| Hi total | 10 | | | | 108 | | | | 55 | | | | 57 | | | | |
| PHF | .78 | | | | .69 | | | | .75 | | | | .89 | | | | |



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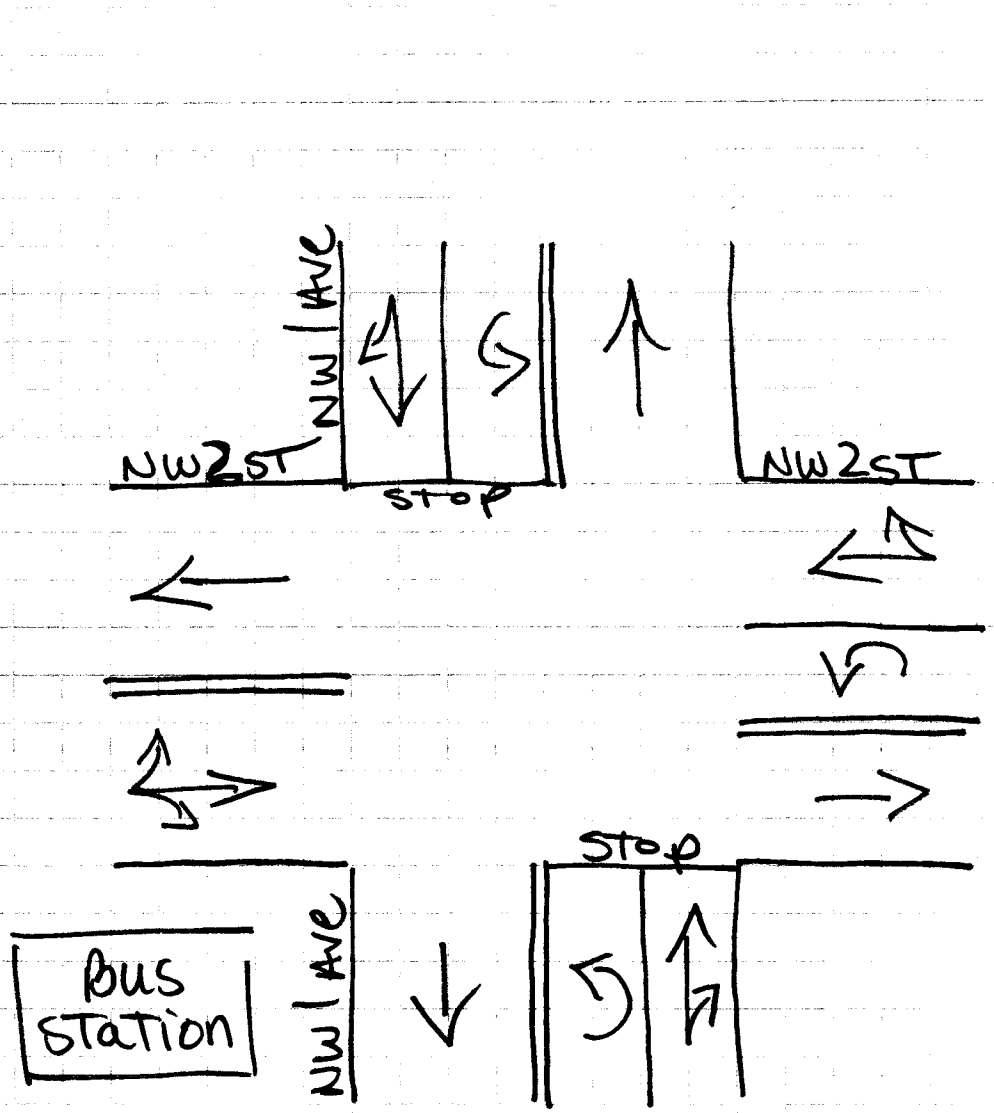
NW 2ND STREET & NW 1ST AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: AMBER PALOMINO
NOT SIGNALIZED

Site Code : 00130133
Start Date: 08/14/13
File I.D. : 2ST_1AVE
Page : 1

PEDESTRIANS

| | NW 1ST AVENUE From North | | | | NW 2ND STREET From East | | | | NW 1ST AVENUE From South | | | | NW 2ND STREET From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Total |
| Date 08/14/13 | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 4 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 10 |
| 07:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 9 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 2 | 8 |
| Hr Total | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 12 | 31 |
| 08:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 10 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 5 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 5 |
| 08:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| Hr Total | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 9 | 25 |
| ---------- * BREAK * ---------- | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 8 | 17 |
| 16:15 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 11 | 21 |
| 16:30 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 7 | 16 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 11 | 19 |
| Hr Total | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 37 | 73 |
| 17:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 8 | 13 |
| 17:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 5 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Hr Total | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 13 | 24 |
| *TOTAL* | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 71 | 153 |




FT. Lauderdale, Florida

August 14, 2013

drawn by: Luis Palomino

NOT Signalized

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 4TH STREET & NW 5TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: WAYNE ASSAM
NOT SIGNALIZED

Site Code : 00130133
Start Date: 08/14/13
File I.D. : 4ST_5AVE
Page : 1

ALL VEHICLES

| | DRIVEWAY From North | | | | NW 4TH STREET From East | | | | NW 5TH AVENUE From South | | | | NW 4TH STREET From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | Total |
| Date 08/14/13 | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 8 | 1 | 26 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 11 | 1 | 26 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 17 | 0 | 39 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 3 | 20 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 38 | 1 | 66 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 6 | 66 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 74 | 3 | 157 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 3 | 18 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 30 | 1 | 56 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 4 | 22 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 43 | 4 | 76 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 28 | 2 | 51 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 3 | 19 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 43 | 2 | 69 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 10 | 78 | 0 | 0 | 9 | 0 | 2 | 0 | 0 | 144 | 9 | 252 |
| ---------- * BREAK * ---------- | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 10 | 2 | 47 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 13 | 1 | 49 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 2 | 50 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 11 | 1 | 66 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 1 | 48 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 16 | 2 | 72 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 3 | 160 | 0 | 0 | 11 | 0 | 4 | 0 | 0 | 50 | 6 | 234 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 0 | 0 | 15 | 0 | 2 | 0 | 0 | 18 | 2 | 140 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 2 | 51 | 0 | 0 | 11 | 0 | 1 | 0 | 0 | 15 | 1 | 81 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 2 | 51 | 0 | 0 | 9 | 0 | 1 | 0 | 0 | 16 | 1 | 80 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 1 | 55 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 17 | 1 | 79 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 8 | 257 | 0 | 0 | 40 | 0 | 4 | 0 | 0 | 66 | 5 | 380 |
| *TOTAL* | 0 | 0 | 0 | 0 | 0 | 27 | 561 | 0 | 0 | 64 | 0 | 14 | 0 | 0 | 334 | 23 | 1023 |

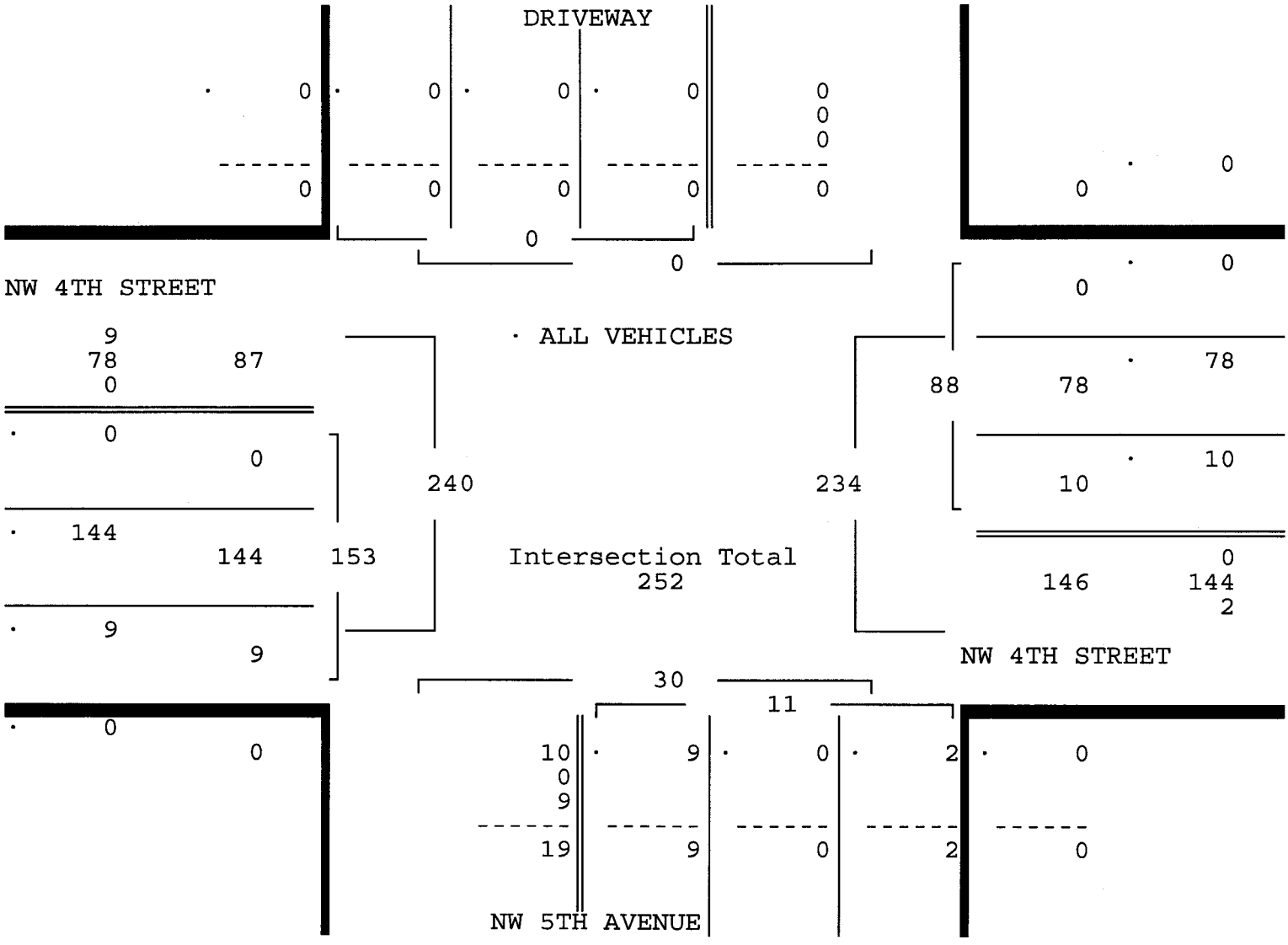
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 4TH STREET & NW 5TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: WAYNE ASSAM
NOT SIGNALIZED

Site Code : 00130133
Start Date: 08/14/13
File I.D. : 4ST_5AVE


ALL VEHICLES

| | DRIVEWAY From North | | | | NW 4TH STREET From East | | | | NW 5TH AVENUE From South | | | | NW 4TH STREET From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | Total |
| Date 08/14/13 | | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 08/14/13 | | | | | | | | | | | | | | | | | |
| Peak start | 08:00 | | | | 08:00 | | | | 08:00 | | | | 08:00 | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 10 | 78 | 0 | 0 | 9 | 0 | 2 | 0 | 0 | 144 | 9 | |
| Percent | 0% | 0% | 0% | 0% | 0% | 11% | 89% | 0% | 0% | 82% | 0% | 18% | 0% | 0% | 94% | 6% | |
| Pk total | 0 | | | | 88 | | | | 11 | | | | 153 | | | | |
| Highest | 07:00 | | | | 08:15 | | | | 08:00 | | | | 08:15 | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 4 | 22 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 43 | 4 | |
| Hi total | 0 | | | | 26 | | | | 4 | | | | 47 | | | | |
| PHF | .0 | | | | .85 | | | | .69 | | | | .81 | | | | |



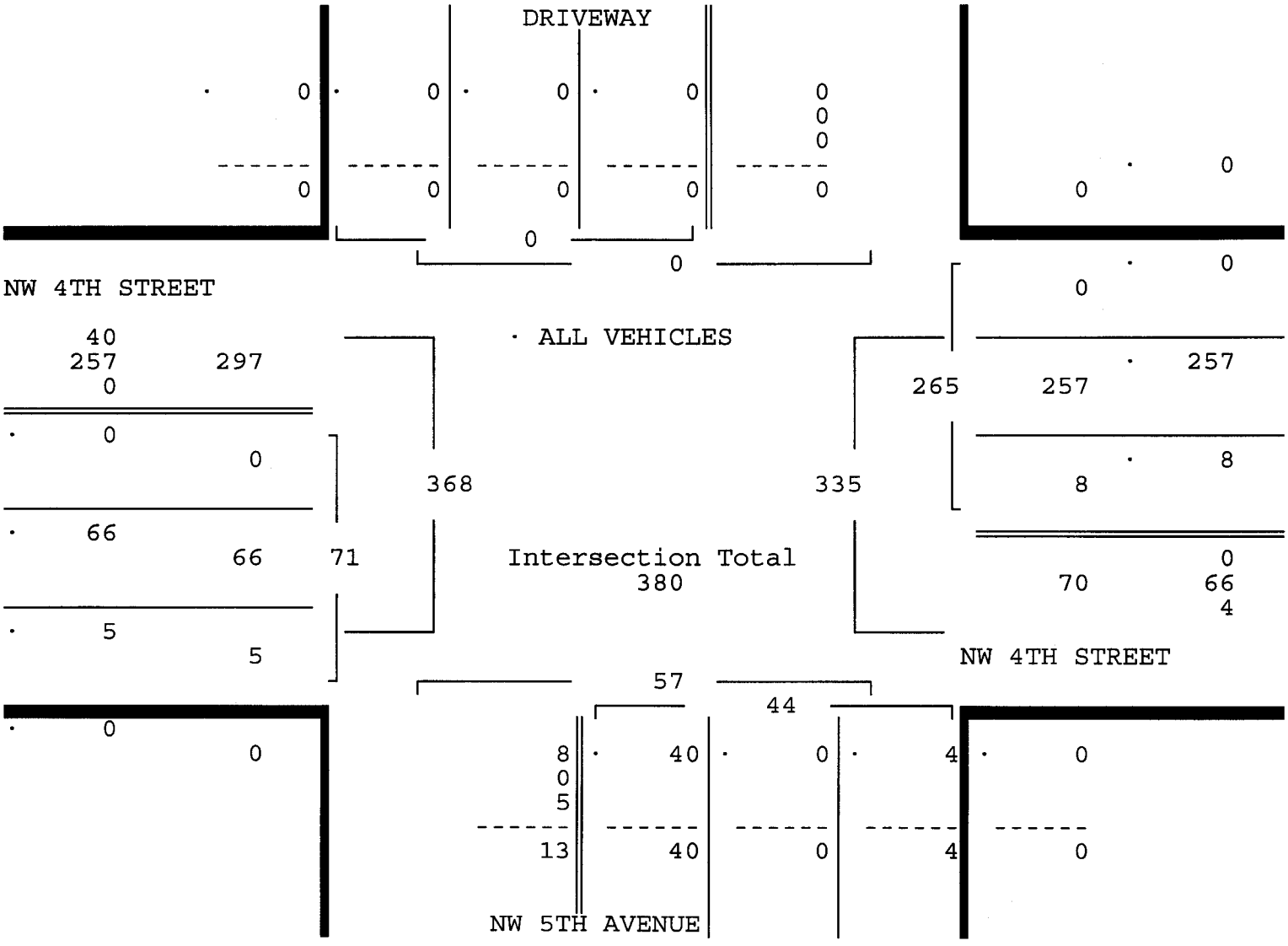
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 4TH STREET & NW 5TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: WAYNE ASSAM
NOT SIGNALIZED

Site Code : 00130133
Start Date: 08/14/13
File I.D. : 4ST_5AVE


ALL VEHICLES

| | DRIVEWAY From North | | | | NW 4TH STREET From East | | | | NW 5TH AVENUE From South | | | | NW 4TH STREET From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | Total |
| Date 08/14/13 | | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 08/14/13 | | | | | | | | | | | | | | | | | |
| Peak start | 17:00 | | | | 17:00 | | | | 17:00 | | | | 17:00 | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 8 | 257 | 0 | 0 | 40 | 0 | 4 | 0 | 0 | 66 | 5 | |
| Percent | 0% | 0% | 0% | 0% | 0% | 3% | 97% | 0% | 0% | 91% | 0% | 9% | 0% | 0% | 93% | 7% | |
| Pk total | 0 | | | | 265 | | | | 44 | | | | 71 | | | | |
| Highest | 07:00 | | | | 17:00 | | | | 17:00 | | | | 17:00 | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 0 | 0 | 15 | 0 | 2 | 0 | 0 | 18 | 2 | |
| Hi total | 0 | | | | 103 | | | | 17 | | | | 20 | | | | |
| PHF | .0 | | | | .64 | | | | .65 | | | | .89 | | | | |



Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

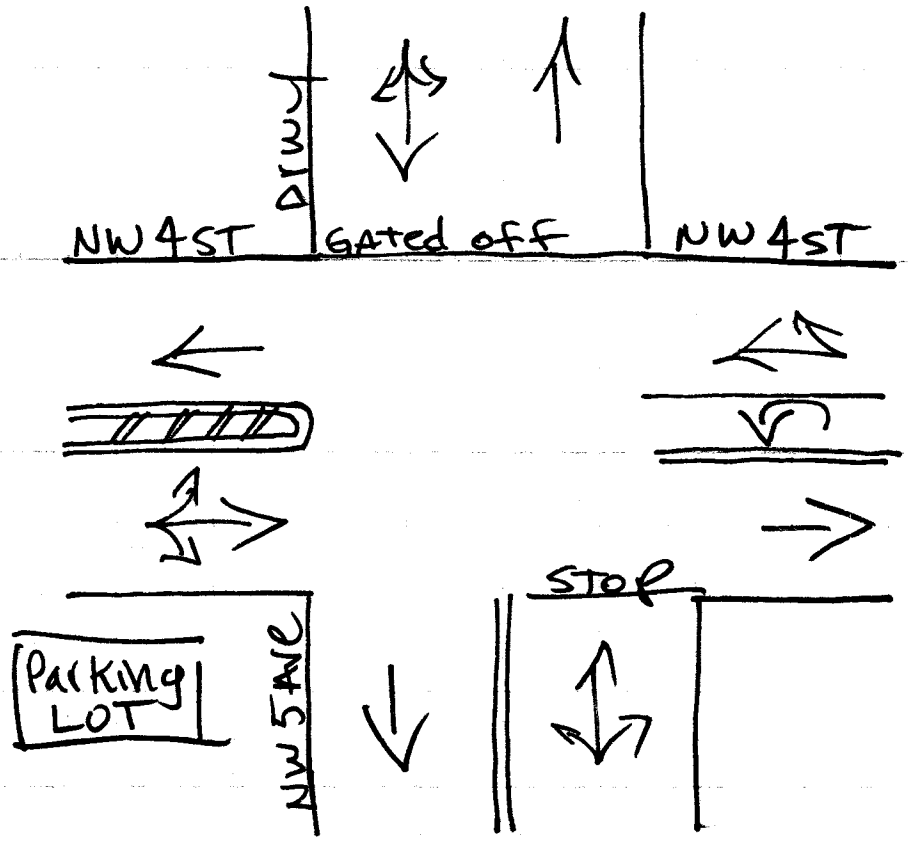
NW 4TH STREET & NW 5TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: WAYNE ASSAM
NOT SIGNALIZED

Site Code : 00130133
Start Date: 08/14/13
File I.D. : 4ST_5AVE
Page : 1

PEDESTRIANS

| | DRIVEWAY From North | | | | NW 4TH STREET From East | | | | NW 5TH AVENUE From South | | | | NW 4TH STREET From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Total |
| Date 08/14/13 | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hr Total | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 5 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 5 |
| Hr Total | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 3 | 12 |
| ---------- * BREAK * ---------- | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hr Total | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 17:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hr Total | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| *TOTAL* | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 4 | 20 |

North




Ft. Lauderdale, Florida
August 14, 2013
drawn by: Luis Palomino
not signalized

Traffic Survey Specialists, Inc.

NW 4TH STREET & FLAGLER AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
NOT SIGNALIZED

624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00130133
Start Date: 08/15/13
File I.D. : 4ST_FLAG
Page : 1

ALL VEHICLES

| | FLAGLER AVENUE From North | | | | NW 4TH STREET From East | | | | FLAGLER AVENUE From South | | | | NW 4TH STREET From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | Total |
| Date 08/15/13 | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 20 |
| 07:15 | 0 | 0 | 1 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 28 |
| 07:30 | 0 | 0 | 1 | 1 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 34 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 1 | 41 |
| Hr Total | 0 | 0 | 2 | 1 | 0 | 1 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 1 | 123 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 1 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 1 | 49 |
| 08:15 | 0 | 0 | 0 | 1 | 0 | 1 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 62 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 2 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 1 | 57 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 1 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 1 | 62 |
| Hr Total | 0 | 0 | 0 | 1 | 0 | 5 | 89 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 3 | 230 |
| ---------- * BREAK * ---------- | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 1 | 0 | 0 | 1 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 48 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 39 |
| 16:30 | 0 | 0 | 1 | 1 | 0 | 1 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 61 |
| 16:45 | 0 | 0 | 0 | 2 | 0 | 1 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 60 |
| Hr Total | 0 | 0 | 2 | 3 | 0 | 3 | 141 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 0 | 208 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 99 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 81 |
| 17:30 | 0 | 3 | 0 | 0 | 0 | 1 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 82 |
| 17:45 | 0 | 0 | 1 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 55 |
| Hr Total | 0 | 3 | 1 | 0 | 0 | 1 | 232 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 0 | 317 |
| *TOTAL* | 0 | 3 | 5 | 5 | 0 | 10 | 515 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 336 | 4 | 878 |

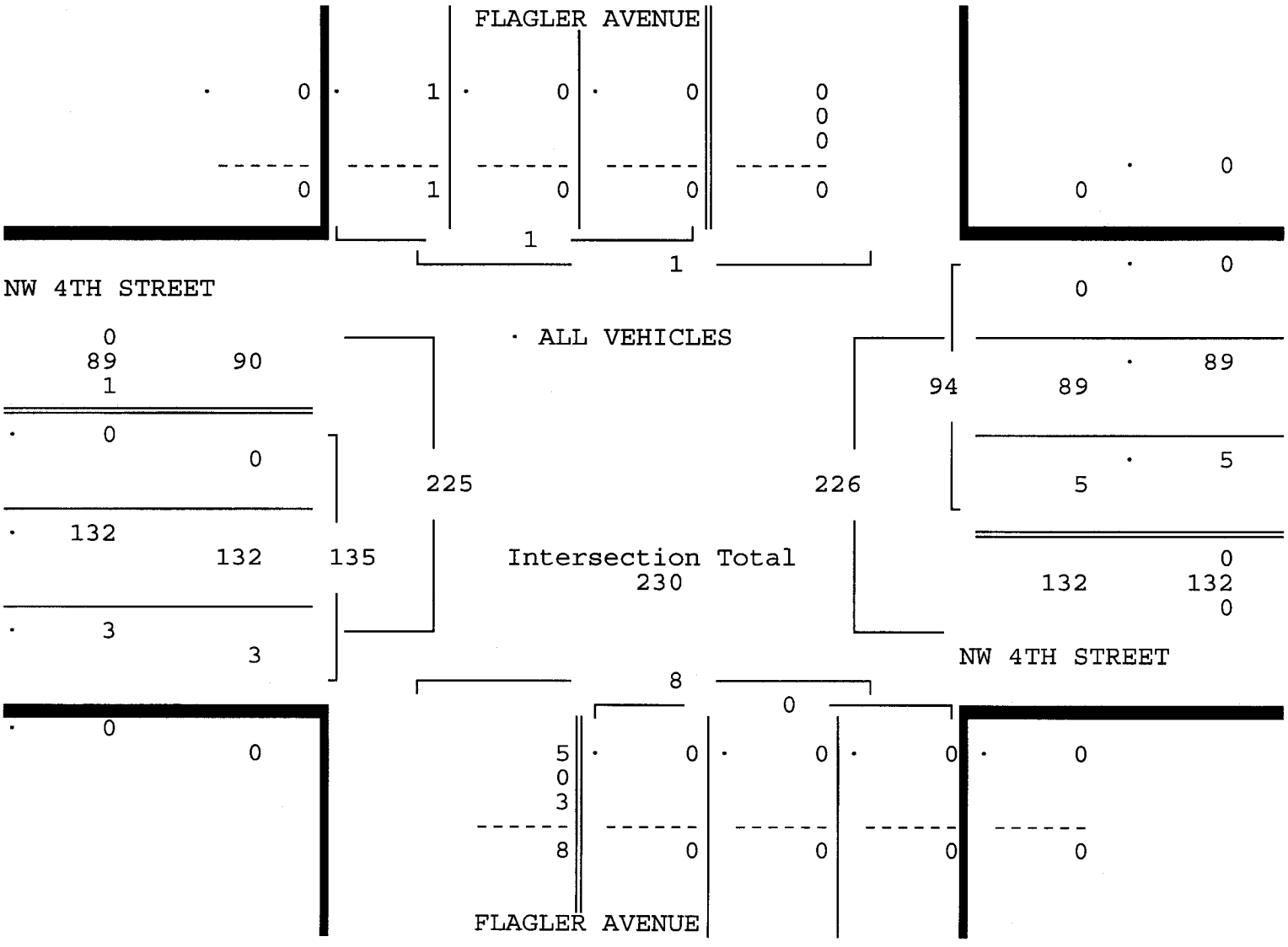
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 4TH STREET & FLAGLER AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
NOT SIGNALIZED

Site Code : 00130133
Start Date: 08/15/13
File I.D. : 4ST_FLAG
Page : 2

ALL VEHICLES

| | FLAGLER AVENUE From North | | | | NW 4TH STREET From East | | | | FLAGLER AVENUE From South | | | | NW 4TH STREET From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | Total |
| Date 08/15/13 | | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 08/15/13 | | | | | | | | | | | | | | | | | |
| Peak start 08:00 | | | | | 08:00 | | | | 08:00 | | | | 08:00 | | | | |
| Volume | 0 | 0 | 0 | 1 | 0 | 5 | 89 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 3 | |
| Percent | 0% | 0% | 0% | 100% | 0% | 5% | 95% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 98% | 2% | |
| Pk total | 1 | | | | 94 | | | | 0 | | | | 135 | | | | |
| Highest | 08:15 | | | | 08:30 | | | | 07:00 | | | | 08:45 | | | | |
| Volume | 0 | 0 | 0 | 1 | 0 | 2 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 1 | |
| Hi total | 1 | | | | 26 | | | | 0 | | | | 41 | | | | |
| PHF | .25 | | | | .90 | | | | .0 | | | | .82 | | | | |



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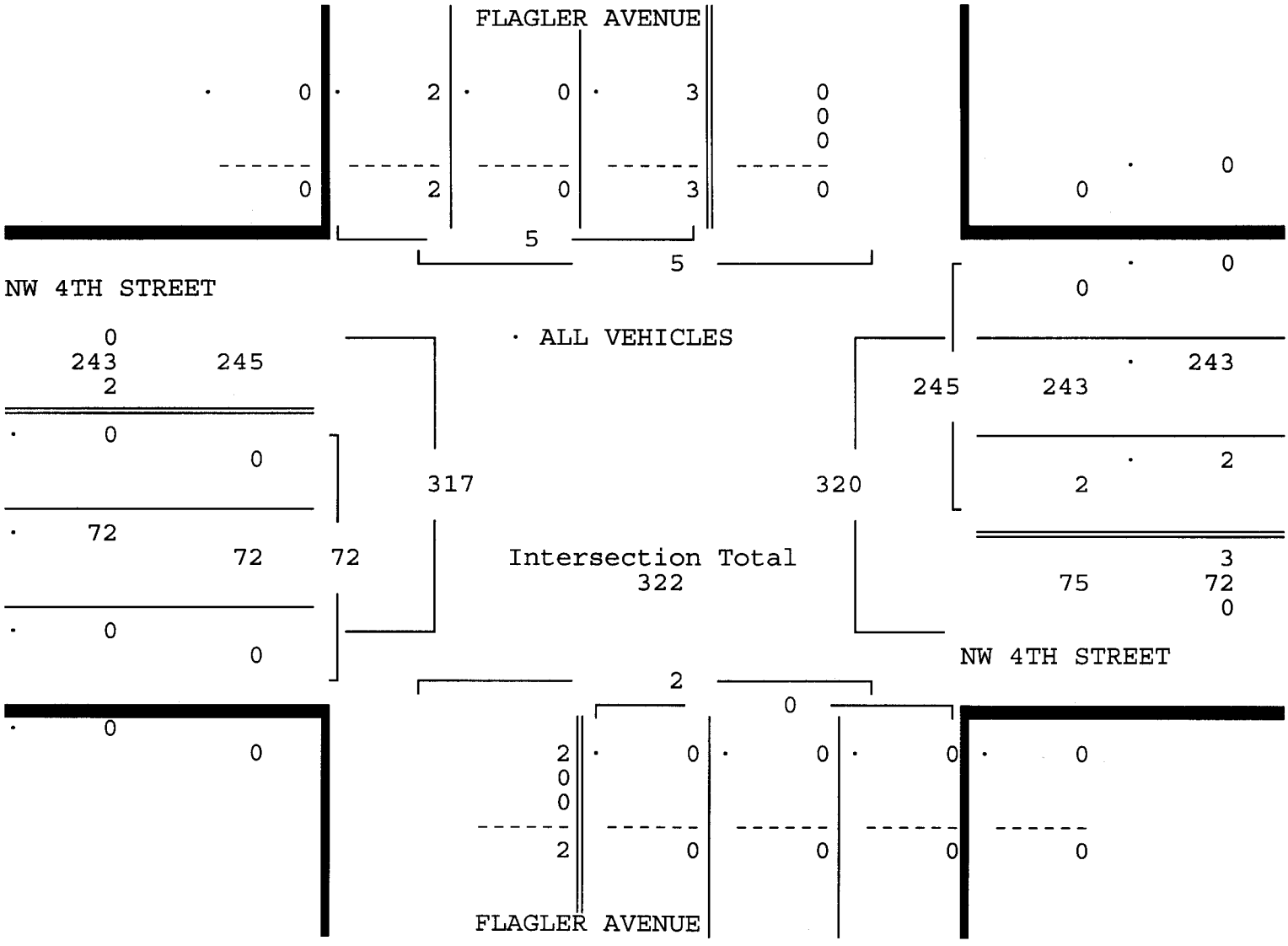
NW 4TH STREET & FLAGLER AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
NOT SIGNALIZED

Site Code : 00130133
Start Date: 08/15/13
File I.D. : 4ST_FLAG


ALL VEHICLES

| | FLAGLER AVENUE From North | | | | NW 4TH STREET From East | | | | FLAGLER AVENUE From South | | | | NW 4TH STREET From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | Total |
| Date 08/15/13 | | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 08/15/13 | | | | | | | | | | | | | | | | | |
| Peak start | 16:45 | | | | 16:45 | | | | 16:45 | | | | 16:45 | | | | |
| Volume | 0 | 3 | 0 | 2 | 0 | 2 | 243 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 0 | |
| Percent | 0% | 60% | 0% | 40% | 0% | 1% | 99% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | |
| Pk total | 5 | | | | 245 | | | | 0 | | | | 72 | | | | |
| Highest | 17:30 | | | | 17:00 | | | | 07:00 | | | | 17:15 | | | | |
| Volume | 0 | 3 | 0 | 0 | 0 | 0 | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | |
| Hi total | 3 | | | | 78 | | | | 0 | | | | 22 | | | | |
| PHF | .42 | | | | .79 | | | | .0 | | | | .82 | | | | |



Traffic Survey Specialists, Inc.

NW 4TH STREET & FLAGLER AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
NOT SIGNALIZED

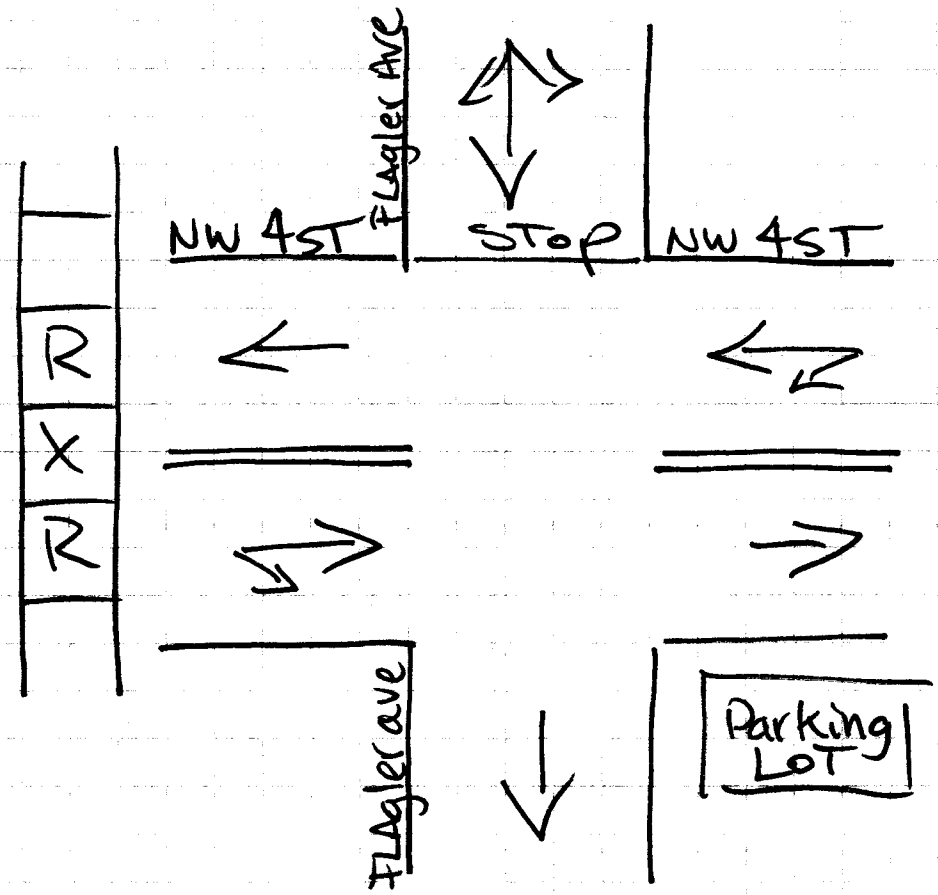
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00130133
Start Date: 08/15/13
File I.D. : 4ST_FLAG
Page : 1

PEDESTRIANS

| | FLAGLER AVENUE From North | | | | NW 4TH STREET From East | | | | FLAGLER AVENUE From South | | | | NW 4TH STREET From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Total |
| Date 08/15/13 | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:30 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hr Total | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 7 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 08:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 7 |
| Hr Total | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 12 |
| ---------- * BREAK * ---------- | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 3 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 3 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| 16:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 6 |
| Hr Total | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 3 | 15 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 3 |
| 17:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Hr Total | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 8 |
| *TOTAL* | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 9 | 42 |

North




Ft. Lauderdale, Florida

August 14, 2013

drawn by: Luis Palomino

NOT signalized

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 4TH STREET & NW 1ST AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: CARLOS PALOMINO
NOT SIGNALIZED

Site Code : 00130133
Start Date: 08/15/13
File I.D. : 4ST_1AVE
Page : 1

ALL VEHICLES

| | NW 1ST AVENUE From North | | | | NW 4TH STREET From East | | | | NW 1ST AVENUE From South | | | | NW 4TH STREET From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | Total |
| Date 08/15/13 | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 1 | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 11 | 0 | 24 |
| 07:15 | 0 | 2 | 1 | 4 | 0 | 2 | 7 | 1 | 0 | 2 | 1 | 3 | 0 | 1 | 13 | 4 | 41 |
| 07:30 | 0 | 0 | 1 | 2 | 0 | 2 | 12 | 1 | 0 | 2 | 2 | 2 | 0 | 0 | 14 | 1 | 39 |
| 07:45 | 0 | 1 | 1 | 2 | 0 | 4 | 8 | 0 | 1 | 3 | 4 | 1 | 0 | 1 | 23 | 3 | 52 |
| Hr Total | 0 | 4 | 3 | 10 | 0 | 8 | 32 | 2 | 1 | 8 | 8 | 7 | 0 | 4 | 61 | 8 | 156 |
| 08:00 | 0 | 2 | 3 | 5 | 0 | 6 | 16 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 23 | 6 | 67 |
| 08:15 | 0 | 0 | 2 | 3 | 0 | 9 | 21 | 1 | 0 | 2 | 1 | 3 | 0 | 0 | 38 | 4 | 84 |
| 08:30 | 0 | 2 | 2 | 4 | 0 | 7 | 16 | 1 | 0 | 5 | 0 | 2 | 0 | 2 | 26 | 3 | 70 |
| 08:45 | 0 | 1 | 6 | 3 | 0 | 6 | 13 | 1 | 0 | 0 | 1 | 5 | 0 | 3 | 39 | 5 | 83 |
| Hr Total | 0 | 5 | 13 | 15 | 0 | 28 | 66 | 5 | 0 | 7 | 4 | 12 | 0 | 5 | 126 | 18 | 304 |
| ---------- * BREAK * ---------- | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 1 | 0 | 1 | 0 | 5 | 29 | 5 | 0 | 0 | 6 | 6 | 0 | 2 | 12 | 0 | 67 |
| 16:15 | 0 | 2 | 1 | 3 | 0 | 4 | 18 | 4 | 0 | 2 | 2 | 8 | 0 | 2 | 12 | 3 | 61 |
| 16:30 | 0 | 1 | 0 | 5 | 0 | 4 | 40 | 1 | 0 | 1 | 0 | 5 | 0 | 2 | 13 | 1 | 73 |
| 16:45 | 0 | 1 | 1 | 6 | 0 | 1 | 39 | 2 | 0 | 1 | 5 | 5 | 0 | 0 | 15 | 5 | 81 |
| Hr Total | 0 | 5 | 2 | 15 | 0 | 14 | 126 | 12 | 0 | 4 | 13 | 24 | 0 | 6 | 52 | 9 | 282 |
| 17:00 | 0 | 3 | 2 | 3 | 0 | 1 | 63 | 3 | 0 | 15 | 2 | 12 | 0 | 1 | 17 | 2 | 124 |
| 17:15 | 0 | 5 | 0 | 2 | 0 | 2 | 51 | 3 | 0 | 6 | 6 | 18 | 0 | 0 | 22 | 2 | 117 |
| 17:30 | 0 | 5 | 1 | 5 | 0 | 2 | 49 | 3 | 1 | 10 | 4 | 13 | 1 | 2 | 17 | 1 | 114 |
| 17:45 | 0 | 4 | 2 | 3 | 0 | 2 | 29 | 3 | 0 | 4 | 1 | 6 | 0 | 4 | 17 | 1 | 76 |
| Hr Total | 0 | 17 | 5 | 13 | 0 | 7 | 192 | 12 | 1 | 35 | 13 | 49 | 1 | 7 | 73 | 6 | 431 |
| *TOTAL* | 0 | 31 | 23 | 53 | 0 | 57 | 416 | 31 | 2 | 54 | 38 | 92 | 1 | 22 | 312 | 41 | 1173 |

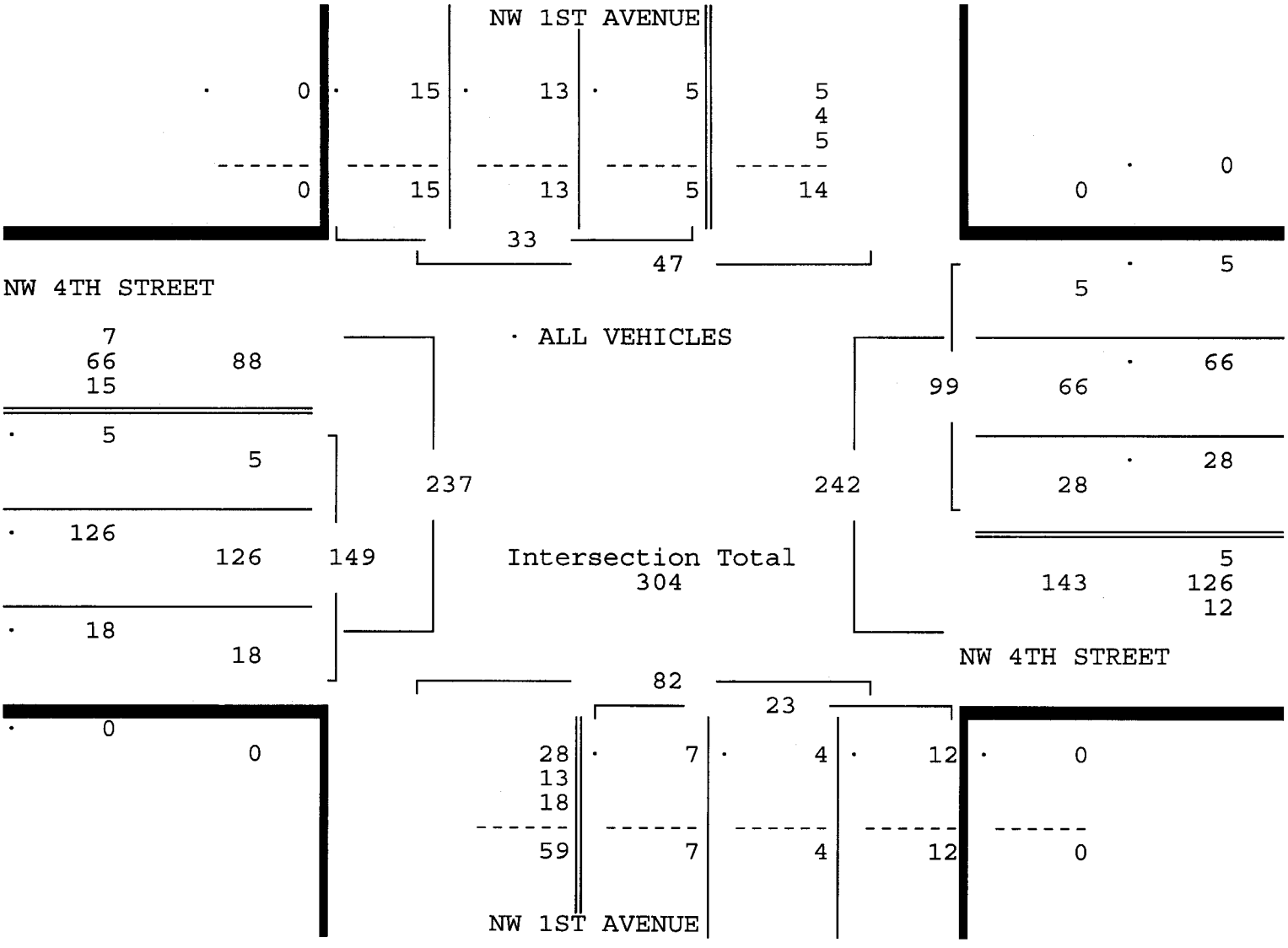
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 4TH STREET & NW 1ST AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: CARLOS PALOMINO
NOT SIGNALIZED

Site Code : 00130133
Start Date: 08/15/13
File I.D. : 4ST_1AVE


ALL VEHICLES

| | NW 1ST AVENUE From North | | | | NW 4TH STREET From East | | | | NW 1ST AVENUE From South | | | | NW 4TH STREET From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | Total |
| Date 08/15/13 | | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 08/15/13 | | | | | | | | | | | | | | | | | |
| Peak start | 08:00 | | | | 08:00 | | | | 08:00 | | | | 08:00 | | | | |
| Volume | 0 | 5 | 13 | 15 | 0 | 28 | 66 | 5 | 0 | 7 | 4 | 12 | 0 | 5 | 126 | 18 | |
| Percent | 0% | 15% | 39% | 45% | 0% | 28% | 67% | 5% | 0% | 30% | 17% | 52% | 0% | 3% | 85% | 12% | |
| Pk total | 33 | | | | 99 | | | | 23 | | | | 149 | | | | |
| Highest | 08:00 | | | | 08:15 | | | | 08:30 | | | | 08:45 | | | | |
| Volume | 0 | 2 | 3 | 5 | 0 | 9 | 21 | 1 | 0 | 5 | 0 | 2 | 0 | 3 | 39 | 5 | |
| Hi total | 10 | | | | 31 | | | | 7 | | | | 47 | | | | |
| PHF | .82 | | | | .80 | | | | .82 | | | | .79 | | | | |



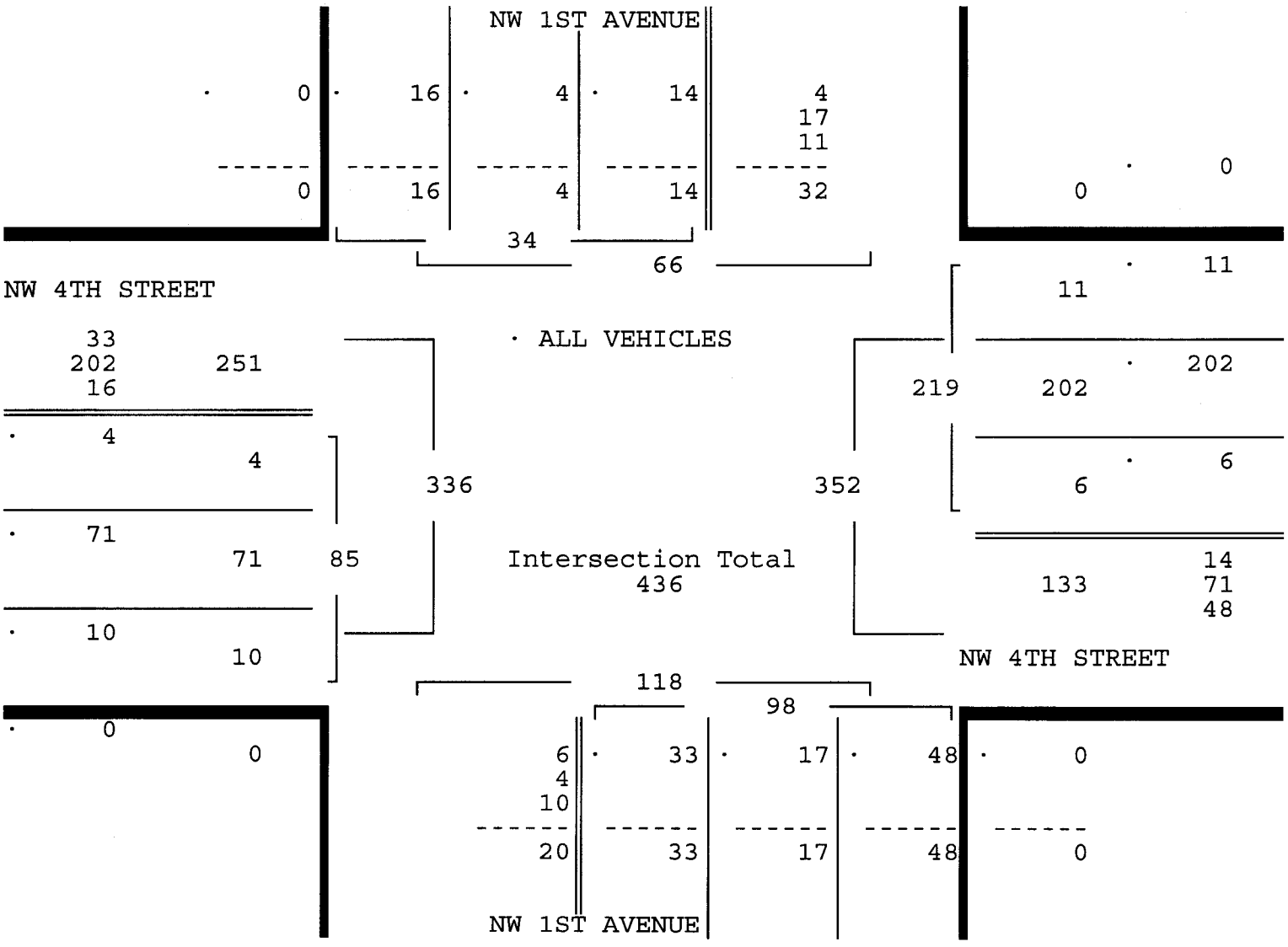
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 4TH STREET & NW 1ST AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: CARLOS PALOMINO
NOT SIGNALIZED

Site Code : 00130133
Start Date: 08/15/13
File I.D. : 4ST_1AVE


ALL VEHICLES

| | NW 1ST AVENUE From North | | | | NW 4TH STREET From East | | | | NW 1ST AVENUE From South | | | | NW 4TH STREET From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | Total |
| Date 08/15/13 | | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 08/15/13 | | | | | | | | | | | | | | | | | |
| Peak start | 16:45 | | | | 16:45 | | | | 16:45 | | | | 16:45 | | | | |
| Volume | 0 | 14 | 4 | 16 | 0 | 6 | 202 | 11 | 1 | 32 | 17 | 48 | 1 | 3 | 71 | 10 | |
| Percent | 0% | 41% | 12% | 47% | 0% | 3% | 92% | 5% | 1% | 33% | 17% | 49% | 1% | 4% | 84% | 12% | |
| Pk total | 34 | | | | 219 | | | | 98 | | | | 85 | | | | |
| Highest | 17:30 | | | | 17:00 | | | | 17:15 | | | | 17:15 | | | | |
| Volume | 0 | 5 | 1 | 5 | 0 | 1 | 63 | 3 | 0 | 6 | 6 | 18 | 0 | 0 | 22 | 2 | |
| Hi total | 11 | | | | 67 | | | | 30 | | | | 24 | | | | |
| PHF | .77 | | | | .82 | | | | .82 | | | | .89 | | | | |



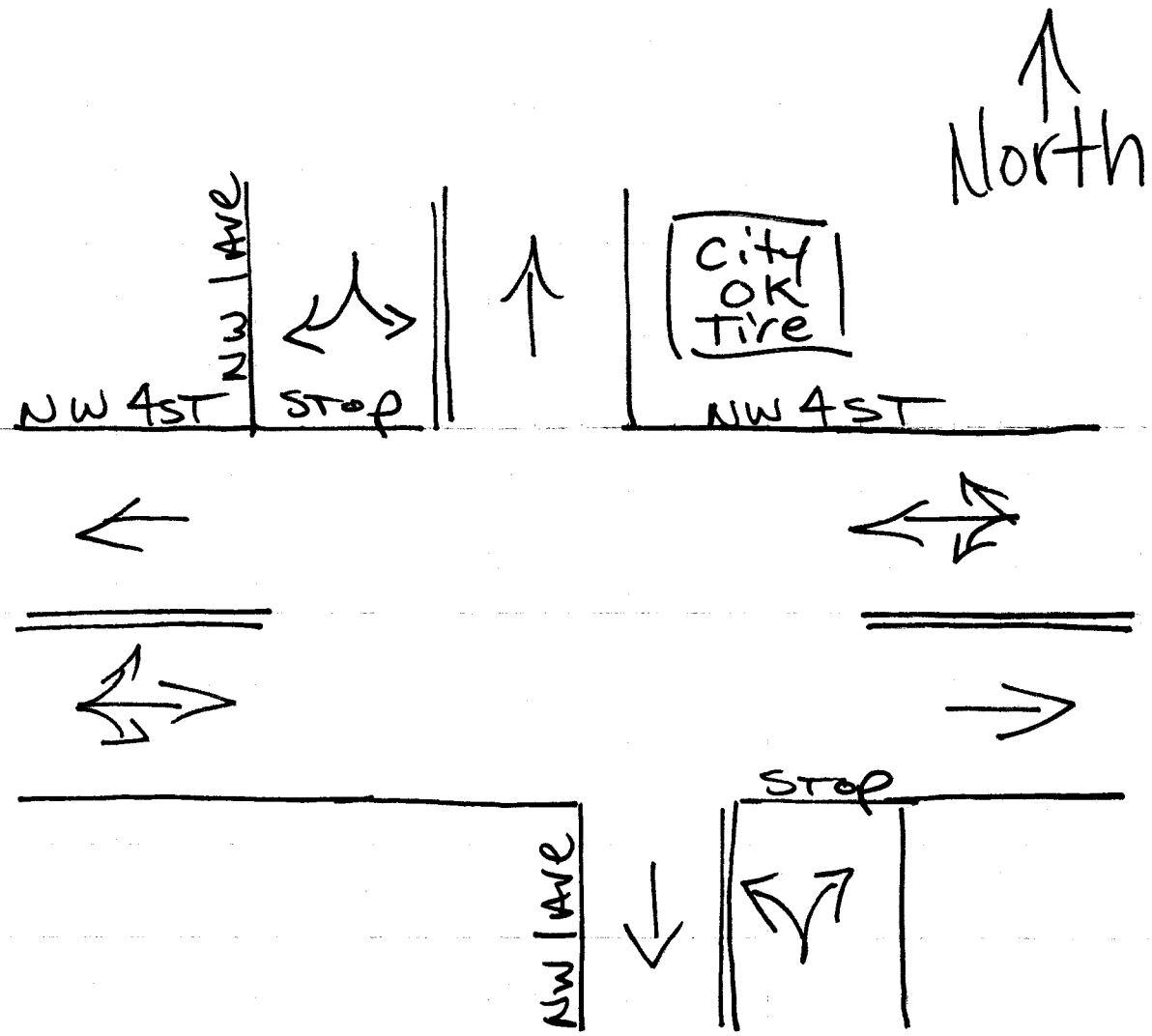
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NW 4TH STREET & NW 1ST AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: CARLOS PALOMINO
NOT SIGNALIZED

Site Code : 00130133
Start Date: 08/15/13
File I.D. : 4ST_1AVE
Page : 1

PEDESTRIANS

| | NW 1ST AVENUE From North | | | | NW 4TH STREET From East | | | | NW 1ST AVENUE From South | | | | NW 4TH STREET From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Total |
| Date 08/15/13 | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hr Total | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 |
| ---------- * BREAK * ---------- | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hr Total | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 6 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Hr Total | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 8 |
| *TOTAL* | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 24 |




Ft. Lauderdale, Florida

August 14, 2013

drawn by: Luis Palomino

NOT signalized

# Roadway Segment Counts

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255

Volume Report with 24 Hour Totals 

Data File : D0813002.PRN
Station : 000000081206
Identification : 000058410086 Interval : 15 minutes
Start date : Aug 13, 13 Start time : 00:00
Stop date : Aug 13, 13 Stop time : 24:00
City/Town : Ft Lauderdale, Fl County : Broward
Location : NW 2 St Bet NW 2 Ave & Flagler Ave

Aug 13 Westbound Volume for Lane 1

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 7 | 1 | 0 | 1 | 0 | 3 | 6 | 19 | 30 | 28 | 33 | 22 |
| 30 | 0 | 1 | 0 | 1 | 2 | 6 | 8 | 20 | 34 | 27 | 20 | 28 |
| 45 | 3 | 3 | 0 | 2 | 4 | 6 | 11 | 27 | 27 | 38 | 43 | 30 |
| 00 | 2 | 0 | 1 | 1 | 2 | 6 | 11 | 20 | 30 | 22 | 26 | 28 |
| Hr Total | 12 | 5 | 1 | 5 | 8 | 21 | 36 | 86 | 121 | 115 | 122 | 108 |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 50 | 59 | 45 | 30 | 59 | 111 | 64 | 31 | 17 | 13 | 8 | 7 |
| 30 | 38 | 40 | 29 | 36 | 47 | 99 | 42 | 28 | 20 | 12 | 13 | 5 |
| 45 | 39 | 35 | 35 | 52 | 58 | 75 | 40 | 28 | 17 | 15 | 6 | 3 |
| 00 | 41 | 36 | 38 | 39 | 70 | 59 | 18 | 17 | 16 | 12 | 8 | 5 |
| Hr Total | 168 | 170 | 147 | 157 | 234 | 344 | 164 | 104 | 70 | 52 | 35 | 20 |

24 Hour Total : 2305
AM peak hour begins : 11:30 AM peak volume : 146 Peak hour factor : 0.73
PM peak hour begins : 16:45 PM peak volume : 355 Peak hour factor : 0.80

Aug 13 Eastbound Volume for Lane 2

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 2 | 2 | 1 | 0 | 0 | 3 | 11 | 24 | 71 | 60 | 39 | 35 |
| 30 | 3 | 2 | 2 | 0 | 0 | 8 | 18 | 32 | 77 | 45 | 31 | 36 |
| 45 | 1 | 1 | 0 | 0 | 2 | 12 | 19 | 45 | 75 | 45 | 41 | 26 |
| 00 | 1 | 1 | 0 | 0 | 3 | 17 | 19 | 76 | 70 | 41 | 39 | 37 |
| Hr Total | 7 | 6 | 3 | 0 | 5 | 40 | 67 | 177 | 293 | 191 | 150 | 134 |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 52 | 39 | 46 | 43 | 45 | 58 | 53 | 28 | 23 | 11 | 15 | 6 |
| 30 | 44 | 46 | 31 | 28 | 36 | 48 | 31 | 24 | 12 | 10 | 8 | 3 |
| 45 | 47 | 31 | 36 | 32 | 47 | 36 | 25 | 24 | 17 | 20 | 13 | 6 |
| 00 | 45 | 48 | 37 | 38 | 52 | 39 | 27 | 19 | 13 | 12 | 16 | 9 |
| Hr Total | 188 | 164 | 150 | 141 | 180 | 181 | 136 | 95 | 65 | 53 | 52 | 24 |

24 Hour Total : 2502
AM peak hour begins : 07:45 AM peak volume : 299 Peak hour factor : 0.97
PM peak hour begins : 16:30 PM peak volume : 205 Peak hour factor : 0.88

Data File : D0813002.PRN
Station : 000000081206
Identification : 000058410086 Interval : 15 minutes
Start date : Aug 13, 13 Start time : 00:00
Stop date : Aug 13, 13 Stop time : 24:00
City/Town : Ft Lauderdale, Fl County : Broward
Location : NW 2 St Bet NW 2 Ave & Flagler Ave

Aug 13 Total Volume for All Lanes

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 9 | 3 | 1 | 1 | 0 | 6 | 17 | 43 | 101 | 88 | 72 | 57 |
| 30 | 3 | 3 | 2 | 1 | 2 | 14 | 26 | 52 | 111 | 72 | 51 | 64 |
| 45 | 4 | 4 | 0 | 2 | 6 | 18 | 30 | 72 | 102 | 83 | 84 | 56 |
| 00 | 3 | 1 | 1 | 1 | 5 | 23 | 30 | 96 | 100 | 63 | 65 | 65 |
| Hr Total | 19 | 11 | 4 | 5 | 13 | 61 | 103 | 263 | 414 | 306 | 272 | 242 |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 102 | 98 | 91 | 73 | 104 | 169 | 117 | 59 | 40 | 24 | 23 | 13 |
| 30 | 82 | 86 | 60 | 64 | 83 | 147 | 73 | 52 | 32 | 22 | 21 | 8 |
| 45 | 86 | 66 | 71 | 84 | 105 | 111 | 65 | 52 | 34 | 35 | 19 | 9 |
| 00 | 86 | 84 | 75 | 77 | 122 | 98 | 45 | 36 | 29 | 24 | 24 | 14 |
| Hr Total | 356 | 334 | 297 | 298 | 414 | 525 | 300 | 199 | 135 | 105 | 87 | 44 |

24 Hour Total : 4807
AM peak hour begins : 08:00 AM peak volume : 414 Peak hour factor : 0.93
PM peak hour begins : 16:45 PM peak volume : 549 Peak hour factor : 0.81

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255

Volume Report with 24 Hour Totals 

Data File : D0813003.PRN
Station : 000000081207
Identification : 000058410190 Interval : 15 minutes
Start date : Aug 13, 13 Start time : 00:00
Stop date : Aug 13, 13 Stop time : 24:00
City/Town : Ft Lauderdale, Fl County : Broward
Location : NW 2 Ave Bet NW 2 St & Broward Blvd

Aug 13 Northbound Volume for Lane 1

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 0 | 0 | 0 | 1 | 0 | 1 | 6 | 6 | 9 | 14 | 22 | 15 |
| 30 | 1 | 2 | 0 | 0 | 0 | 5 | 7 | 7 | 9 | 10 | 7 | 12 |
| 45 | 1 | 0 | 0 | 0 | 1 | 5 | 8 | 8 | 9 | 11 | 11 | 4 |
| 00 | 0 | 0 | 0 | 0 | 0 | 7 | 4 | 10 | 12 | 9 | 13 | 7 |
| Hr Total | 2 | 2 | 0 | 1 | 1 | 18 | 25 | 31 | 39 | 44 | 53 | 38 |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 10 | 11 | 7 | 14 | 16 | 24 | 22 | 10 | 6 | 3 | 3 | 1 |
| 30 | 14 | 20 | 9 | 13 | 13 | 18 | 13 | 5 | 6 | 7 | 3 | 2 |
| 45 | 10 | 10 | 19 | 16 | 14 | 14 | 11 | 5 | 7 | 7 | 3 | 4 |
| 00 | 14 | 15 | 13 | 19 | 23 | 20 | 12 | 8 | 5 | 4 | 3 | 4 |
| Hr Total | 48 | 56 | 48 | 62 | 66 | 76 | 58 | 28 | 24 | 21 | 12 | 11 |

24 Hour Total : 764
AM peak hour begins : 10:00 AM peak volume : 53 Peak hour factor : 0.60
PM peak hour begins : 16:30 PM peak volume : 79 Peak hour factor : 0.82

Aug 13 Southbound Volume for Lane 2

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 4 | 7 | 11 | 6 |
| 30 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 5 | 6 | 3 | 3 | 5 |
| 45 | 1 | 1 | 0 | 0 | 0 | 1 | 5 | 7 | 3 | 5 | 11 | 7 |
| 00 | 0 | 0 | 0 | 0 | 1 | 2 | 6 | 4 | 7 | 2 | 5 | 5 |
| Hr Total | 2 | 1 | 0 | 0 | 1 | 5 | 15 | 21 | 20 | 17 | 30 | 23 |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 9 | 7 | 7 | 7 | 3 | 7 | 7 | 4 | 5 | 4 | 4 | 4 |
| 30 | 4 | 3 | 4 | 6 | 10 | 11 | 6 | 7 | 4 | 2 | 1 | 0 |
| 45 | 8 | 8 | 9 | 7 | 9 | 4 | 6 | 4 | 2 | 3 | 3 | 2 |
| 00 | 7 | 6 | 4 | 11 | 9 | 4 | 3 | 4 | 2 | 1 | 2 | 0 |
| Hr Total | 28 | 24 | 24 | 31 | 31 | 26 | 22 | 19 | 13 | 10 | 10 | 6 |

24 Hour Total : 379
AM peak hour begins : 10:00 AM peak volume : 30 Peak hour factor : 0.68
PM peak hour begins : 16:30 PM peak volume : 36 Peak hour factor : 0.82

Data File : D0813003.PRN
Station : 000000081207
Identification : 000058410190
Start date : Aug 13, 13
Stop date : Aug 13, 13
City/Town : Ft Lauderdale, Fl
Location : NW 2 Ave Bet NW 2 St & Broward Blvd
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Broward

Aug 13 Total Volume for All Lanes

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 1 | 0 | 0 | 1 | 0 | 1 | 8 | 11 | 13 | 21 | 33 | 21 |
| 30 | 1 | 2 | 0 | 0 | 0 | 7 | 9 | 12 | 15 | 13 | 10 | 17 |
| 45 | 2 | 1 | 0 | 0 | 1 | 6 | 13 | 15 | 12 | 16 | 22 | 11 |
| 00 | 0 | 0 | 0 | 0 | 1 | 9 | 10 | 14 | 19 | 11 | 18 | 12 |
| Hr Total | 4 | 3 | 0 | 1 | 2 | 23 | 40 | 52 | 59 | 61 | 83 | 61 |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 19 | 18 | 14 | 21 | 19 | 31 | 29 | 14 | 11 | 7 | 7 | 5 |
| 30 | 18 | 23 | 13 | 19 | 23 | 29 | 19 | 12 | 10 | 9 | 4 | 2 |
| 45 | 18 | 18 | 28 | 23 | 23 | 18 | 17 | 9 | 9 | 10 | 6 | 6 |
| 00 | 21 | 21 | 17 | 30 | 32 | 24 | 15 | 12 | 7 | 5 | 5 | 4 |
| Hr Total | 76 | 80 | 72 | 93 | 97 | 102 | 80 | 47 | 37 | 31 | 22 | 17 |

24 Hour Total : 1143
AM peak hour begins : 10:00 AM peak volume : 83 Peak hour factor : 0.63
PM peak hour begins : 16:30 PM peak volume : 115 Peak hour factor : 0.90

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255

Volume Report with 24 Hour Totals 

Data File : D0813008.PRN
Station : 000000081208
Identification : 000058410136 Interval : 15 minutes
Start date : Aug 13, 13 Start time : 00:00
Stop date : Aug 13, 13 Stop time : 24:00
City/Town : Ft Lauderdale, Fl County : Broward
Location : NW 4 St West of FEC Railway Grade Xing

Aug 13 Eastbound Volume for Lane 1

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 0 | 2 | 0 | 3 | 2 | 1 | 4 | 7 | 32 | 30 | 22 | 14 |
| 30 | 0 | 0 | 1 | 0 | 0 | 2 | 3 | 14 | 40 | 23 | 22 | 11 |
| 45 | 2 | 1 | 0 | 1 | 1 | 1 | 5 | 25 | 31 | 28 | 24 | 12 |
| 00 | 0 | 0 | 1 | 0 | 1 | 6 | 8 | 22 | 44 | 23 | 16 | 26 |
| Hr Total | 2 | 3 | 2 | 4 | 4 | 10 | 20 | 68 | 147 | 104 | 84 | 63 |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 17 | 19 | 13 | 21 | 11 | 16 | 23 | 16 | 4 | 5 | 2 | 2 |
| 30 | 14 | 16 | 11 | 19 | 14 | 28 | 15 | 9 | 2 | 7 | 2 | 3 |
| 45 | 20 | 12 | 18 | 12 | 18 | 22 | 8 | 13 | 7 | 6 | 3 | 3 |
| 00 | 20 | 12 | 22 | 17 | 15 | 23 | 12 | 9 | 2 | 4 | 1 | 1 |
| Hr Total | 71 | 59 | 64 | 69 | 58 | 89 | 58 | 47 | 15 | 22 | 8 | 9 |

24 Hour Total : 1080
AM peak hour begins : 08:00 AM peak volume : 147 Peak hour factor : 0.84
PM peak hour begins : 17:15 PM peak volume : 96 Peak hour factor : 0.86

Aug 13 Westbound Volume for Lane 2

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 1 | 0 | 1 | 0 | 0 | 1 | 3 | 16 | 23 | 21 | 23 | 13 |
| 30 | 0 | 1 | 0 | 0 | 1 | 1 | 4 | 17 | 17 | 16 | 8 | 19 |
| 45 | 1 | 0 | 0 | 0 | 2 | 3 | 3 | 13 | 21 | 19 | 18 | 16 |
| 00 | 3 | 2 | 2 | 1 | 0 | 3 | 8 | 21 | 19 | 12 | 19 | 22 |
| Hr Total | 5 | 3 | 3 | 1 | 3 | 8 | 18 | 67 | 80 | 68 | 68 | 70 |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 22 | 18 | 30 | 22 | 29 | 80 | 31 | 12 | 13 | 5 | 6 | 5 |
| 30 | 23 | 16 | 25 | 21 | 37 | 64 | 35 | 11 | 8 | 5 | 6 | 1 |
| 45 | 14 | 18 | 26 | 20 | 48 | 52 | 29 | 11 | 2 | 2 | 4 | 3 |
| 00 | 22 | 15 | 31 | 35 | 42 | 43 | 14 | 9 | 3 | 6 | 2 | 2 |
| Hr Total | 81 | 67 | 112 | 98 | 156 | 239 | 109 | 43 | 26 | 18 | 18 | 11 |

24 Hour Total : 1372
AM peak hour begins : 11:30 AM peak volume : 83 Peak hour factor : 0.90
PM peak hour begins : 17:00 PM peak volume : 239 Peak hour factor : 0.75

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255


Data File : D0813008.PRN
Station : 000000081208
Identification : 000058410136 Interval : 15 minutes
Start date : Aug 13, 13 Start time : 00:00
Stop date : Aug 13, 13 Stop time : 24:00
City/Town : Ft Lauderdale, Fl County : Broward
Location : NW 4 St West of FEC Railway Grade Xing

Aug 13 Total Volume for All Lanes

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 1 | 2 | 1 | 3 | 2 | 2 | 7 | 23 | 55 | 51 | 45 | 27 |
| 30 | 0 | 1 | 1 | 0 | 1 | 3 | 7 | 31 | 57 | 39 | 30 | 30 |
| 45 | 3 | 1 | 0 | 1 | 3 | 4 | 8 | 38 | 52 | 47 | 42 | 28 |
| 00 | 3 | 2 | 3 | 1 | 1 | 9 | 16 | 43 | 63 | 35 | 35 | 48 |
| Hr Total | 7 | 6 | 5 | 5 | 7 | 18 | 38 | 135 | 227 | 172 | 152 | 133 |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 39 | 37 | 43 | 43 | 40 | 96 | 54 | 28 | 17 | 10 | 8 | 7 |
| 30 | 37 | 32 | 36 | 40 | 51 | 92 | 50 | 20 | 10 | 12 | 8 | 4 |
| 45 | 34 | 30 | 44 | 32 | 66 | 74 | 37 | 24 | 9 | 8 | 7 | 6 |
| 00 | 42 | 27 | 53 | 52 | 57 | 66 | 26 | 18 | 5 | 10 | 3 | 3 |
| Hr Total | 152 | 126 | 176 | 167 | 214 | 328 | 167 | 90 | 41 | 40 | 26 | 20 |

24 Hour Total : 2452
AM peak hour begins : 08:00 AM peak volume : 227 Peak hour factor : 0.90
PM peak hour begins : 17:00 PM peak volume : 328 Peak hour factor : 0.85

# Peak Season Factor

2012 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 8601  CEN.-W OF US1 TO SR7

MOCF: 0.97

| WEEK | DATES | SF | PSCF |
|---|---|---|---|
| 1 | 01/01/2012 - 01/07/2012 | 0.99 | 1.02 |
| 2 | 01/08/2012 - 01/14/2012 | 0.99 | 1.02 |
| 3 | 01/15/2012 - 01/21/2012 | 1.00 | 1.03 |
| * 4 | 01/22/2012 - 01/28/2012 | 0.99 | 1.02 |
| * 5 | 01/29/2012 - 02/04/2012 | 0.98 | 1.01 |
| * 6 | 02/05/2012 - 02/11/2012 | 0.97 | 1.00 |
| * 7 | 02/12/2012 - 02/18/2012 | 0.96 | 0.99 |
| * 8 | 02/19/2012 - 02/25/2012 | 0.95 | 0.98 |
| * 9 | 02/26/2012 - 03/03/2012 | 0.95 | 0.98 |
| *10 | 03/04/2012 - 03/10/2012 | 0.95 | 0.98 |
| *11 | 03/11/2012 - 03/17/2012 | 0.95 | 0.98 |
| *12 | 03/18/2012 - 03/24/2012 | 0.96 | 0.99 |
| *13 | 03/25/2012 - 03/31/2012 | 0.97 | 1.00 |
| *14 | 04/01/2012 - 04/07/2012 | 0.98 | 1.01 |
| *15 | 04/08/2012 - 04/14/2012 | 0.99 | 1.02 |
| *16 | 04/15/2012 - 04/21/2012 | 1.00 | 1.03 |
| 17 | 04/22/2012 - 04/28/2012 | 1.01 | 1.04 |
| 18 | 04/29/2012 - 05/05/2012 | 1.02 | 1.05 |
| 19 | 05/06/2012 - 05/12/2012 | 1.03 | 1.06 |
| 20 | 05/13/2012 - 05/19/2012 | 1.04 | 1.07 |
| 21 | 05/20/2012 - 05/26/2012 | 1.04 | 1.07 |
| 22 | 05/27/2012 - 06/02/2012 | 1.04 | 1.07 |
| 23 | 06/03/2012 - 06/09/2012 | 1.04 | 1.07 |
| 24 | 06/10/2012 - 06/16/2012 | 1.04 | 1.07 |
| 25 | 06/17/2012 - 06/23/2012 | 1.04 | 1.07 |
| 26 | 06/24/2012 - 06/30/2012 | 1.04 | 1.07 |
| 27 | 07/01/2012 - 07/07/2012 | 1.04 | 1.07 |
| 28 | 07/08/2012 - 07/14/2012 | 1.04 | 1.07 |
| 29 | 07/15/2012 - 07/21/2012 | 1.04 | 1.07 |
| 30 | 07/22/2012 - 07/28/2012 | 1.04 | 1.07 |
| 31 | 07/29/2012 - 08/04/2012 | 1.03 | 1.06 |
| 32 | 08/05/2012 - 08/11/2012 | 1.03 | 1.06 |
| 33 | 08/12/2012 - 08/18/2012 | 1.03 | 1.06 |
| 34 | 08/19/2012 - 08/25/2012 | 1.03 | 1.06 |
| 35 | 08/26/2012 - 09/01/2012 | 1.02 | 1.05 |
| 36 | 09/02/2012 - 09/08/2012 | 1.02 | 1.05 |
| 37 | 09/09/2012 - 09/15/2012 | 1.02 | 1.05 |
| 38 | 09/16/2012 - 09/22/2012 | 1.02 | 1.05 |
| 39 | 09/23/2012 - 09/29/2012 | 1.01 | 1.04 |
| 40 | 09/30/2012 - 10/06/2012 | 1.01 | 1.04 |
| 41 | 10/07/2012 - 10/13/2012 | 1.01 | 1.04 |
| 42 | 10/14/2012 - 10/20/2012 | 1.00 | 1.03 |
| 43 | 10/21/2012 - 10/27/2012 | 1.00 | 1.03 |
| 44 | 10/28/2012 - 11/03/2012 | 1.00 | 1.03 |
| 45 | 11/04/2012 - 11/10/2012 | 0.99 | 1.02 |
| 46 | 11/11/2012 - 11/17/2012 | 0.99 | 1.02 |
| 47 | 11/18/2012 - 11/24/2012 | 0.99 | 1.02 |
| 48 | 11/25/2012 - 12/01/2012 | 0.99 | 1.02 |
| 49 | 12/02/2012 - 12/08/2012 | 0.99 | 1.02 |
| 50 | 12/09/2012 - 12/15/2012 | 0.99 | 1.02 |
| 51 | 12/16/2012 - 12/22/2012 | 0.99 | 1.02 |
| 52 | 12/23/2012 - 12/29/2012 | 1.00 | 1.03 |
| 53 | 12/30/2012 - 12/31/2012 | 1.00 | 1.03 |

* PEAK SEASON

# Signal Timing Data

BROWARD COUNTY FLORIDA

# BROWARD COUNTY TRAFFIC ENGINEERING
# ACTUATED TRAFFIC SIGNAL TIMING SHEET

| | | | |
|---|---|---|---|
| **Intersection Number** | 2133 | **Initial Operation Date** | 6/27/71 |
| **Controller Type** | 2070 | **System Number** | 2133 |
| **Modification Number** | 19 | **Modification Date** | 02/13/2012 |
| **Drawing/Project No** | 631 | **FPL Grid Number** | 87680191305 |
| **Intersection** | BROWARD BLVD. (SR 842) and W 1 AVENUE | | |
| **Municipality** | FORT LAUDERDALE | | |

| **Controller Phase** | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| **Face Number** | | 2 | | 4 | 5 | 6 | | 8 |
| **Direction** | | WB | | NB | WBL | EB | | SB |
| **Initial Green(MIN)** | | 7 | | 6 | 4 | 7 | | 6 |
| **Vehicle Ext.(GAP)** | | 0.0 | | 2.0 | 1.5 | 0.0 | | 2.0 |
| **Maximum Green I** | | 50 | | 35 | 15 | 50 | | 35 |
| **Maximum Green II** | | | | | | | | |
| **Yellow Clearance** | | 4.0 | | 4.0 | 4.0 | 4.0 | | 4.0 |
| **All Red Clearance** | | 1.5 | | 2.0 | 1.5 | 1.5 | | 2.0 |
| **Phase Recall** | | MAX | | OFF | OFF | MAX | | OFF |
| **Detector Delay** | | | | | | | | 20-RT |
| **Walk** | | 7+A | | 7+A | | 7+A | | 7+A |
| **Pedestrian Clearance** | | 22 | | 32 | | 22 | | 36 |
| **Permissive** | | | | | 5 SECT | | | |
| **Flash Operation** | | YELLOW | | RED | | YELLOW | | RED |
| **Green Return** | | 1 | | 5 | 8 | 2 | | 6 |

**Attachment**

**Channel/Drop** **126 / 6** **IP Address**

**NOTES:**

1. IP: 10.191.38.201, MASK: 255.255.254.0, GWAY: 10.191.38.1, PORT: 5006.
2. DUAL ENTRY HARDWIRED NORTH/SOUTH.
3. ANTI-BACKDOWN DIODE WESTBOUND.
4. DETECTION NOT USED EAST/WEST, SIGNAL OPERATES SEMI-ACTUATED.
5. AUDIBLE PEDESTRIAN SIGNALS. EAST/WEST (P2,P6) PROVIDES A BEEP AND NORTH/SOUTH (P4,P8) PROVIDES A TONE.
6. MOD. 19 DEPLOYS SIGNAL ONTO ATMS.NOW.

**Submitted By** _____ **Approved By** _____

System Number: 2133
Section Number: 35

Tuesday, August 13, 2013
10:41:23 AM

# Pattern Timing Plan Data

## Broward Blvd & W 1 Ave

| Pattern Number | Offset | Cycle Length | Phase Durations EW | NS | WBL |
|---|---|---|---|---|---|
| 1 | 110 | 140 | 71 | 52 | 17 |
| 2 | 87 | 160 | 84 | 51 | 25 |
| 3 | 111 | 160 | 84 | 51 | 25 |
| 4 | 51 | 160 | 84 | 51 | 25 |
| 5 | 110 | 140 | 71 | 52 | 17 |
| 6 | 46 | 100 | 68 | 20 | 12 |
| 12 | 72 | 160 | 84 | 51 | 25 |
| 13 | 86 | 160 | 84 | 51 | 25 |
| 14 | 31 | 160 | 84 | 51 | 25 |

UTCS FORM

NO LONGER UTCS

BUT FRIENDLIER FORMAT

Fixed Intervals:

| | | | |
|---|---|---|---|
| Min Green | 7 | 6 | 4 |
| Flashing Don't Walk | 22 | 0 | 0 |
| Yellow | 4 | 4 | 4 |
| All Red | 2 | 2 | 2 |
| Green Returns | 1,2 | 5,6 | 8 |
| Command | YIELD | FO 1&2 | FO 2 |

Time Of Day Schedule

Monday - Friday

| | | |
|---|---|---|
| Pattern 2 | Morning Peak Pattern | 06:00 - 09:00 |
| Pattern 3 | Midday Pattern | 09:00 - 16:00 |
| Pattern 4 | Evening Peak Pattern | 16:00 - 18:15 |
| Pattern 3 | Midday Pattern | 18:15 - 00:00 |

Saturday

| | | |
|---|---|---|
| Pattern 3 | Midday Pattern | 00:00 - 23:59 (Standby 04:00-6:30) |

Sunday

| | | |
|---|---|---|
| Pattern 3 | Midday Pattern | 00:00 - 23:00 (Standby 04:00-6:30) |

# 2133 - Broward Blvd & W 1 Ave

## Patterns Table 1 Cycle + Offset

| Pattern | Cycle Time | Offset Time | Split Number | Seq Number |
|---|---|---|---|---|
| Pattern 1 | 0 | 0 | 0 | 1 |
| Pattern 2 | 160 | 11 | 2 | 1 |
| Pattern 3 | 160 | 35 | 3 | 1 |
| Pattern 4 | 160 | 135 | 4 | 1 |
| Pattern 5 | 0 | 0 | 0 | 1 |
| Pattern 6 | 0 | 0 | 0 | 1 |
| Pattern 7 | 0 | 0 | 0 | 1 |
| Pattern 8 | 0 | 0 | 0 | 1 |
| Pattern 9 | 0 | 0 | 0 | 1 |
| Pattern 10 | 0 | 0 | 0 | 1 |
| Pattern 11 | 0 | 0 | 0 | 1 |
| Pattern 12 | 0 | 0 | 0 | 1 |
| Pattern 13 | 0 | 0 | 0 | 1 |
| Pattern 14 | 0 | 0 | 0 | 1 |
| Pattern 15 | 0 | 0 | 0 | 1 |
| Pattern 16 | 0 | 0 | 0 | 1 |
| Pattern 17 | 0 | 0 | 0 | 1 |
| Pattern 18 | 0 | 0 | 0 | 1 |
| Pattern 19 | 0 | 0 | 0 | 1 |
| Pattern 20 | 0 | 0 | 0 | 1 |
| Pattern 21 | 0 | 0 | 0 | 1 |
| Pattern 22 | 0 | 0 | 0 | 1 |
| Pattern 23 | 0 | 0 | 0 | 1 |
| Pattern 24 | 0 | 0 | 0 | 1 |
| Pattern 25 | 0 | 0 | 0 | 1 |
| Pattern 26 | 0 | 0 | 0 | 1 |
| Pattern 27 | 0 | 0 | 0 | 1 |
| Pattern 28 | 0 | 0 | 0 | 1 |
| Pattern 29 | 0 | 0 | 0 | 1 |
| Pattern 30 | 0 | 0 | 0 | 1 |
| Pattern 31 | 0 | 0 | 0 | 1 |
| Pattern 32 | 0 | 0 | 0 | 1 |
| Pattern 33 | 0 | 0 | 0 | 1 |
| Pattern 34 | 0 | 0 | 0 | 1 |
| Pattern 35 | 0 | 0 | 0 | 1 |
| Pattern 36 | 0 | 0 | 0 | 1 |
| Pattern 37 | 0 | 0 | 0 | 1 |
| Pattern 38 | 0 | 0 | 0 | 1 |
| Pattern 39 | 0 | 0 | 0 | 1 |
| Pattern 40 | 0 | 0 | 0 | 1 |
| Pattern 41 | 0 | 0 | 0 | 1 |
| Pattern 42 | 0 | 0 | 0 | 1 |
| Pattern 43 | 0 | 0 | 0 | 1 |
| Pattern 44 | 0 | 0 | 0 | 1 |
| Pattern 45 | 0 | 0 | 0 | 1 |
| Pattern 46 | 0 | 0 | 0 | 1 |
| Pattern 47 | 0 | 0 | 0 | 1 |
| Pattern 48 | 0 | 0 | 0 | 1 |

ATMS FORM

PRESENT MONITORING AND CONTROL SYSTEM

# 2133 - Broward Blvd & W 1 Ave
## Splits Expanded Table 2 PATTERN 2

| Split Expanded | Time | Mode | Coord Phase |
|---|---|---|---|
| Split Expanded 1 | 0 | NON | OFF |
| Split Expanded 2 | 109 | MxP | ON |
| Split Expanded 3 | 0 | NON | OFF |
| Split Expanded 4 | 51 | NON | OFF |
| Split Expanded 5 | 25 | NON | OFF |
| Split Expanded 6 | 84 | MxP | OFF |
| Split Expanded 7 | 0 | NON | OFF |
| Split Expanded 8 | 51 | NON | OFF |
| Split Expanded 9 | 0 | NON | OFF |
| Split Expanded 10 | 0 | NON | OFF |
| Split Expanded 11 | 0 | NON | OFF |
| Split Expanded 12 | 0 | NON | OFF |
| Split Expanded 13 | 0 | NON | OFF |
| Split Expanded 14 | 0 | NON | OFF |
| Split Expanded 15 | 0 | NON | OFF |
| Split Expanded 16 | 0 | NON | OFF |

# 2133 - Broward Blvd & W 1 Ave
## Splits Expanded Table 3

PATTERN 3

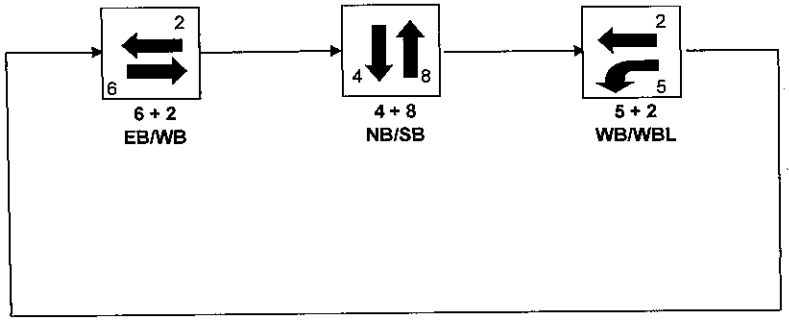
| Split Expanded | Time | Mode | Coord Phase |
|---|---|---|---|
| Split Expanded 1 | 0 | NON | OFF |
| Split Expanded 2 | 109 | MxP | ON |
| Split Expanded 3 | 0 | NON | OFF |
| Split Expanded 4 | 51 | NON | OFF |
| Split Expanded 5 | 25 | NON | OFF |
| Split Expanded 6 | 84 | MxP | OFF |
| Split Expanded 7 | 0 | NON | OFF |
| Split Expanded 8 | 51 | NON | OFF |
| Split Expanded 9 | 0 | NON | OFF |
| Split Expanded 10 | 0 | NON | OFF |
| Split Expanded 11 | 0 | NON | OFF |
| Split Expanded 12 | 0 | NON | OFF |
| Split Expanded 13 | 0 | NON | OFF |
| Split Expanded 14 | 0 | NON | OFF |
| Split Expanded 15 | 0 | NON | OFF |
| Split Expanded 16 | 0 | NON | OFF |

# 2133 - Broward Blvd & W 1 Ave
## Splits Expanded Table 4

PATTERN 4

| Split Expanded | Time | Mode | Coord Phase |
|---|---|---|---|
| Split Expanded 1 | 0 | NON | OFF |
| Split Expanded 2 | 109 | MxP | ON |
| Split Expanded 3 | 0 | NON | OFF |
| Split Expanded 4 | 51 | NON | OFF |
| Split Expanded 5 | 25 | NON | OFF |
| Split Expanded 6 | 84 | MxP | OFF |
| Split Expanded 7 | 0 | NON | OFF |
| Split Expanded 8 | 51 | NON | OFF |
| Split Expanded 9 | 0 | NON | OFF |
| Split Expanded 10 | 0 | NON | OFF |
| Split Expanded 11 | 0 | NON | OFF |
| Split Expanded 12 | 0 | NON | OFF |
| Split Expanded 13 | 0 | NON | OFF |
| Split Expanded 14 | 0 | NON | OFF |
| Split Expanded 15 | 0 | NON | OFF |
| Split Expanded 16 | 0 | NON | OFF |

# Sequence of Operation for (2133) Broward Blvd (SR 842) and W 1 Avenue
# Fort Lauderdale



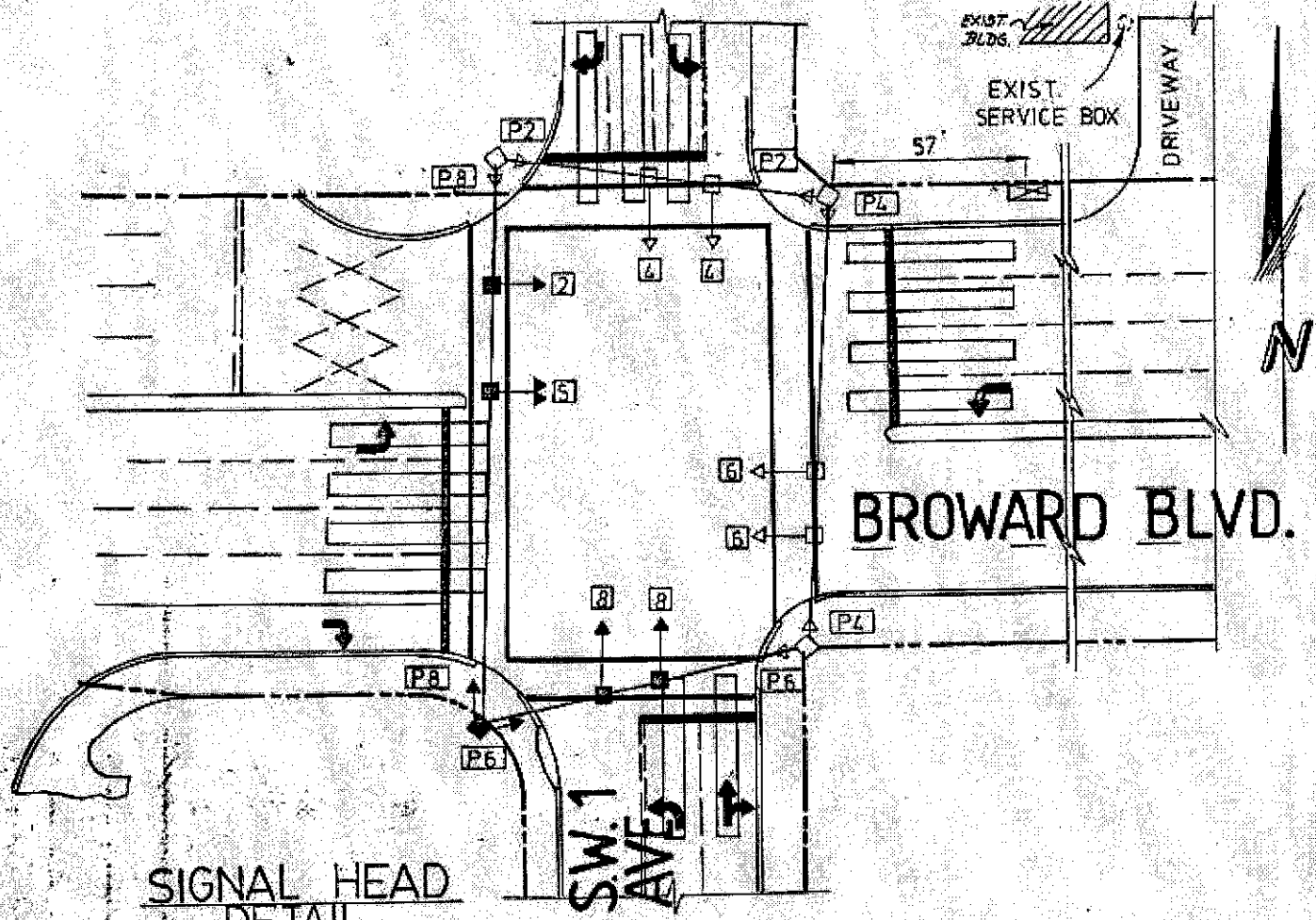
BROWARD COUNTY TRAFFIC ENGINEERING DIVISION

TRAFFIC SIGNAL INSTALLATION ORDER

LOCATION WEST BROWARD BLVD. & S.W. 1 AVE.

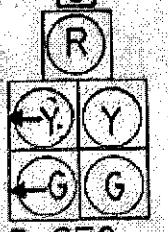
ORDER NO. 145 ISSUE DATE: 10-23-91 REVISION NO 4 COMPLETION DATE: _____

DWG. NO. 631 FILE NO. B-133 CITY: FORT LAUDERDALE SCALE: 1" = 50'




SIGNAL HEAD DETAIL

5




5-SEC.
1-WAY
1-REQ.D.

2 4 6 8


3-SEC.
1-WAY
3-REQ.D
4-EXIST.

P2 P4 P6 P8


2-SEC.
1-WAY
2-REQ.D.
6-EXIST.

REMARKS: _____

BROWARD COUNTY FLORIDA

# BROWARD COUNTY TRAFFIC ENGINEERING
## ACTUATED TRAFFIC SIGNAL TIMING SHEET

| | | | |
|---|---|---|---|
| **Intersection Number** | 2288 | **Initial Operation Date** | 4/24/92 |
| **Controller Type** | 2070 LN | **System Number** | 2288 |
| **Modification Number** | 3 | **Modification Date** | 02/13/2012 |
| **Drawing/Project No** | | **FPL Grid Number** | 87579921406 |
| **Intersection** | BROWARD BLVD. (SR 842) and W 5 AVENUE | | |
| **Municipality** | FORT LAUDERDALE | | |

| **Controller Phase** | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| **Face Number** | | 2 | | 4 | 5 | 6 | | 8 |
| **Direction** | | WB | | NB | WBL | EB | | SB |
| **Initial Green(MIN)** | | 15 | | 6 | 4 | 15 | | 6 |
| **Vehicle Ext.(GAP)** | | 3.0 | | 2.0 | 1.5 | 3.0 | | 2.0 |
| **Maximum Green I** | | 55 | | 25 | 18 | 55 | | 25 |
| **Maximum Green II** | | | | | | | | |
| **Yellow Clearance** | | 4.0 | | 4.0 | 4.0 | 4.0 | | 4.0 |
| **All Red Clearance** | | 1.5 | | 2.0 | 1.5 | 1.5 | | 2.0 |
| **Phase Recall** | | MIN | | OFF | OFF | MIN | | OFF |
| **Detector Delay** | | | | | | | | |
| **Walk** | | 7 | | 5 | | 7 | | 5 |
| **Pedestrian Clearance** | | 14 | | 19 | | 14 | | 19 |
| **Permissive** | | | | | 5 SECT | | | |
| **Flash Operation** | | YELLOW | | RED | | YELLOW | | RED |
| **Green Return** | | 1 | | 5 | 8 | 2 | | 6 |

**Attachment**

**Channel/Drop** **126 / 4** **IP Address**

**NOTES:**

1. IP: 10.191.38.173, MASK: 255.255.254.0, GWAY: 10.191.38.1, PORT: 5006.
2. INTERSECTION ORIGINALLY IN FLASHING OPERATION EXCEPT WHEN OPERATED BY FORT LAUDERDALE POLICE. INITIAL OPERATION DATE SHOWN IS DATE OF ACCEPTANCE FOR MAINTENANCE BY BROWARD COUNTY.
3. ANTI-BACKDOWN DIODE WESTBOUND.
4. DUAL ENTRY HARDWIRED NORTH/SOUTH.
5. MOD. 3 DEPLOYS SIGNAL ONTO ATMS.NOW.

**Submitted By** _____ **Approved By** _____

System Number: 2288
Section Number: 35

Tuesday, August 13, 2013
10:41:36 AM

# Pattern Timing Plan Data

## Broward Blvd & W 5 Ave

| Pattern Number | START OF GREEN Offset | Cycle Length | Phase Durations EW | NS | WBL |
|---|---|---|---|---|---|
| 1 | 0 | 140 | 71 | 52 | 17 |
| 2 | 43 | 160 | 106 | 34 | 20 |
| 3 | 18 | 160 | 106 | 34 | 20 |
| 4 | 78 | 160 | 106 | 34 | 20 |
| 5 | 0 | 140 | 71 | 52 | 17 |
| 6 | 0 | 100 | 51 | 34 | 15 |
| 12 | 18 | 160 | 106 | 34 | 20 |
| 13 | 18 | 160 | 106 | 34 | 20 |
| 14 | 78 | 160 | 106 | 34 | 20 |

Fixed Intervals:

| | | | |
|---|---|---|---|
| Min Green | 15 | 6 | 4 |
| Flashing Don't Walk | 14 | 0 | 0 |
| Yellow | 4 | 4 | 4 |
| All Red | 2 | 2 | 2 |
| Green Returns | 1,2 | 5,6 | 8 |
| Command | YIELD | FO 1&2 | FO 2 |

Time Of Day Schedule

Monday - Friday

| | | |
|---|---|---|
| Pattern 2 | Morning Peak Pattern | 06:00 - 09:00 |
| Pattern 3 | Midday Pattern | 09:00 - 16:00 |
| Pattern 4 | Evening Peak Pattern | 16:00 - 18:15 |
| Pattern 3 | Midday Pattern | 18:15 - 00:00 |

Saturday

| | | |
|---|---|---|
| Pattern 3 | Midday Pattern | 00:00 - 23:59 (Standby 04:00-6:30) |

Sunday

| | | |
|---|---|---|
| Pattern 3 | Midday Pattern | 00:00 - 23:00 (Standby 04:00-6:30) |

# 2288 - Broward Blvd & W 5 Ave

## Patterns Table 1

Cycle + Offset

End of Green

| Pattern | Cycle Time | Offset Time | Split Number | Sequence Number |
|---|---|---|---|---|
| Pattern 1 | 0 | 0 | 0 | 1 |
| Pattern 2 | 160 | 149 | 2 | 1 |
| Pattern 3 | 160 | 124 | 3 | 1 |
| Pattern 4 | 160 | 24 | 4 | 1 |
| Pattern 5 | 0 | 0 | 0 | 1 |
| Pattern 6 | 0 | 0 | 0 | 1 |
| Pattern 7 | 0 | 0 | 0 | 1 |
| Pattern 8 | 0 | 0 | 0 | 1 |
| Pattern 9 | 0 | 0 | 0 | 1 |
| Pattern 10 | 0 | 0 | 0 | 1 |
| Pattern 11 | 0 | 0 | 0 | 1 |
| Pattern 12 | 0 | 0 | 0 | 1 |
| Pattern 13 | 0 | 0 | 0 | 1 |
| Pattern 14 | 0 | 0 | 0 | 1 |
| Pattern 15 | 0 | 0 | 0 | 1 |
| Pattern 16 | 0 | 0 | 0 | 1 |
| Pattern 17 | 0 | 0 | 0 | 1 |
| Pattern 18 | 0 | 0 | 0 | 1 |
| Pattern 19 | 0 | 0 | 0 | 1 |
| Pattern 20 | 0 | 0 | 0 | 1 |
| Pattern 21 | 0 | 0 | 0 | 1 |
| Pattern 22 | 0 | 0 | 0 | 1 |
| Pattern 23 | 0 | 0 | 0 | 1 |
| Pattern 24 | 0 | 0 | 0 | 1 |
| Pattern 25 | 0 | 0 | 0 | 1 |
| Pattern 26 | 0 | 0 | 0 | 1 |
| Pattern 27 | 0 | 0 | 0 | 1 |
| Pattern 28 | 0 | 0 | 0 | 1 |
| Pattern 29 | 0 | 0 | 0 | 1 |
| Pattern 30 | 0 | 0 | 0 | 1 |
| Pattern 31 | 0 | 0 | 0 | 1 |
| Pattern 32 | 0 | 0 | 0 | 1 |
| Pattern 33 | 0 | 0 | 0 | 1 |
| Pattern 34 | 0 | 0 | 0 | 1 |
| Pattern 35 | 0 | 0 | 0 | 1 |
| Pattern 36 | 0 | 0 | 0 | 1 |
| Pattern 37 | 0 | 0 | 0 | 1 |
| Pattern 38 | 0 | 0 | 0 | 1 |
| Pattern 39 | 0 | 0 | 0 | 1 |
| Pattern 40 | 0 | 0 | 0 | 1 |
| Pattern 41 | 0 | 0 | 0 | 1 |
| Pattern 42 | 0 | 0 | 0 | 1 |
| Pattern 43 | 0 | 0 | 0 | 1 |
| Pattern 44 | 0 | 0 | 0 | 1 |
| Pattern 45 | 0 | 0 | 0 | 1 |
| Pattern 46 | 0 | 0 | 0 | 1 |
| Pattern 47 | 0 | 0 | 0 | 1 |
| Pattern 48 | 0 | 0 | 0 | 1 |

# 2288 - Broward Blvd & W 5 Ave
## Splits Expanded Table 2

PATTERN 2

| Split Expanded | Time | Mode | Coord Phase |
|---|---|---|---|
| Split Expanded 1 | 0 | NON | OFF |
| Split Expanded 2 | 126 | MxP | ON |
| Split Expanded 3 | 0 | NON | OFF |
| Split Expanded 4 | 34 | NON | OFF |
| Split Expanded 5 | 20 | NON | OFF |
| Split Expanded 6 | 106 | MxP | OFF |
| Split Expanded 7 | 0 | NON | OFF |
| Split Expanded 8 | 34 | NON | OFF |
| Split Expanded 9 | 0 | NON | OFF |
| Split Expanded 10 | 0 | NON | OFF |
| Split Expanded 11 | 0 | NON | OFF |
| Split Expanded 12 | 0 | NON | OFF |
| Split Expanded 13 | 0 | NON | OFF |
| Split Expanded 14 | 0 | NON | OFF |
| Split Expanded 15 | 0 | NON | OFF |
| Split Expanded 16 | 0 | NON | OFF |

# 2288 - Broward Blvd & W 5 Ave
## Splits Expanded Table 3

PATTERN 3

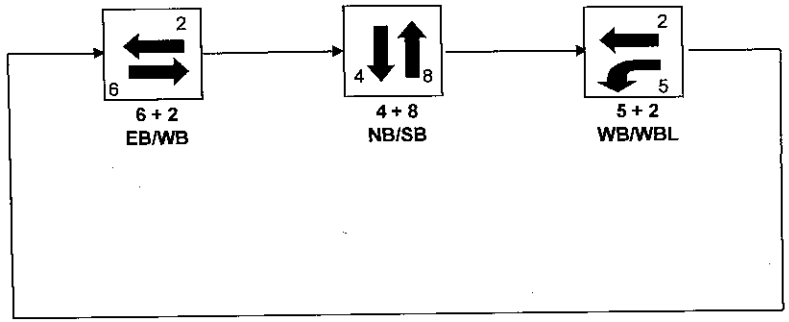
| Split Expanded | Time | Mode | Coord Phase |
|---|---|---|---|
| Split Expanded 1 | 0 | NON | OFF |
| Split Expanded 2 | 126 | MxP | ON |
| Split Expanded 3 | 0 | NON | OFF |
| Split Expanded 4 | 34 | NON | OFF |
| Split Expanded 5 | 20 | NON | OFF |
| Split Expanded 6 | 106 | MxP | OFF |
| Split Expanded 7 | 0 | NON | OFF |
| Split Expanded 8 | 34 | NON | OFF |
| Split Expanded 9 | 0 | NON | OFF |
| Split Expanded 10 | 0 | NON | OFF |
| Split Expanded 11 | 0 | NON | OFF |
| Split Expanded 12 | 0 | NON | OFF |
| Split Expanded 13 | 0 | NON | OFF |
| Split Expanded 14 | 0 | NON | OFF |
| Split Expanded 15 | 0 | NON | OFF |
| Split Expanded 16 | 0 | NON | OFF |

# 2288 - Broward Blvd & W 5 Ave
## Splits Expanded Table 4

PATTERN 4

| Split Expanded # | Time | Mode | Coord Phase |
|---|---|---|---|
| Split Expanded 1 | 0 | NON | OFF |
| Split Expanded 2 | 126 | MxP | ON |
| Split Expanded 3 | 0 | NON | OFF |
| Split Expanded 4 | 34 | NON | OFF |
| Split Expanded 5 | 20 | NON | OFF |
| Split Expanded 6 | 106 | MxP | OFF |
| Split Expanded 7 | 0 | NON | OFF |
| Split Expanded 8 | 34 | NON | OFF |
| Split Expanded 9 | 0 | NON | OFF |
| Split Expanded 10 | 0 | NON | OFF |
| Split Expanded 11 | 0 | NON | OFF |
| Split Expanded 12 | 0 | NON | OFF |
| Split Expanded 13 | 0 | NON | OFF |
| Split Expanded 14 | 0 | NON | OFF |
| Split Expanded 15 | 0 | NON | OFF |
| Split Expanded 16 | 0 | NON | OFF |

# Sequence of Operation for (2288) Broward Blvd (SR 842) and W 5 Avenue Fort Lauderdale



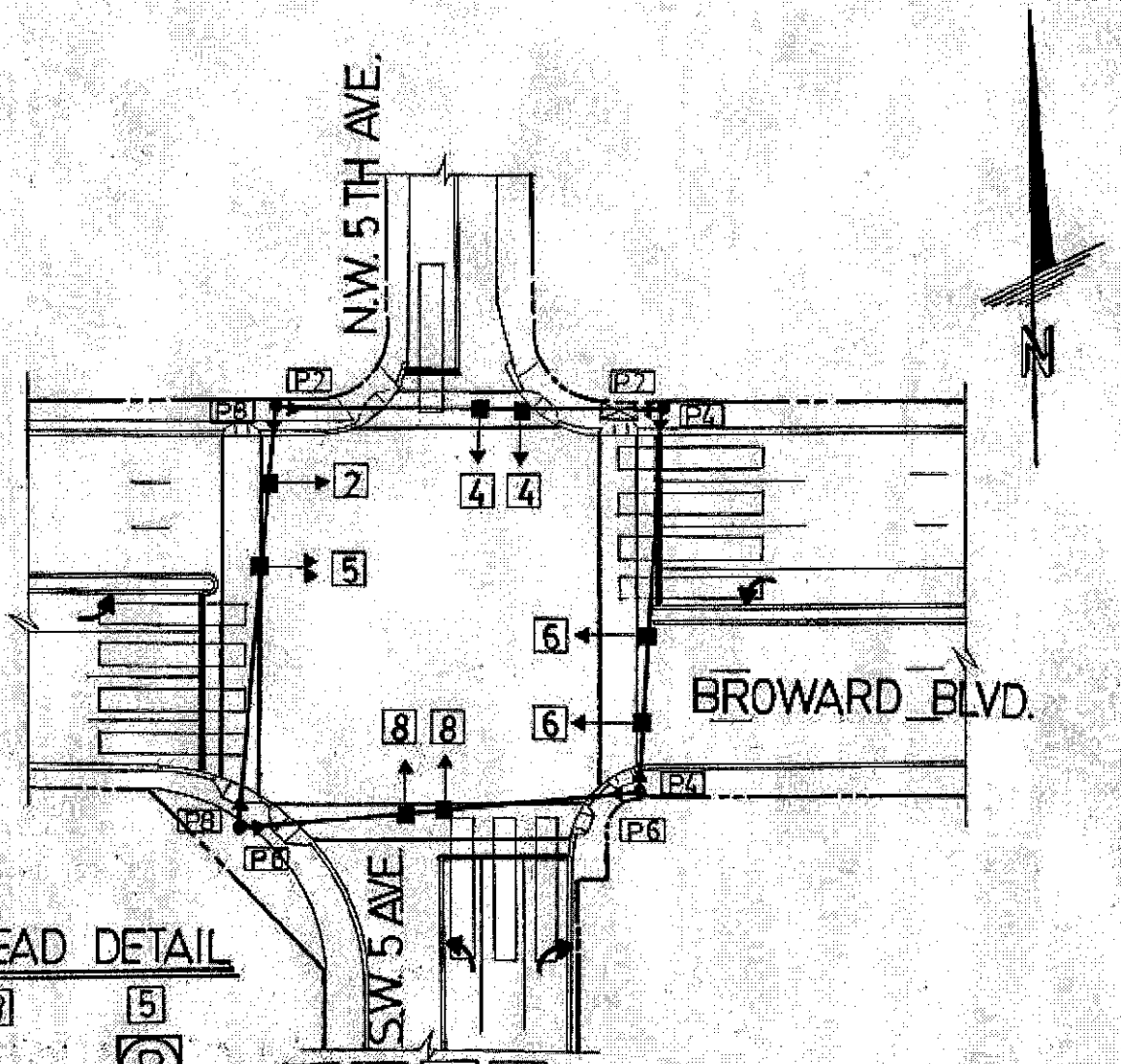
BROWARD COUNTY TRAFFIC ENGINEERING DIVISION

TRAFFIC SIGNAL INSTALLATION ORDER

LOCATION BROWARD BLVD. (S.R. 842) & N.W./S.W. 5 AVE

ORDER NO. _____ ISSUE DATE: _____ REVISION DATE: 0 COMPLETION DATE: _____

DWG. NO. _____ FILE NO. B-288 CITY: FT. LAUDERDALE SCALE: 1" = 50'




SIGNAL HEAD DETAIL

2 4 6 8

R
Y
G

3-SEC.
1-WAY
7-REQ'D.

5

R
Y
Y
G
G

5-SEC.
1-WAY.
1-REQD.

DONT WALK
WALK

2-SEC.
1-WAY
8-REQ'D.

REMARKS: _____

# APPENDIX B:
# Background Area Growth

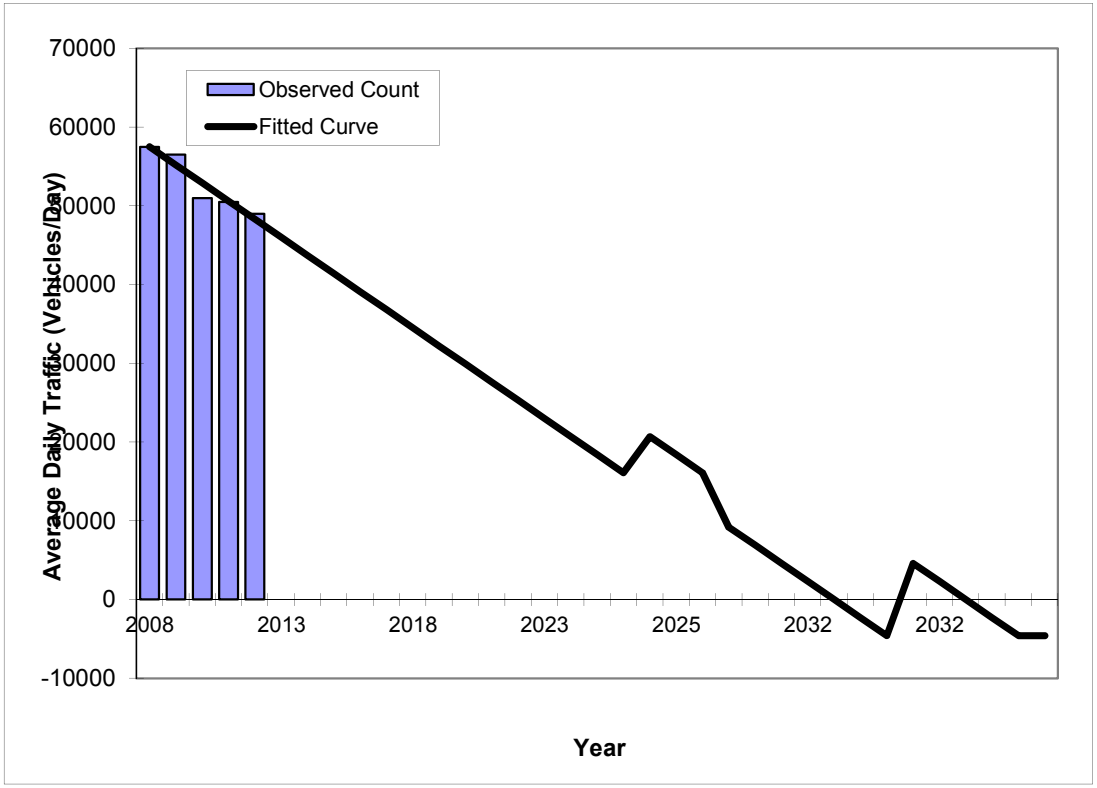
**Historical AADT Growth Rates**

| Station Number | Location | Historic Growth | |
|---|---|---|---|
| | | 5-year | 10-year |
| 7367 | Broward Blvd., E of SW 7th Ave. | -4.00% | - |
| 200 | SR 842/Broward Blvd, W of SW 7th Ave. | -1.05% | -0.57% |
| 7368 | Broward Blvd., W of SE 3rd Ave. | -4.35% | - |
| 7746 | Andrews Ave., S. of Broward Blvd. | 1.41% | - |
| 9029 | NW 7th Avenue, N of Broward Blvd. | 0.91% | - |
| 9026 | SW 7th Avenue, S of Broward Blvd. | -5.39% | - |
| | **Total** | **-2.08%** | **-0.57%** |

# TRAFFIC TRENDS

**Broward Boulevard -- E of SW 7th Ave.**

| | |
|---|---|
| **County:** | 86 |
| **Station #:** | 7367 |
| **Highway:** | Broward Boulevard |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2008 | 57500 | 57500 |
| 2009 | 56500 | 55200 |
| 2010 | 51000 | 52900 |
| 2011 | 50500 | 50600 |
| 2012 | 49000 | 48300 |
| **2016 Opening Year Trend** | | |
| 2016 | N/A | 39100 |
| **2017 Mid-Year Trend** | | |
| 2017 | N/A | 36800 |
| **2026 Design Year Trend** | | |
| 2026 | N/A | 16100 |
| **TRANPLAN Forecasts/Trends** | | |
| | | |

***Axle-Adjusted**

| | |
|---|---|
| **** Annual Trend Increase:** | -2,300 |
| **Trend R-squared:** | 90.1% |
| **Trend Annual Historic Growth Rate:** | -4.00% |
| **Trend Growth Rate (2012 to Design Year):** | -4.76% |
| **Printed:** | 22-Aug-13 |
| **Straight Line Growth Option** | |

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2012 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7367 - BROWARD BLVD, E OF SW 7 AVE

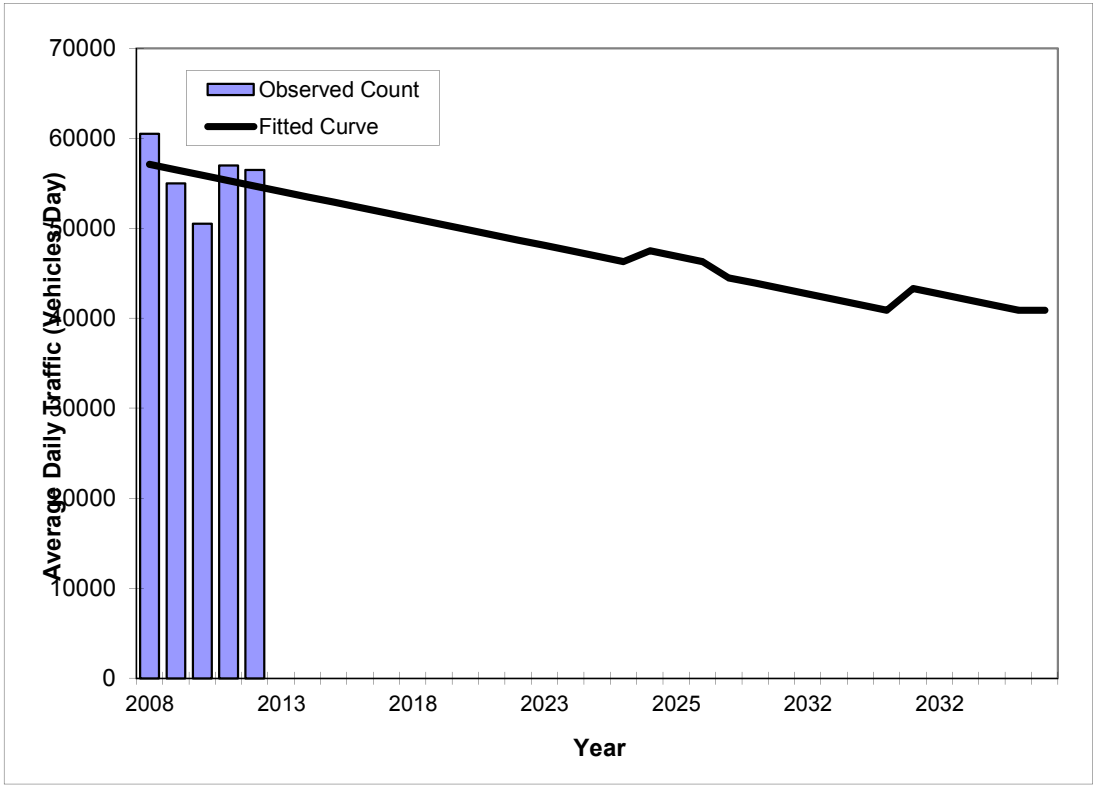
| YEAR | AADT | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|---|---|---|---|---|---|---|
| 2012 | 49000 C | E 26500 | W 22500 | 9.00 | 52.20 | 5.20 |
| 2011 | 50500 C | E 25500 | W 25000 | 9.00 | 52.50 | 10.50 |
| 2010 | 51000 C | E 26500 | W 24500 | 8.35 | 52.69 | 10.50 |
| 2009 | 56500 C | E 29000 | W 27500 | 8.53 | 53.89 | 10.50 |
| 2008 | 57500 S | E 29500 | W 28000 | 8.81 | 54.16 | 3.70 |
| 2007 | 59500 F | E 30500 | W 29000 | 8.63 | 55.75 | 3.50 |
| 2006 | 57000 C | E 29000 | W 28000 | 8.40 | 55.34 | 3.10 |
| 2005 | 52000 C | E 26500 | W 25500 | 8.20 | 51.70 | 0.00 |

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

# TRAFFIC TRENDS

**SR842/Broward Boulevard -- W of SW 7th Ave.**

| | |
|---|---|
| **County:** | 86 |
| **Station #:** | 200 |
| **Highway:** | SR842/Broward Boulevard |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2008 | 60500 | 57100 |
| 2009 | 55000 | 56500 |
| 2010 | 50500 | 55900 |
| 2011 | 57000 | 55300 |
| 2012 | 56500 | 54700 |
| **2016 Opening Year Trend** | | |
| 2016 | N/A | 52300 |
| **2017 Mid-Year Trend** | | |
| 2017 | N/A | 51700 |
| **2026 Design Year Trend** | | |
| 2026 | N/A | 46300 |
| **TRANPLAN Forecasts/Trends** | | |
| | | |

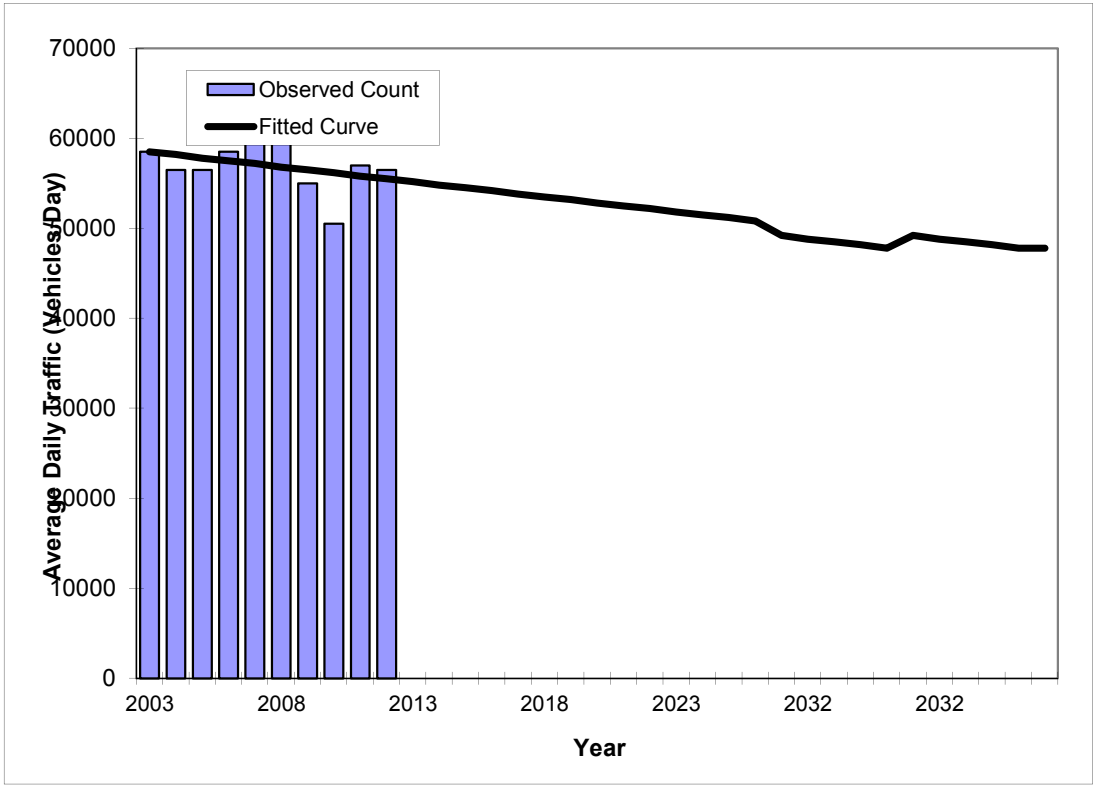
*Axle-Adjusted

| | |
|---|---|
| **** Annual Trend Increase:** | -600 |
| **Trend R-squared:** | 6.8% |
| **Trend Annual Historic Growth Rate:** | -1.05% |
| **Trend Growth Rate (2012 to Design Year):** | -1.10% |
| **Printed:** | 22-Aug-13 |
| **Straight Line Growth Option** | |

# TRAFFIC TRENDS

**SR842/Broward Boulevard -- W of SW 7th Ave.**

| | |
|---|---|
| **County:** | 86 |
| **Station #:** | 200 |
| **Highway:** | SR842/Broward Boulevard |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2003 | 58500 | 58500 |
| 2004 | 56500 | 58200 |
| 2005 | 56500 | 57800 |
| 2006 | 58500 | 57500 |
| 2007 | 60500 | 57200 |
| 2008 | 60500 | 56800 |
| 2009 | 55000 | 56500 |
| 2010 | 50500 | 56200 |
| 2011 | 57000 | 55800 |
| 2012 | 56500 | 55500 |
| **2016 Opening Year Trend** | | |
| 2016 | N/A | 54200 |
| **2017 Mid-Year Trend** | | |
| 2017 | N/A | 53800 |
| **2026 Design Year Trend** | | |
| 2026 | N/A | 50800 |
| **TRANPLAN Forecasts/Trends** | | |
| | | |

*Axle-Adjusted

| | |
|---|---|
| **** Annual Trend Increase:** | -333 |
| **Trend R-squared:** | 12.1% |
| **Trend Annual Historic Growth Rate:** | -0.57% |
| **Trend Growth Rate (2012 to Design Year):** | -0.60% |
| **Printed:** | 22-Aug-13 |
| **Straight Line Growth Option** | |

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2012 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0200 - SR 842/BROWARD BLVD - W OF SW 7 AVE

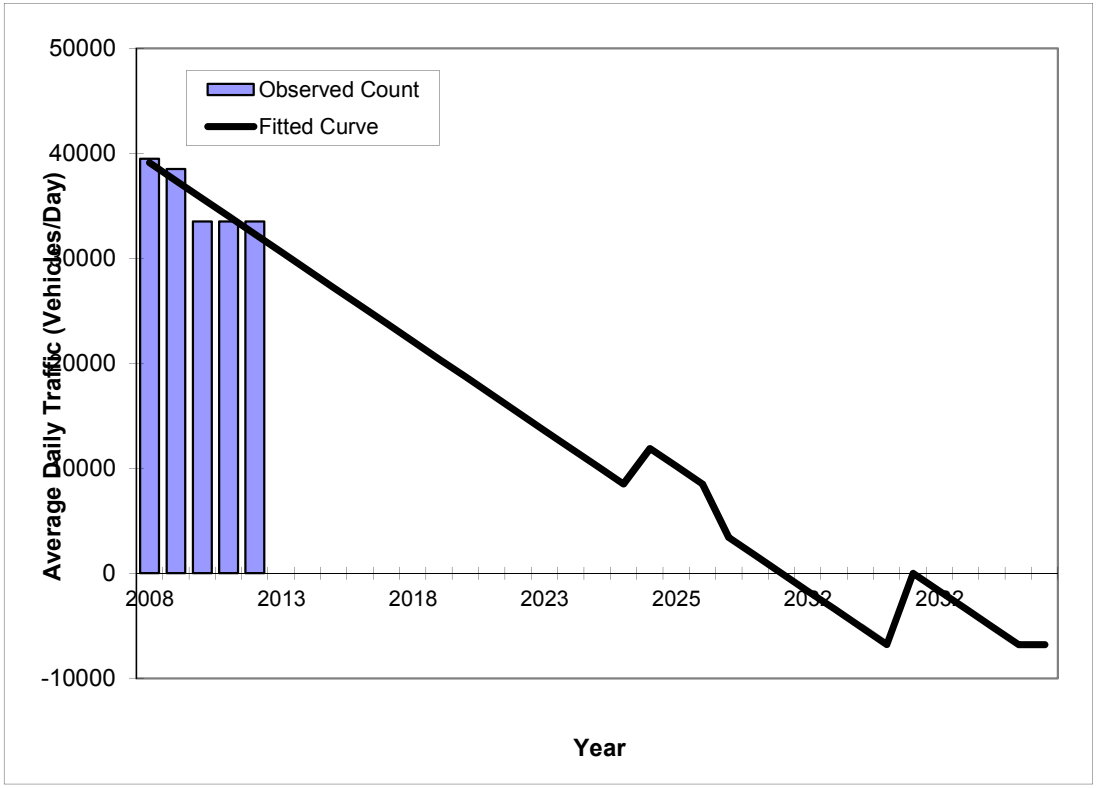
| YEAR | AADT | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|---|---|---|---|---|---|---|
| 2012 | 56500 C | E 28500 | W 28000 | 9.00 | 52.20 | 4.40 |
| 2011 | 57000 C | E 29000 | W 28000 | 9.00 | 52.50 | 4.00 |
| 2010 | 50500 C | E 24500 | W 26000 | 8.35 | 52.69 | 4.00 |
| 2009 | 55000 C | E 29000 | W 26000 | 8.53 | 53.89 | 5.40 |
| 2008 | 60500 C | E 32000 | W 28500 | 8.81 | 54.16 | 5.40 |
| 2007 | 60500 C | E 30500 | W 30000 | 8.63 | 55.75 | 2.40 |
| 2006 | 58500 C | E 30500 | W 28000 | 8.40 | 55.34 | 3.10 |
| 2005 | 56500 C | E 29000 | W 27500 | 8.20 | 51.70 | 3.20 |
| 2004 | 56500 C | E 28500 | W 28000 | 9.10 | 55.30 | 3.20 |
| 2003 | 58500 C | E 29500 | W 29000 | 8.60 | 57.50 | 3.20 |
| 2002 | 55000 C | E 28000 | W 27000 | 8.70 | 56.40 | 2.30 |
| 2001 | 58000 C | E 28500 | W 29500 | 9.00 | 60.20 | 3.60 |

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

# TRAFFIC TRENDS

## Broward Boulevard -- W of SE 3rd Avenue

| | |
|---|---|
| **County:** | 86 |
| **Station #:** | 7368 |
| **Highway:** | Broward Boulevard |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2008 | 39500 | 39100 |
| 2009 | 38500 | 37400 |
| 2010 | 33500 | 35700 |
| 2011 | 33500 | 34000 |
| 2012 | 33500 | 32300 |
| **2016 Opening Year Trend** | | |
| 2016 | N/A | 25500 |
| **2017 Mid-Year Trend** | | |
| 2017 | N/A | 23800 |
| **2026 Design Year Trend** | | |
| 2026 | N/A | 8500 |
| **TRANPLAN Forecasts/Trends** | | |
| | | |

*Axle-Adjusted

| | |
|---|---|
| **** Annual Trend Increase:** | -1,700 |
| **Trend R-squared:** | 78.5% |
| **Trend Annual Historic Growth Rate:** | -4.35% |
| **Trend Growth Rate (2012 to Design Year):** | -5.26% |
| **Printed:** | 22-Aug-13 |
| **Straight Line Growth Option** | |

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2012 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7368 - BROWARD BLVD, W OF SE 3 AVE

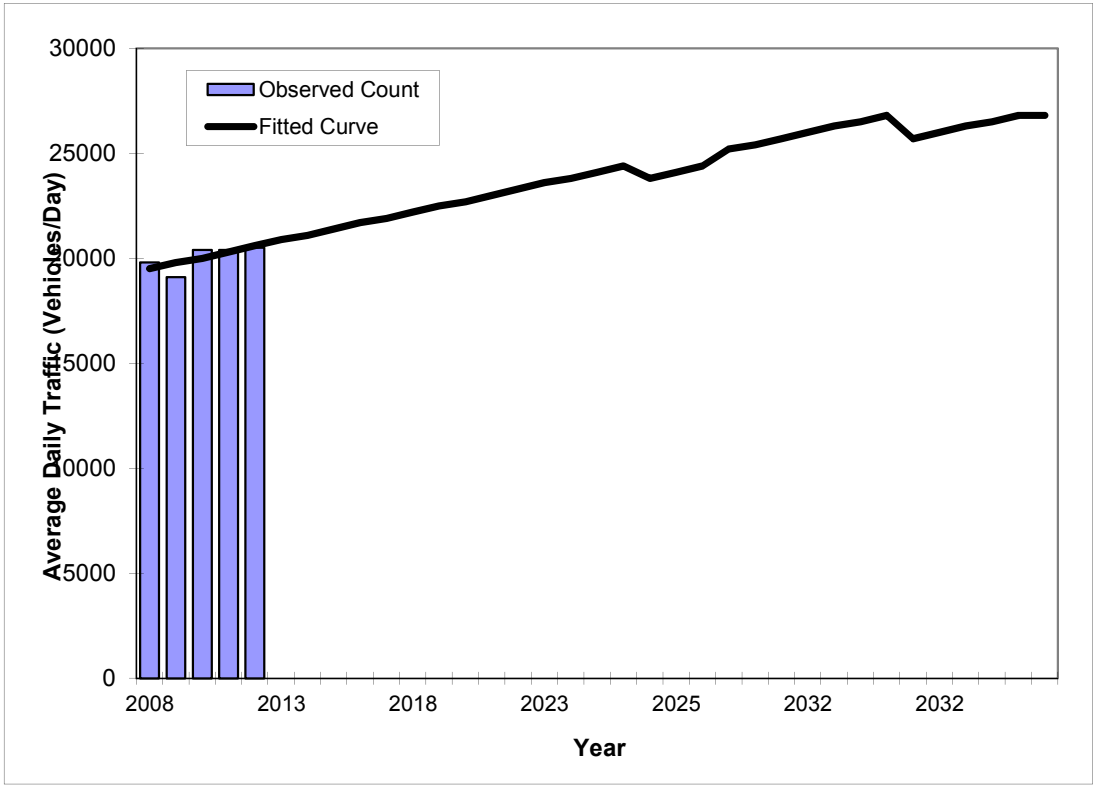
| YEAR | AADT | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|---|---|---|---|---|---|---|
| 2012 | 33500 S | 0 | 0 | 9.00 | 52.20 | 7.40 |
| 2011 | 33500 F | 0 | 0 | 9.00 | 52.50 | 8.20 |
| 2010 | 33500 C | E 17000 | W 16500 | 8.35 | 52.69 | 9.00 |
| 2009 | 38500 C | E 19500 | W 19000 | 8.53 | 53.89 | 5.40 |
| 2008 | 39500 C | E 20000 | W 19500 | 8.81 | 54.16 | 3.70 |
| 2007 | 40000 C | E 19000 | W 21000 | 8.63 | 55.75 | 3.50 |
| 2006 | 39000 C | E 19500 | W 19500 | 8.40 | 55.34 | 3.10 |
| 2005 | 43500 C | E 20000 | W 23500 | 8.20 | 51.70 | 0.00 |

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

# TRAFFIC TRENDS

## Andrews Avenue -- S of Broward Boulevard

| | |
|---|---|
| **County:** | 86 |
| **Station #:** | 7746 |
| **Highway:** | Andrews Avenue |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2008 | 19800 | 19500 |
| 2009 | 19100 | 19800 |
| 2010 | 20400 | 20000 |
| 2011 | 20400 | 20300 |
| 2012 | 20500 | 20600 |
| **2016 Opening Year Trend** | | |
| 2016 | N/A | 21700 |
| **2017 Mid-Year Trend** | | |
| 2017 | N/A | 21900 |
| **2026 Design Year Trend** | | |
| 2026 | N/A | 24400 |
| **TRANPLAN Forecasts/Trends** | | |
| | | |

*Axle-Adjusted

| | |
|---|---|
| **** Annual Trend Increase:** | 270 |
| **Trend R-squared:** | 51.6% |
| **Trend Annual Historic Growth Rate:** | 1.41% |
| **Trend Growth Rate (2012 to Design Year):** | 1.32% |
| **Printed:** | 22-Aug-13 |
| **Straight Line Growth Option** | |

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2012 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7746 - ANDREWS AVE, S OF BROWARD BLVD

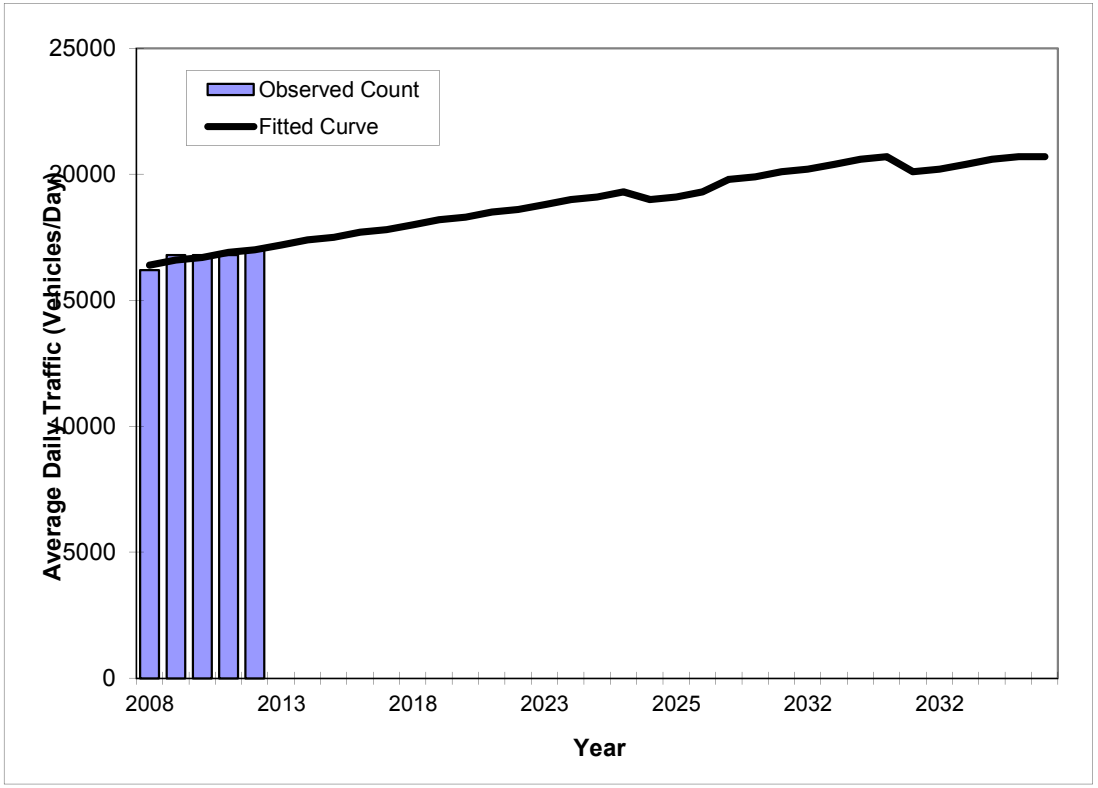
| YEAR | AADT | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|---|---|---|---|---|---|---|
| 2012 | 20500 S | 0 | 0 | 9.00 | 52.20 | 5.90 |
| 2011 | 20400 F | 0 | 0 | 9.00 | 52.50 | 6.30 |
| 2010 | 20400 C | N 12000 | S 8400 | 8.35 | 52.69 | 9.30 |
| 2009 | 19100 F | N 11000 | S 8100 | 8.53 | 53.89 | 5.30 |
| 2008 | 19800 C | N 11500 | S 8300 | 8.81 | 54.16 | 6.50 |
| 2007 | 22000 C | N 13000 | S 9000 | 8.63 | 55.75 | 4.80 |
| 2006 | 19600 C | N 11500 | S 8100 | 8.40 | 55.34 | 2.90 |
| 2005 | 19600 C | N 11500 | S 8100 | 8.20 | 51.70 | 0.00 |

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

# TRAFFIC TRENDS

## NW 7th Avenue -- N of Broward Boulevard

| | |
|---|---|
| **County:** | 86 |
| **Station #:** | 9029 |
| **Highway:** | NW 7th Avenue |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2008 | 16200 | 16400 |
| 2009 | 16800 | 16600 |
| 2010 | 16800 | 16700 |
| 2011 | 16800 | 16900 |
| 2012 | 17000 | 17000 |
| **2016 Opening Year Trend** | | |
| 2016 | N/A | 17700 |
| **2017 Mid-Year Trend** | | |
| 2017 | N/A | 17800 |
| **2026 Design Year Trend** | | |
| 2026 | N/A | 19300 |
| **TRANPLAN Forecasts/Trends** | | |
| | | |

*Axle-Adjusted

| | |
|---|---|
| **** Annual Trend Increase:** | 160 |
| **Trend R-squared:** | 69.6% |
| **Trend Annual Historic Growth Rate:** | 0.91% |
| **Trend Growth Rate (2012 to Design Year):** | 0.97% |
| **Printed:** | 22-Aug-13 |

**Straight Line Growth Option**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2012 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9029 - NW 7 AVENUE, N OF BROWARD BLVD.

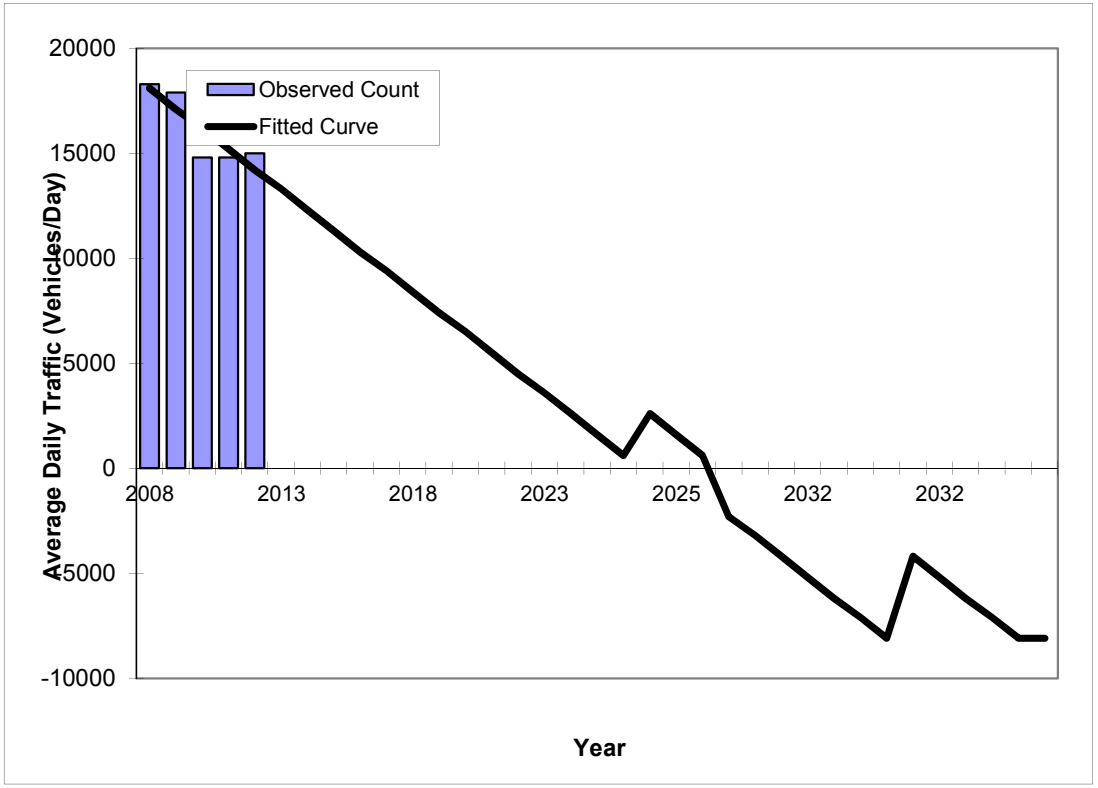
| YEAR | AADT | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|---|---|---|---|---|---|---|
| 2012 | 17000 T | 0 | 0 | 9.00 | 52.20 | 5.90 |
| 2011 | 16800 S | 0 | 0 | 9.00 | 52.50 | 6.30 |
| 2010 | 16800 F | N 7900 | S 8900 | 8.35 | 52.69 | 9.30 |
| 2009 | 16800 C | N 7900 | S 8900 | 8.53 | 53.89 | 5.30 |
| 2008 | 16200 C | N 8200 | S 8000 | 8.81 | 54.16 | 6.50 |
| 2007 | 17500 C | N 8800 | S 8700 | 8.63 | 55.75 | 4.80 |
| 2006 | 18100 C | N 9200 | S 8900 | 8.40 | 55.34 | 2.90 |
| 2005 | 17000 C | N 8800 | S 8200 | 8.20 | 51.70 | 0.00 |

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

# TRAFFIC TRENDS

**SW 7th Avenue -- S of Broward Boulevard**

| | |
|---|---|
| **County:** | 86 |
| **Station #:** | 9026 |
| **Highway:** | SW 7th Avenue |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2008 | 18300 | 18100 |
| 2009 | 17900 | 17100 |
| 2010 | 14800 | 16200 |
| 2011 | 14800 | 15200 |
| 2012 | 15000 | 14200 |
| **2016 Opening Year Trend** | | |
| 2016 | N/A | 10300 |
| **2017 Mid-Year Trend** | | |
| 2017 | N/A | 9400 |
| **2026 Design Year Trend** | | |
| 2026 | N/A | 600 |
| **TRANPLAN Forecasts/Trends** | | |
| | | |

*Axle-Adjusted

| | |
|---|---|
| **** Annual Trend Increase:** | -970 |
| **Trend R-squared:** | 74.4% |
| **Trend Annual Historic Growth Rate:** | -5.39% |
| **Trend Growth Rate (2012 to Design Year):** | -6.84% |
| **Printed:** | 22-Aug-13 |
| **Straight Line Growth Option** | |

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2012 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9026 - SW 7 AVENUE, S OF BROWARD BLVD.

| YEAR | AADT | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|---|---|---|---|---|---|---|
| 2012 | 15000 S | 0 | 0 | 9.00 | 52.20 | 5.90 |
| 2011 | 14800 F | 0 | 0 | 9.00 | 52.50 | 6.30 |
| 2010 | 14800 C | N 8000 | S 6800 | 8.35 | 52.69 | 9.30 |
| 2009 | 17900 F | N 9000 | S 8900 | 8.53 | 53.89 | 5.30 |
| 2008 | 18300 C | N 9200 | S 9100 | 8.81 | 54.16 | 6.50 |
| 2007 | 19600 C | N 10000 | S 9600 | 8.63 | 55.75 | 4.80 |
| 2006 | 18000 C | N 9600 | S 8400 | 8.40 | 55.34 | 2.90 |
| 2005 | 18100 C | N 9200 | S 8900 | 8.20 | 51.70 | 0.00 |

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

# APPENDIX C:
# Volume Development

# Existing and Background
# Volume Development Worksheets

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** Broward Boulevard & NW 5th Avenue
**COUNT DATE:** August 13, 2013
**AM PEAK HOUR FACTOR:** 0.91
**PM PEAK HOUR FACTOR:** 0.98

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | | 25 | 2,336 | 85 | | 40 | 1,174 | 3 | | 2 | 1 | 18 | | 22 | 2 | 37 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **AM EXISTING CONDITIONS** | | **27** | **2,476** | **90** | | **42** | **1,244** | **3** | | **2** | **1** | **19** | | **23** | **2** | **39** |

| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | | 20 | 1,630 | 29 | | 69 | 1,832 | 18 | | 9 | 5 | 12 | | 127 | 23 | 41 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **PM EXISTING CONDITIONS** | | **21** | **1,728** | **31** | | **73** | **1,942** | **19** | | **10** | **5** | **13** | | **135** | **24** | **43** |

| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| AM BACKGROUND TRAFFIC GROWTH | | 0 | 37 | 1 | | 1 | 19 | 0 | | 0 | 0 | 0 | | 0 | 0 | 1 |
| **AM NON-PROJECT TRAFFIC** | | **27** | **2,513** | **91** | | **43** | **1,263** | **3** | | **2** | **1** | **19** | | **23** | **2** | **40** |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| PM BACKGROUND TRAFFIC GROWTH | | 0 | 26 | 0 | | 1 | 29 | 0 | | 0 | 0 | 0 | | 2 | 0 | 1 |
| **PM NON-PROJECT TRAFFIC** | | **21** | **1,754** | **31** | | **74** | **1,971** | **19** | | **10** | **5** | **13** | | **137** | **24** | **44** |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** Broward Boulevard & NW 2nd Avenue
**COUNT DATE:** August 13, 2013
**AM PEAK HOUR FACTOR:** 0.91
**PM PEAK HOUR FACTOR:** 0.98

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT[(1)] | EBR | WBU | WBL | WBT[(1)] | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | 0 | 66 | 2,327 | 12 | | | 1,175 | 6 | | | | 30 | | | | 0 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **AM EXISTING CONDITIONS** | **0** | **70** | **2,467** | **13** | | | **1,246** | **6** | | | | **32** | | | | **0** |

| "PM EXISTING TRAFFIC" | EBU | EBL | EBT[(1)] | EBR | WBU | WBL | WBT[(1)] | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | 15 | 48 | 1,705 | 10 | | | 1,853 | 6 | | | | 40 | | | | 0 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **PM EXISTING CONDITIONS** | **16** | **51** | **1,807** | **11** | | | **1,964** | **6** | | | | **42** | | | | **0** |

| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | 0 | 0 | 0 | 0 | | | 0 | 0 | | | | 0 | | | | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| AM BACKGROUND TRAFFIC GROWTH | 0 | 1 | 37 | 0 | | | 19 | 0 | | | | 0 | | | | 0 |
| **AM NON-PROJECT TRAFFIC** | **0** | **71** | **2,504** | **13** | | | **1,265** | **6** | | | | **32** | | | | **0** |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | 0 | 0 | 0 | 0 | | | 0 | 0 | | | | 0 | | | | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| PM BACKGROUND TRAFFIC GROWTH | 0 | 1 | 27 | 0 | | | 30 | 0 | | | | 1 | | | | 0 |
| **PM NON-PROJECT TRAFFIC** | **16** | **52** | **1,834** | **11** | | | **1,994** | **6** | | | | **43** | | | | **0** |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** Broward Boulevard & NW 1st Avenue
**COUNT DATE:** August 13, 2013
**AM PEAK HOUR FACTOR:** 0.94
**PM PEAK HOUR FACTOR:** 0.94

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | | 62 | 2,019 | 198 | | 100 | 1,104 | 20 | | 15 | 96 | 53 | | 20 | 5 | 14 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **AM EXISTING CONDITIONS** | | **66** | **2,140** | **210** | | **106** | **1,170** | **21** | | **16** | **102** | **56** | | **21** | **5** | **15** |

| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | | 79 | 1,485 | 77 | | 35 | 1,715 | 35 | | 6 | 7 | 86 | | 107 | 47 | 65 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **PM EXISTING CONDITIONS** | | **84** | **1,574** | **82** | | **37** | **1,818** | **37** | | **6** | **7** | **91** | | **113** | **50** | **69** |

| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| AM BACKGROUND TRAFFIC GROWTH | | 1 | 32 | 3 | | 2 | 18 | 0 | | 0 | 2 | 1 | | 0 | 0 | 0 |
| **AM NON-PROJECT TRAFFIC** | | **67** | **2,172** | **213** | | **108** | **1,188** | **21** | | **16** | **104** | **57** | | **21** | **5** | **15** |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| PM BACKGROUND TRAFFIC GROWTH | | 1 | 24 | 1 | | 1 | 27 | 1 | | 0 | 0 | 1 | | 2 | 1 | 1 |
| **PM NON-PROJECT TRAFFIC** | | **85** | **1,598** | **83** | | **38** | **1,845** | **38** | | **6** | **7** | **92** | | **115** | **51** | **70** |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** NW 2nd Street & NW 5th Avenue
**COUNT DATE:** August 13, 2013
**AM PEAK HOUR FACTOR:** 0.88
**PM PEAK HOUR FACTOR:** 0.75

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | | 1 | 256 | 3 | | 9 | 74 | 5 | | 10 | 9 | 1 | | 0 | 5 | 18 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **AM EXISTING CONDITIONS** | | **1** | **271** | **3** | | **10** | **78** | **5** | | **11** | **10** | **1** | | **0** | **5** | **19** |

| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | | 2 | 86 | 11 | | 16 | 320 | 20 | | 5 | 6 | 2 | | 15 | 22 | 12 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **PM EXISTING CONDITIONS** | | **2** | **91** | **12** | | **17** | **339** | **21** | | **5** | **6** | **2** | | **16** | **23** | **13** |

| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| AM BACKGROUND TRAFFIC GROWTH | | 0 | 4 | 0 | | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| **AM NON-PROJECT TRAFFIC** | | **1** | **275** | **3** | | **10** | **79** | **5** | | **11** | **10** | **1** | | **0** | **5** | **19** |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| PM BACKGROUND TRAFFIC GROWTH | | 0 | 1 | 0 | | 0 | 5 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| **PM NON-PROJECT TRAFFIC** | | **2** | **92** | **12** | | **17** | **344** | **21** | | **5** | **6** | **2** | | **16** | **23** | **13** |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** NW 2nd Street & NW 2nd Avenue
**COUNT DATE:** August 13, 2013
**AM PEAK HOUR FACTOR:** 0.82
**PM PEAK HOUR FACTOR:** 0.79

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | | | 250 | 5 | | 19 | 96 | | | | | | | 6 | | 40 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **AM EXISTING CONDITIONS** | | | **265** | **5** | | **20** | **102** | | | | | | | **6** | | **42** |

| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | | | 109 | 0 | | 27 | 321 | | | | | | | 15 | | 77 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **PM EXISTING CONDITIONS** | | | **116** | **0** | | **29** | **340** | | | | | | | **16** | | **82** |

| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | | 0 | 0 | | 0 | 0 | | | | | | | 0 | | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| AM BACKGROUND TRAFFIC GROWTH | | | 4 | 0 | | 0 | 2 | | | | | | | 0 | | 1 |
| **AM NON-PROJECT TRAFFIC** | | | **269** | **5** | | **20** | **104** | | | | | | | **6** | | **43** |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | | 0 | 0 | | 0 | 0 | | | | | | | 0 | | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| PM BACKGROUND TRAFFIC GROWTH | | | 2 | 0 | | 0 | 5 | | | | | | | 0 | | 1 |
| **PM NON-PROJECT TRAFFIC** | | | **118** | **0** | | **29** | **345** | | | | | | | **16** | | **83** |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** NW 2nd Street & NW Flagler Avenue
**COUNT DATE:** August 13, 2013
**AM PEAK HOUR FACTOR:** 0.82
**PM PEAK HOUR FACTOR:** 0.79

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | | 0 | 290 | | | | 114 | 0 | | 3 | | 1 | | | | |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **AM EXISTING CONDITIONS** | | **0** | **307** | | | | **121** | **0** | | **3** | | **1** | | | | |

| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | | 0 | 184 | | | | 350 | 0 | | 1 | | 0 | | | | |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **PM EXISTING CONDITIONS** | | **0** | **195** | | | | **371** | **0** | | **1** | | **0** | | | | |

| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | 0 | | | | 0 | 0 | | 0 | | 0 | | | | |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| AM BACKGROUND TRAFFIC GROWTH | | 0 | 5 | | | | 2 | 0 | | 0 | | 0 | | | | |
| **AM NON-PROJECT TRAFFIC** | | **0** | **312** | | | | **123** | **0** | | **3** | | **1** | | | | |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | 0 | | | | 0 | 0 | | 0 | | 0 | | | | |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| PM BACKGROUND TRAFFIC GROWTH | | 0 | 3 | | | | 6 | 0 | | 0 | | 0 | | | | |
| **PM NON-PROJECT TRAFFIC** | | **0** | **198** | | | | **377** | **0** | | **1** | | **0** | | | | |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** NW 2nd Street & NW 1st Avenue
**COUNT DATE:** August 13, 2013
**AM PEAK HOUR FACTOR:** 0.86
**PM PEAK HOUR FACTOR:** 0.77

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | | 14 | 217 | 83 | | 68 | 68 | 3 | | 2 | 35 | 7 | | 20 | 16 | 34 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **AM EXISTING CONDITIONS** | | **15** | **230** | **88** | | **72** | **72** | **3** | | **2** | **37** | **7** | | **21** | **17** | **36** |

| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | | 27 | 132 | 45 | | 45 | 249 | 3 | | 3 | 16 | 12 | | 62 | 49 | 54 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **PM EXISTING CONDITIONS** | | **29** | **140** | **48** | | **48** | **264** | **3** | | **3** | **17** | **13** | | **66** | **52** | **57** |

| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| AM BACKGROUND TRAFFIC GROWTH | | 0 | 3 | 1 | | 1 | 1 | 0 | | 0 | 1 | 0 | | 0 | 0 | 1 |
| **AM NON-PROJECT TRAFFIC** | | **15** | **233** | **89** | | **73** | **73** | **3** | | **2** | **38** | **7** | | **21** | **17** | **37** |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| PM BACKGROUND TRAFFIC GROWTH | | 0 | 2 | 1 | | 1 | 4 | 0 | | 0 | 0 | 0 | | 1 | 1 | 1 |
| **PM NON-PROJECT TRAFFIC** | | **29** | **142** | **49** | | **49** | **268** | **3** | | **3** | **17** | **13** | | **67** | **53** | **58** |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** NW 4th Street & NW 5th Avenue
**COUNT DATE:** August 13, 2013
**AM PEAK HOUR FACTOR:** 0.83
**PM PEAK HOUR FACTOR:** 0.68

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | | | 144 | 9 | | 10 | 78 | | | | | | | 9 | | 2 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **AM EXISTING CONDITIONS** | | | **153** | **10** | | **11** | **83** | | | | | | | **10** | | **2** |

| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | | | 66 | 5 | | 8 | 257 | | | | | | | 40 | | 4 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **PM EXISTING CONDITIONS** | | | **70** | **5** | | **8** | **272** | | | | | | | **42** | | **4** |

| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | | 0 | 0 | | 0 | 0 | | | | | | | 0 | | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| AM BACKGROUND TRAFFIC GROWTH | | | 2 | 0 | | 0 | 1 | | | | | | | 0 | | 0 |
| **AM NON-PROJECT TRAFFIC** | | | **155** | **10** | | **11** | **84** | | | | | | | **10** | | **2** |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | | 0 | 0 | | 0 | 0 | | | | | | | 0 | | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| PM BACKGROUND TRAFFIC GROWTH | | | 1 | 0 | | 0 | 4 | | | | | | | 1 | | 0 |
| **PM NON-PROJECT TRAFFIC** | | | **71** | **5** | | **8** | **276** | | | | | | | **43** | | **4** |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** NW 4th Street & NW Flagler Avenue
**COUNT DATE:** August 13, 2013
**AM PEAK HOUR FACTOR:** 0.93
**PM PEAK HOUR FACTOR:** 0.81

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | | 0 | 132 | 3 | | 5 | 89 | 0 | | 0 | 0 | 1 | | 0 | 0 | 0 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **AM EXISTING CONDITIONS** | | **0** | **140** | **3** | | **5** | **94** | **0** | | **0** | **0** | **1** | | **0** | **0** | **0** |

| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | | 0 | 72 | 0 | | 2 | 243 | 0 | | 3 | 0 | 2 | | 0 | 0 | 0 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **PM EXISTING CONDITIONS** | | **0** | **76** | **0** | | **2** | **258** | **0** | | **3** | **0** | **2** | | **0** | **0** | **0** |

| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| AM BACKGROUND TRAFFIC GROWTH | | 0 | 2 | 0 | | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| **AM NON-PROJECT TRAFFIC** | | **0** | **142** | **3** | | **5** | **95** | **0** | | **0** | **0** | **1** | | **0** | **0** | **0** |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| PM BACKGROUND TRAFFIC GROWTH | | 0 | 1 | 0 | | 0 | 4 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| **PM NON-PROJECT TRAFFIC** | | **0** | **77** | **0** | | **2** | **262** | **0** | | **3** | **0** | **2** | | **0** | **0** | **0** |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** NW 4th Street & NW 1st Avenue
**COUNT DATE:** August 13, 2013
**AM PEAK HOUR FACTOR:** 0.91
**PM PEAK HOUR FACTOR:** 0.88

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | | 5 | 126 | 18 | | 28 | 66 | 5 | | 5 | 13 | 15 | | 7 | 4 | 12 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **AM EXISTING CONDITIONS** | | **5** | **134** | **19** | | **30** | **70** | **5** | | **5** | **14** | **16** | | **7** | **4** | **13** |

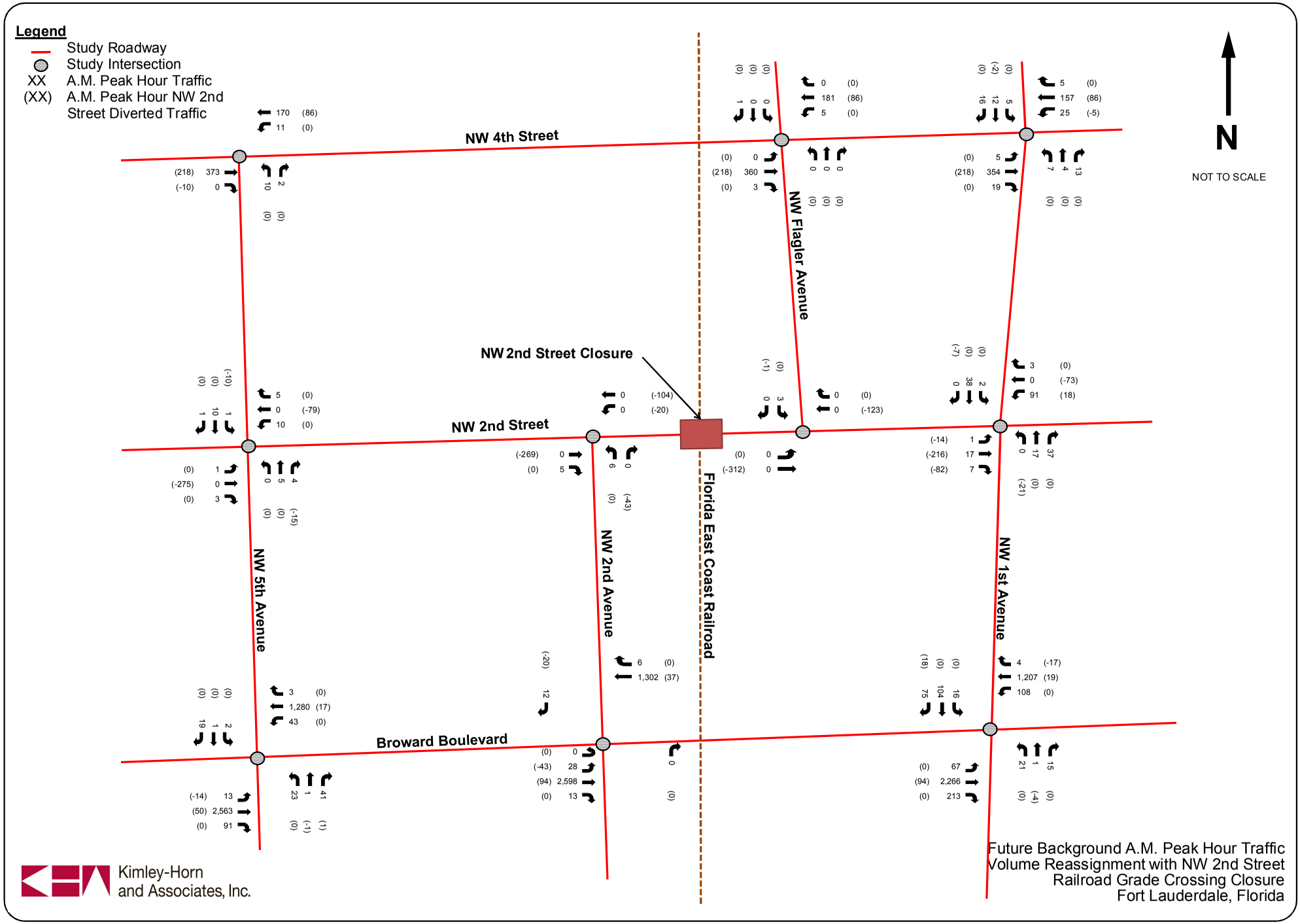
| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | | 4 | 71 | 10 | | 6 | 202 | 11 | | 14 | 4 | 16 | | 33 | 17 | 48 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **PM EXISTING CONDITIONS** | | **4** | **75** | **11** | | **6** | **214** | **12** | | **15** | **4** | **17** | | **35** | **18** | **51** |

| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| AM BACKGROUND TRAFFIC GROWTH | | 0 | 2 | 0 | | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| **AM NON-PROJECT TRAFFIC** | | **5** | **136** | **19** | | **30** | **71** | **5** | | **5** | **14** | **16** | | **7** | **4** | **13** |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| PM BACKGROUND TRAFFIC GROWTH | | 0 | 1 | 0 | | 0 | 3 | 0 | | 0 | 0 | 0 | | 1 | 0 | 1 |
| **PM NON-PROJECT TRAFFIC** | | **4** | **76** | **11** | | **6** | **217** | **12** | | **15** | **4** | **17** | | **36** | **18** | **52** |

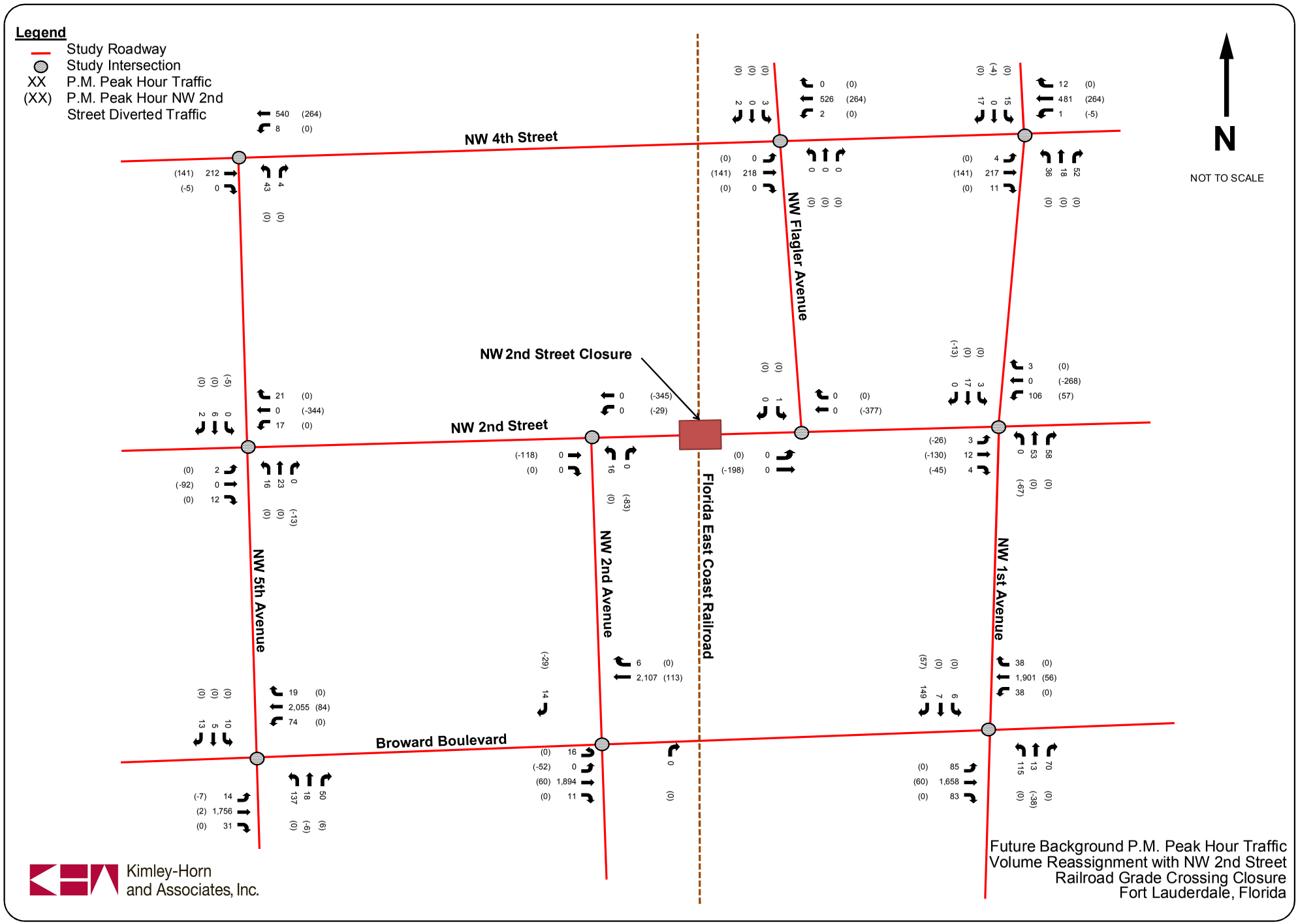
# Future Background Conditions with NW 2nd Street Railroad Grade Crossing Closure Reassignment Volume Development

# NW 2nd Street Railroad Grade Crossing Closure Traffic Reassignment




Kimley-Horn and Associates, Inc.

Future Background A.M. Peak Hour Traffic Volume Reassignment with NW 2nd Street Railroad Grade Crossing Closure
Fort Lauderdale, Florida




Kimley-Horn and Associates, Inc.

Future Background P.M. Peak Hour Traffic Volume Reassignment with NW 2nd Street Railroad Grade Crossing Closure
Fort Lauderdale, Florida

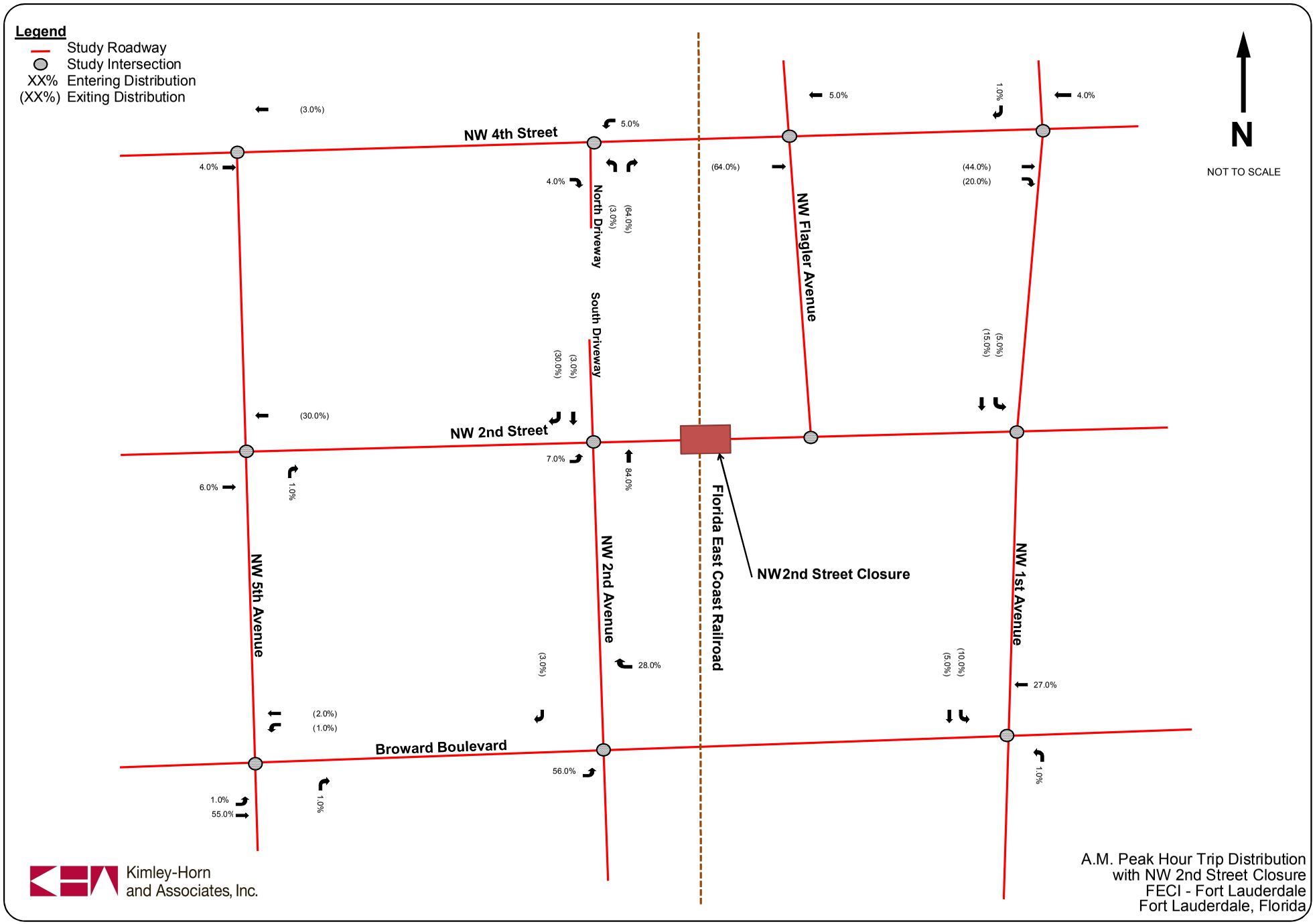
# Future Background Conditions
# FECI Station

| All Aboard Florida Train Station Trip Generation Development | | | | |
|---|---|---|---|---|
| | | Boarding | Alighting | Total |
| Fort Lauderdale Station 2018 Daily Boarding and Alighting Data[(1)] | | 1,735 | 1,689 | 3,424 |
| | | | | |
| A.M. Peak Hour Boarding and Alighting<br>(assumes 10 percent of daily total passenger activity,<br>assigned as 50% boarding and 50% alighting): | | 171 | 171 | 342 |
| | | | | |
| P.M. Peak Hour Boarding and Alighting<br>(assume 10 percent of daily total passenger activity,<br>50% boarding and 50% alighting): | | 171 | 171 | 342 |

Note:[(1)] Provided by All Aboard Florida.

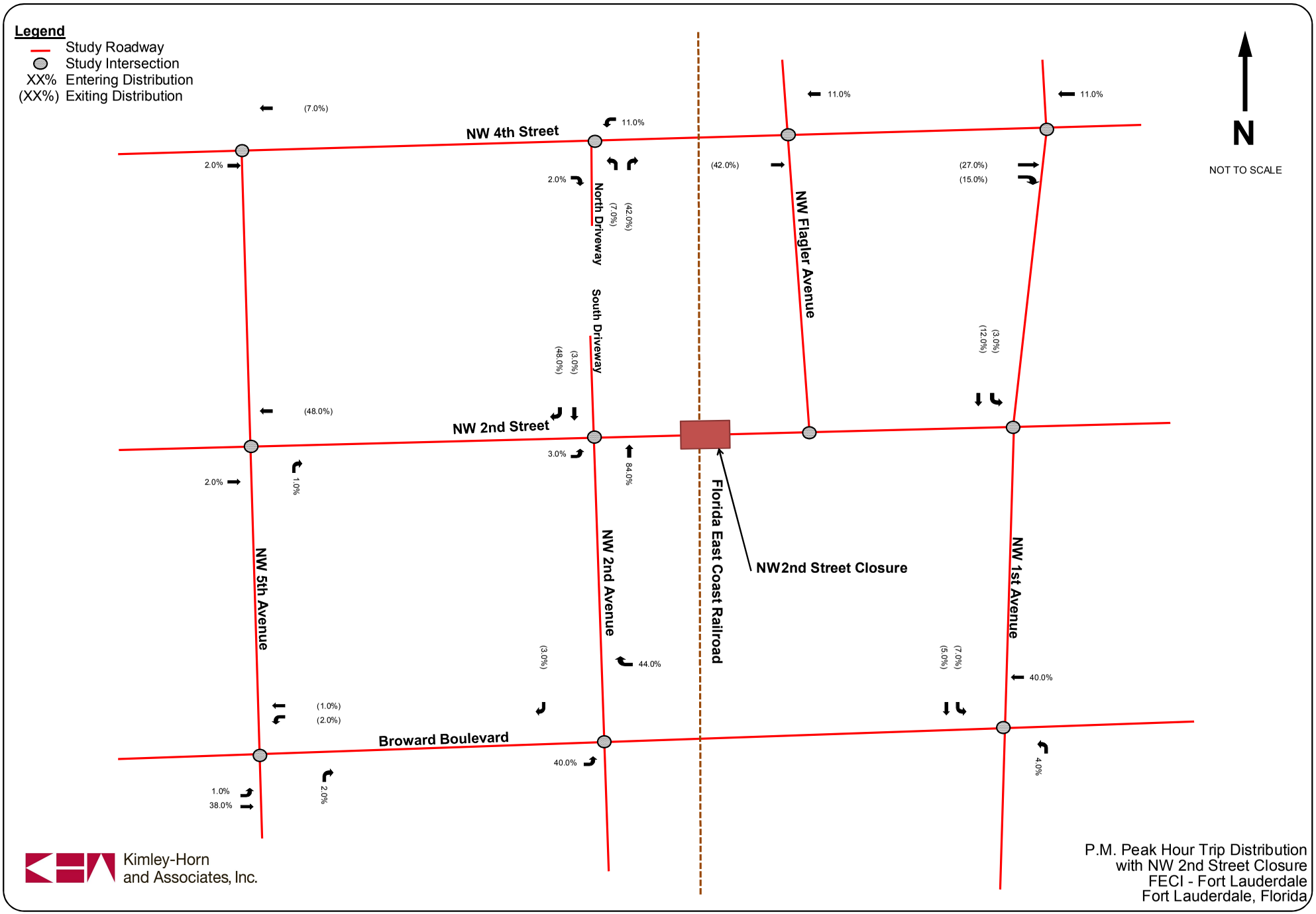
## AAF BASE CASE FORECAST

| AAF Southeast Florida Operating Segment<br>Daily Boardings and Alightings, 2019, Base Case | | |
|---|---|---|
| Station | Boardings | Alightings |
| West Palm Beach | 1,839 | 1,987 |
| Fort Lauderdale | 1,735 | 1,689 |
| Miami | 1,753 | 1,651 |
| | 5,327 | 5,327 |
| ***Total Annual Ridership:*** | **1,944,500** | |



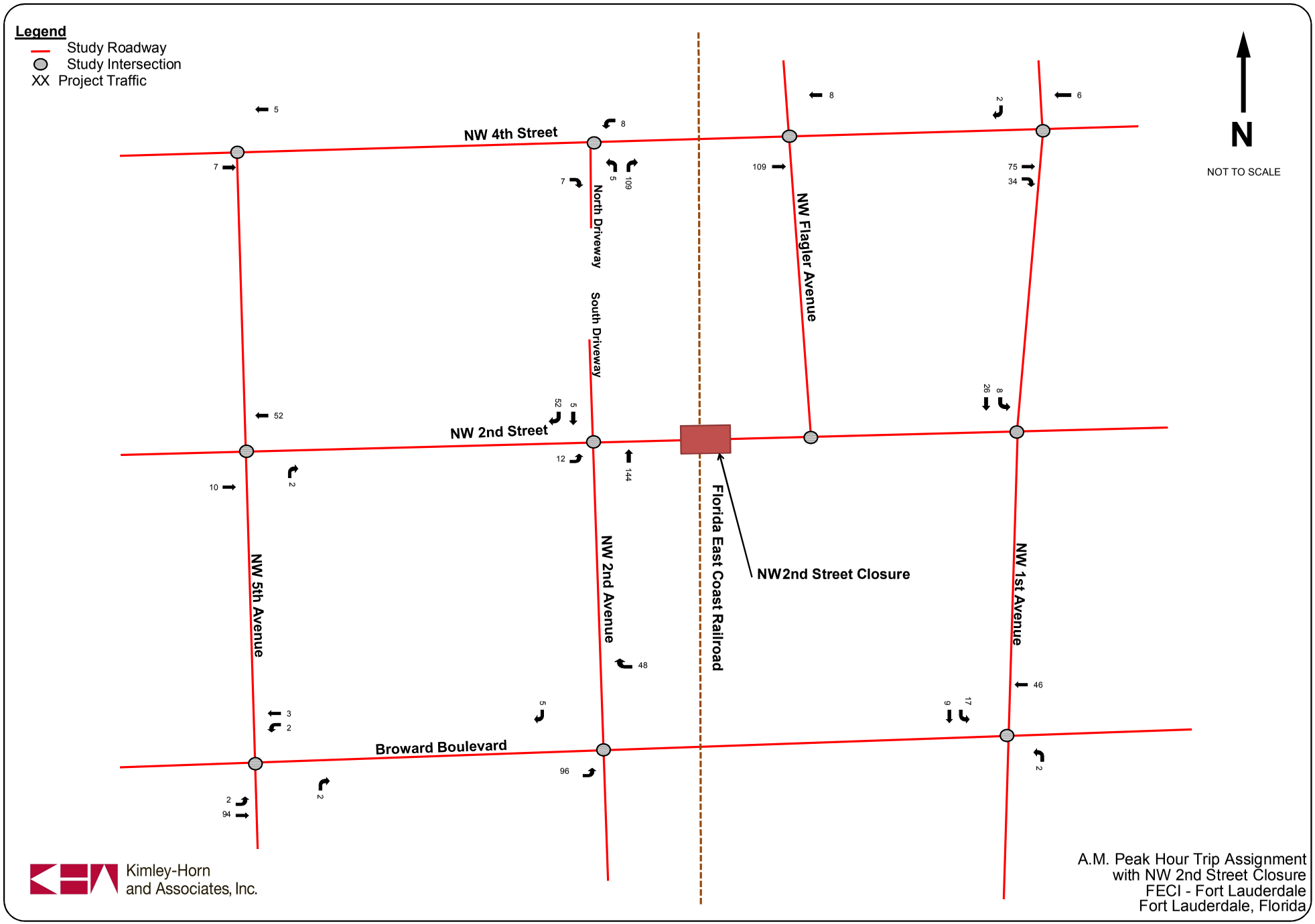

Kimley-Horn and Associates, Inc.

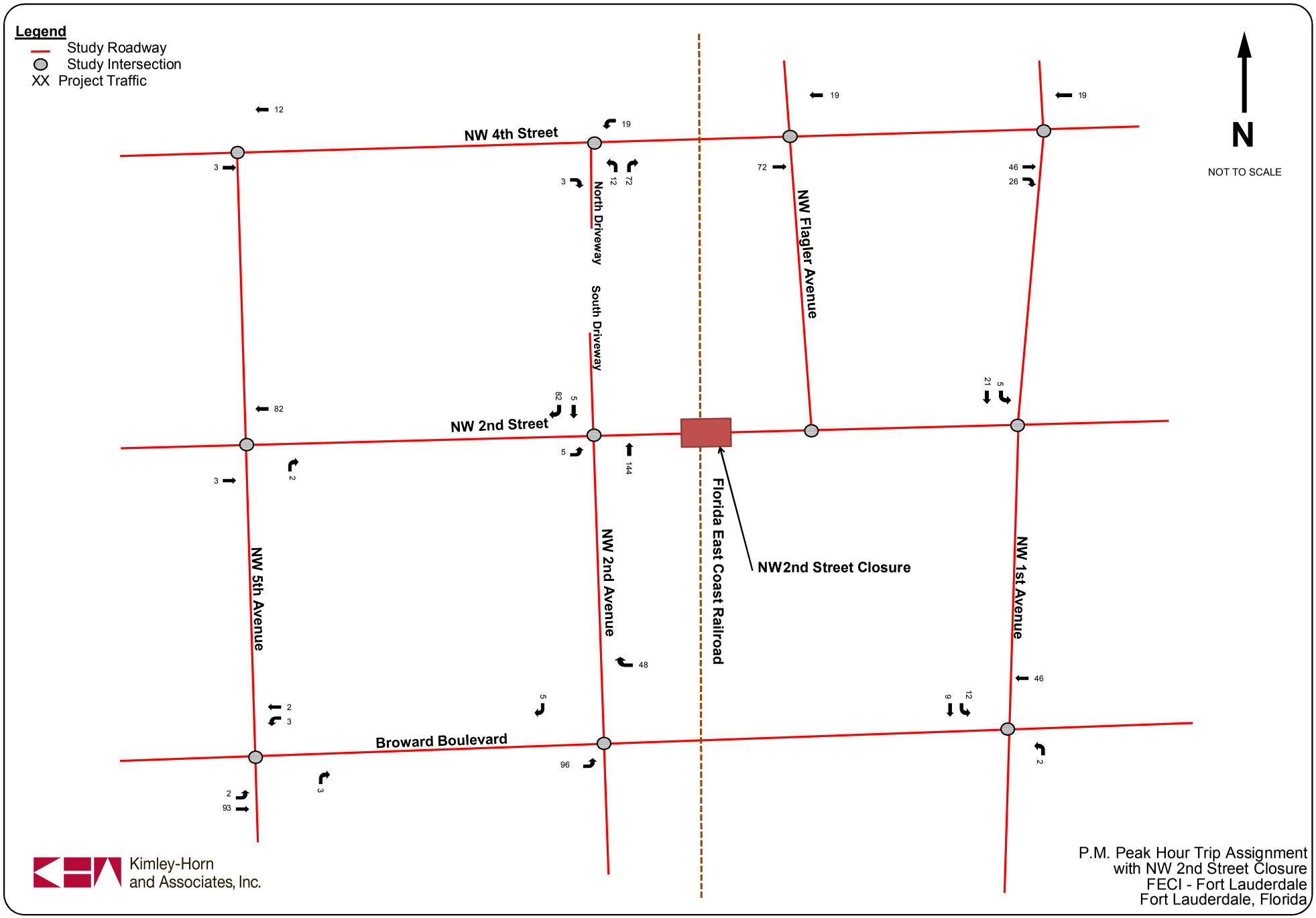
A.M. Peak Hour Trip Distribution
with NW 2nd Street Closure
FECI - Fort Lauderdale
Fort Lauderdale, Florida




Kimley-Horn and Associates, Inc.

P.M. Peak Hour Trip Distribution
with NW 2nd Street Closure
FECI - Fort Lauderdale
Fort Lauderdale, Florida


Legend
Study Roadway
Study Intersection
XX Project Traffic
N
NOT TO SCALE
NW 4th Street
NW 2nd Street
Broward Boulevard
North Driveway
South Driveway
NW Flagler Avenue
NW 5th Avenue
NW 2nd Avenue
NW 1st Avenue
Florida East Coast Railroad
NW2nd Street Closure
5
8
7
7
5
109
109
8
2
6
75
34
52
52
5
26
8
10
2
12
144
48
3
2
5
46
17
9
2
96
2
2
94
Kimley-Horn
and Associates, Inc.
A.M. Peak Hour Trip Assignment
with NW 2nd Street Closure
FECI - Fort Lauderdale
Fort Lauderdale, Florida


Legend
Study Roadway
Study Intersection
XX Project Traffic
N
NOT TO SCALE
NW 4th Street
NW 2nd Street
Broward Boulevard
North Driveway
South Driveway
NW Flagler Avenue
NW 5th Avenue
NW 2nd Avenue
NW 1st Avenue
Florida East Coast Railroad
NW2nd Street Closure
Kimley-Horn and Associates, Inc.
P.M. Peak Hour Trip Assignment
with NW 2nd Street Closure
FECI - Fort Lauderdale
Fort Lauderdale, Florida

# Future Background Conditions
# Volume Development

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** Broward Boulevard & NW 5th Avenue
**COUNT DATE:** August 13, 2013
**AM PEAK HOUR FACTOR:** 0.91
**PM PEAK HOUR FACTOR:** 0.98

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | | 25 | 2,336 | 85 | | 40 | 1,174 | 3 | | 2 | 1 | 18 | | 22 | 2 | 37 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **AM EXISTING CONDITIONS** | | **27** | **2,476** | **90** | | **42** | **1,244** | **3** | | **2** | **1** | **19** | | **23** | **2** | **39** |

| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | | 20 | 1,630 | 29 | | 69 | 1,832 | 18 | | 9 | 5 | 12 | | 127 | 23 | 41 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **PM EXISTING CONDITIONS** | | **21** | **1,728** | **31** | | **73** | **1,942** | **19** | | **10** | **5** | **13** | | **135** | **24** | **43** |

| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | -14 | 50 | | | | 17 | | | | | | | | -1 | 1 |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | -14 | 50 | 0 | | 0 | 17 | 0 | | 0 | 0 | 0 | | 0 | -1 | 1 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| AM BACKGROUND TRAFFIC GROWTH | | 0 | 37 | 1 | | 1 | 19 | 0 | | 0 | 0 | 0 | | 0 | 0 | 1 |
| **AM NON-PROJECT TRAFFIC** | | **13** | **2,563** | **91** | | **43** | **1,280** | **3** | | **2** | **1** | **19** | | **23** | **1** | **41** |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | -7 | 2 | | | | 84 | | | | | | | | -6 | 6 |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | -7 | 2 | 0 | | 0 | 84 | 0 | | 0 | 0 | 0 | | 0 | -6 | 6 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| PM BACKGROUND TRAFFIC GROWTH | | 0 | 26 | 0 | | 1 | 29 | 0 | | 0 | 0 | 0 | | 2 | 0 | 1 |
| **PM NON-PROJECT TRAFFIC** | | **14** | **1,756** | **31** | | **74** | **2,055** | **19** | | **10** | **5** | **13** | | **137** | **18** | **50** |

"PROJECT DISTRUBUTION"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Net New | Entering | | 1.0% | 38.0% | | | | | | | | | | | | | 2.0% |
| Distribution | Exiting | | | | | | 2.0% | 1.0% | | | | | | | | | |
| AM Net New | Entering | | 1.0% | 55.0% | | | | | | | | | | | | | 1.0% |
| Distribution | Exiting | | | | | | 1.0% | 2.0% | | | | | | | | | |

"AM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | | | | | | | | | | | | | | | | | |
| Trips | Net New | | 2 | 94 | | | 2 | 3 | | | | | | | | | 2 |
| AM TOTAL PROJECT TRAFFIC | | | **2** | **94** | **0** | | **2** | **3** | **0** | | **0** | **0** | **0** | | **0** | **0** | **2** |
| **AM TOTAL TRAFFIC** | | | **15** | **2,657** | **91** | | **45** | **1,283** | **3** | | **2** | **1** | **19** | | **23** | **1** | **43** |

"PM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | 2 | 93 | | | 3 | 2 | | | | | | | | | 3 |
| Trips | | | | | | | | | | | | | | | | | |
| PM TOTAL PROJECT TRAFFIC | | | **2** | **93** | | | **3** | **2** | | | | | | | | | **3** |
| **PM TOTAL TRAFFIC** | | | **16** | **1,849** | **31** | | **77** | **2,057** | **19** | | **10** | **5** | **13** | | **137** | **18** | **53** |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** Broward Boulevard & NW 2nd Avenue
**COUNT DATE:** August 13, 2013
**AM PEAK HOUR FACTOR:** 0.91
**PM PEAK HOUR FACTOR:** 0.98

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT[1] | EBR | WBU | WBL | WBT[1] | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | 0 | 66 | 2,327 | 12 | | | 1,175 | 6 | | | | 30 | | | | 0 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **AM EXISTING CONDITIONS** | **0** | **70** | **2,467** | **13** | | | **1,246** | **6** | | | | **32** | | | | **0** |

| "PM EXISTING TRAFFIC" | EBU | EBL | EBT[1] | EBR | WBU | WBL | WBT[1] | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | 15 | 48 | 1,705 | 10 | | | 1,853 | 6 | | | | 40 | | | | 0 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **PM EXISTING CONDITIONS** | **16** | **51** | **1,807** | **11** | | | **1,964** | **6** | | | | **42** | | | | **0** |

| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | -43 | 94 | | | | 37 | | | | | -20 | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | 0 | -43 | 94 | 0 | | | 37 | 0 | | | | -20 | | | | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| AM BACKGROUND TRAFFIC GROWTH | 0 | 1 | 37 | 0 | | | 19 | 0 | | | | 0 | | | | 0 |
| **AM NON-PROJECT TRAFFIC** | **0** | **28** | **2,598** | **13** | | | **1,302** | **6** | | | | **12** | | | | **0** |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | -52 | 60 | | | | 113 | | | | | -29 | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | 0 | -52 | 60 | 0 | | | 113 | 0 | | | | -29 | | | | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| PM BACKGROUND TRAFFIC GROWTH | 0 | 1 | 27 | 0 | | | 30 | 0 | | | | 1 | | | | 0 |
| **PM NON-PROJECT TRAFFIC** | **16** | **0** | **1,894** | **11** | | | **2,107** | **6** | | | | **14** | | | | **0** |

"PROJECT DISTRUBUTION"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Net New | Entering | | 40.0% | | | | | | 44.0% | | | | | | | | |
| Distribution | Exiting | | | | | | | | | | | | 3.0% | | | | |
| AM Net New | Entering | | 56.0% | | | | | | 28.0% | | | | | | | | |
| Distribution | Exiting | | | | | | | | | | | | 3.0% | | | | |

"AM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | | | | | | | | | | | | | | | | | |
| Trips | Net New | | 96 | | | | | | 48 | | | | 5 | | | | |
| **AM TOTAL PROJECT TRAFFIC** | | **0** | **96** | **0** | **0** | | | **0** | **48** | | | | **5** | | | | **0** |
| **AM TOTAL TRAFFIC** | | **0** | **124** | **2,598** | **13** | | | **1,302** | **54** | | | | **17** | | | | **0** |

"PM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | 96 | | | | | | 48 | | | | 5 | | | | |
| Trips | | | | | | | | | | | | | | | | | |
| **PM TOTAL PROJECT TRAFFIC** | | | **96** | | | | | | **48** | | | | **5** | | | | |
| **PM TOTAL TRAFFIC** | | **16** | **96** | **1,894** | **11** | | | **2,107** | **54** | | | | **19** | | | | **0** |

(1) Based on average volumes at the intersections of Broward Boulevard and NW/SW 5th Avenue and Broward Boulevard and NW/SW 1st Avenue

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** Broward Boulevard & NW 1st Avenue
**COUNT DATE:** August 13, 2013
**AM PEAK HOUR FACTOR:** 0.94
**PM PEAK HOUR FACTOR:** 0.94

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | | 62 | 2,019 | 198 | | 100 | 1,104 | 20 | | 15 | 96 | 53 | | 20 | 5 | 14 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **AM EXISTING CONDITIONS** | | **66** | **2,140** | **210** | | **106** | **1,170** | **21** | | **16** | **102** | **56** | | **21** | **5** | **15** |

| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | | 79 | 1,485 | 77 | | 35 | 1,715 | 35 | | 6 | 7 | 86 | | 107 | 47 | 65 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **PM EXISTING CONDITIONS** | | **84** | **1,574** | **82** | | **37** | **1,818** | **37** | | **6** | **7** | **91** | | **113** | **50** | **69** |

| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | | 94 | | | | 19 | -17 | | | | 18 | | | -4 | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | 94 | 0 | | 0 | 19 | -17 | | 0 | 0 | 18 | | 0 | -4 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| AM BACKGROUND TRAFFIC GROWTH | | 1 | 32 | 3 | | 2 | 18 | 0 | | 0 | 2 | 1 | | 0 | 0 | 0 |
| **AM NON-PROJECT TRAFFIC** | | **67** | **2,266** | **213** | | **108** | **1,207** | **4** | | **16** | **104** | **75** | | **21** | **1** | **15** |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | | 60 | | | | 56 | | | | | 57 | | | -38 | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | 60 | 0 | | 0 | 56 | 0 | | 0 | 0 | 57 | | 0 | -38 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| PM BACKGROUND TRAFFIC GROWTH | | 1 | 24 | 1 | | 1 | 27 | 1 | | 0 | 0 | 1 | | 2 | 1 | 1 |
| **PM NON-PROJECT TRAFFIC** | | **85** | **1,658** | **83** | | **38** | **1,901** | **38** | | **6** | **7** | **149** | | **115** | **13** | **70** |

"AM PROJECT DISTRUBUTION"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Net New | Entering | | | | | | | 40.0% | | | | | | | 4.0% | | |
| Distribution | Exiting | | | | | | | | | | 7.0% | 5.0% | | | | | |
| AM Net New | Entering | | | | | | | 27.0% | | | | | | | 1.0% | | |
| Distribution | Exiting | | | | | | | | | | 10.0% | 5.0% | | | | | |

"AM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | | | | | | | | | | | | | | | | | |
| Trips | Net New | | | | | | | 46 | | | 17 | 9 | | | 2 | | |
| AM TOTAL PROJECT TRAFFIC | | | **0** | **0** | **0** | | **0** | **46** | **0** | | **17** | **9** | **0** | | **2** | **0** | **0** |
| **AM TOTAL TRAFFIC** | | | **67** | **2,266** | **213** | | **108** | **1,253** | **4** | | **33** | **113** | **75** | | **23** | **1** | **15** |

"PM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | | | | | | 46 | | | 12 | 9 | | | 2 | | |
| Trips | | | | | | | | | | | | | | | | | |
| PM TOTAL PROJECT TRAFFIC | | | | | | | | **46** | | | **12** | **9** | | | **2** | | |
| **PM TOTAL TRAFFIC** | | | **85** | **1,658** | **83** | | **38** | **1,947** | **38** | | **18** | **16** | **149** | | **117** | **13** | **70** |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** NW 2nd Street & NW 5th Avenue
**COUNT DATE:** August 13, 2013
**AM PEAK HOUR FACTOR:** 0.88
**PM PEAK HOUR FACTOR:** 0.75

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | | 1 | 256 | 3 | | 9 | 74 | 5 | | 10 | 9 | 1 | | 0 | 5 | 18 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **AM EXISTING CONDITIONS** | | **1** | **271** | **3** | | **10** | **78** | **5** | | **11** | **10** | **1** | | **0** | **5** | **19** |

| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | | 2 | 86 | 11 | | 16 | 320 | 20 | | 5 | 6 | 2 | | 15 | 22 | 12 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **PM EXISTING CONDITIONS** | | **2** | **91** | **12** | | **17** | **339** | **21** | | **5** | **6** | **2** | | **16** | **23** | **13** |

| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | | -275 | | | | -79 | | | -10 | | | | | | -15 |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | -275 | 0 | | 0 | -79 | 0 | | -10 | 0 | 0 | | 0 | 0 | -15 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| AM BACKGROUND TRAFFIC GROWTH | | 0 | 4 | 0 | | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| **AM NON-PROJECT TRAFFIC** | | **1** | **0** | **3** | | **10** | **0** | **5** | | **1** | **10** | **1** | | **0** | **5** | **4** |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | | -92 | | | | -344 | | | -5 | | | | | | -13 |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | -92 | 0 | | 0 | -344 | 0 | | -5 | 0 | 0 | | 0 | 0 | -13 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| PM BACKGROUND TRAFFIC GROWTH | | 0 | 1 | 0 | | 0 | 5 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| **PM NON-PROJECT TRAFFIC** | | **2** | **0** | **12** | | **17** | **0** | **21** | | **0** | **6** | **2** | | **16** | **23** | **0** |

"AM PROJECT DISTRUBUTION"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Net New | Entering | | | 2.0% | | | | | | | | | | | | | 1.0% |
| Distribution | Exiting | | | | | | | 48.0% | | | | | | | | | |
| AM Net New | Entering | | | 6.0% | | | | | | | | | | | | | 1.0% |
| Distribution | Exiting | | | | | | | 30.0% | | | | | | | | | |

"AM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | | | | | | | | | | | | | | | | | |
| Trips | Net New | | | 10 | | | | 52 | | | | | | | | | 2 |
| **AM TOTAL PROJECT TRAFFIC** | | | **0** | **10** | **0** | | **0** | **52** | **0** | | **0** | **0** | **0** | | **0** | **0** | **2** |
| **AM TOTAL TRAFFIC** | | | **1** | **10** | **3** | | **10** | **52** | **5** | | **1** | **10** | **1** | | **0** | **5** | **6** |

"PM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | | 3 | | | | 82 | | | | | | | | | 2 |
| Trips | | | | | | | | | | | | | | | | | |
| **PM TOTAL PROJECT TRAFFIC** | | | | **3** | | | | **82** | | | | | | | | | **2** |
| **PM TOTAL TRAFFIC** | | | **2** | **3** | **12** | | **17** | **82** | **21** | | **0** | **6** | **2** | | **16** | **23** | **2** |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** NW 2nd Street & NW 2nd Avenue/South Driveway
**COUNT DATE:** August 13, 2013
**AM PEAK HOUR FACTOR:** 0.82
**PM PEAK HOUR FACTOR:** 0.79

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | | | 250 | 5 | | 19 | 96 | | | | | | | 6 | | 40 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **AM EXISTING CONDITIONS** | | | **265** | **5** | | **20** | **102** | | | | | | | **6** | | **42** |

| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | | | 109 | 0 | | 27 | 321 | | | | | | | 15 | | 77 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **PM EXISTING CONDITIONS** | | | **116** | **0** | | **29** | **340** | | | | | | | **16** | | **82** |

| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | | -269 | | | -20 | -104 | | | | | | | | | -43 |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | | -269 | 0 | | -20 | -104 | | | | | | | 0 | | -43 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| AM BACKGROUND TRAFFIC GROWTH | | | 4 | 0 | | 0 | 2 | | | | | | | 0 | | 1 |
| **AM NON-PROJECT TRAFFIC** | | | **0** | **5** | | **0** | **0** | | | | | | | **6** | | **0** |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | | -118 | | | -29 | -345 | | | | | | | | | -83 |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | | -118 | 0 | | -29 | -345 | | | | | | | 0 | | -83 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| PM BACKGROUND TRAFFIC GROWTH | | | 2 | 0 | | 0 | 5 | | | | | | | 0 | | 1 |
| **PM NON-PROJECT TRAFFIC** | | | **0** | **0** | | **0** | **0** | | | | | | | **16** | | **0** |

"PROJECT DISTRUBUTION"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Net New | Entering | | 3.0% | | | | | | | | | | | | | 84.0% | |
| Distribution | Exiting | | | | | | | | | | | 3.0% | 48.0% | | | | |
| AM Net New | Entering | | 7.0% | | | | | | | | | | | | | 84.0% | |
| Distribution | Exiting | | | | | | | | | | | 3.0% | 30.0% | | | | |

"AM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | | | | | | | | | | | | | | | | | |
| Trips | Net New | | 12 | | | | | | | | | 5 | 52 | | | 144 | |
| **AM TOTAL PROJECT TRAFFIC** | | | **12** | **0** | **0** | | **0** | **0** | | | | **5** | **52** | | **0** | **144** | **0** |
| **AM TOTAL TRAFFIC** | | | **12** | **0** | **5** | | **0** | **0** | | | | **5** | **52** | | **6** | **144** | **0** |

"PM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | 5 | | | | | | | | | 5 | 82 | | | 144 | |
| Trips | | | | | | | | | | | | | | | | | |
| **PM TOTAL PROJECT TRAFFIC** | | | **5** | | | | | | | | | **5** | **82** | | | **144** | |
| **PM TOTAL TRAFFIC** | | | **5** | **0** | **0** | | **0** | **0** | | | | **5** | **82** | | **16** | **144** | **0** |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** NW 2nd Street & NW Flagler Avenue
**COUNT DATE:** August 13, 2013
**AM PEAK HOUR FACTOR:** 0.82
**PM PEAK HOUR FACTOR:** 0.79

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | | 0 | 290 | | | | 114 | 0 | | 3 | | 1 | | | | |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **AM EXISTING CONDITIONS** | | **0** | **307** | | | | **121** | **0** | | **3** | | **1** | | | | |

| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | | 0 | 184 | | | | 350 | 0 | | 1 | | 0 | | | | |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **PM EXISTING CONDITIONS** | | **0** | **195** | | | | **371** | **0** | | **1** | | **0** | | | | |

| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | | -312 | | | | -123 | | | | | -1 | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | -312 | | | | -123 | 0 | | 0 | | -1 | | | | |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| AM BACKGROUND TRAFFIC GROWTH | | 0 | 5 | | | | 2 | 0 | | 0 | | 0 | | | | |
| **AM NON-PROJECT TRAFFIC** | | **0** | **0** | | | | **0** | **0** | | **3** | | **0** | | | | |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | | -198 | | | | -377 | | | | | | | | | -1 |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | -198 | | | | -377 | 0 | | 0 | | 0 | | | | -1 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| PM BACKGROUND TRAFFIC GROWTH | | 0 | 3 | | | | 6 | 0 | | 0 | | 0 | | | | |
| **PM NON-PROJECT TRAFFIC** | | **0** | **0** | | | | **0** | **0** | | **1** | | **0** | | | | **-1** |

"PROJECT DISTRUBUTION"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Net New | Entering | | | | | | | | | | | | | | | | |
| Distribution | Exiting | | | | | | | | | | | | | | | | |
| AM Net New | Entering | | | | | | | | | | | | | | | | |
| Distribution | Exiting | | | | | | | | | | | | | | | | |

"AM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | | | | | | | | | | | | | | | | | |
| Trips | Net New | | | | | | | | | | | | | | | | |
| AM TOTAL PROJECT TRAFFIC | | | **0** | **0** | | | | **0** | **0** | | **0** | | **0** | | | | |
| **AM TOTAL TRAFFIC** | | | **0** | **0** | | | | **0** | **0** | | **3** | | **0** | | | | |

"PM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | | | | | | | | | | | | | | | |
| Trips | | | | | | | | | | | | | | | | | |
| PM TOTAL PROJECT TRAFFIC | | | | | | | | | | | | | | | | | |
| **PM TOTAL TRAFFIC** | | | **0** | **0** | | | | **0** | **0** | | **1** | | **0** | | | | **-1** |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** NW 2nd Street & NW 1st Avenue
**COUNT DATE:** August 13, 2013
**AM PEAK HOUR FACTOR:** 0.86
**PM PEAK HOUR FACTOR:** 0.77

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | | 14 | 217 | 83 | | 68 | 68 | 3 | | 2 | 35 | 7 | | 20 | 16 | 34 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **AM EXISTING CONDITIONS** | | **15** | **230** | **88** | | **72** | **72** | **3** | | **2** | **37** | **7** | | **21** | **17** | **36** |

| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | | 27 | 132 | 45 | | 45 | 249 | 3 | | 3 | 16 | 12 | | 62 | 49 | 54 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **PM EXISTING CONDITIONS** | | **29** | **140** | **48** | | **48** | **264** | **3** | | **3** | **17** | **13** | | **66** | **52** | **57** |

| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | -14 | -216 | -82 | | 18 | -73 | | | | | -7 | | -21 | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | -14 | -216 | -82 | | 18 | -73 | 0 | | 0 | 0 | -7 | | -21 | 0 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| AM BACKGROUND TRAFFIC GROWTH | | 0 | 3 | 1 | | 1 | 1 | 0 | | 0 | 1 | 0 | | 0 | 0 | 1 |
| **AM NON-PROJECT TRAFFIC** | | **1** | **17** | **7** | | **91** | **0** | **3** | | **2** | **38** | **0** | | **0** | **17** | **37** |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | -26 | -130 | -45 | | 57 | -268 | | | | | -13 | | -67 | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | -26 | -130 | -45 | | 57 | -268 | 0 | | 0 | 0 | -13 | | -67 | 0 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| PM BACKGROUND TRAFFIC GROWTH | | 0 | 2 | 1 | | 1 | 4 | 0 | | 0 | 0 | 0 | | 1 | 1 | 1 |
| **PM NON-PROJECT TRAFFIC** | | **3** | **12** | **4** | | **106** | **0** | **3** | | **3** | **17** | **0** | | **0** | **53** | **58** |

"PROJECT DISTRUBUTION"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Net New | Entering | | | | | | | | | | | | | | | | |
| Distribution | Exiting | | | | | | | | | | 3.0% | 12.0% | | | | | |
| AM Net New | Entering | | | | | | | | | | | | | | | | |
| Distribution | Exiting | | | | | | | | | | 5.0% | 15.0% | | | | | |

"AM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | | | | | | | | | | | | | | | | | |
| Trips | Net New | | | | | | | | | | 8 | 26 | | | | | |
| AM TOTAL PROJECT TRAFFIC | | | **0** | **0** | **0** | | **0** | **0** | **0** | | **8** | **26** | **0** | | **0** | **0** | **0** |
| **AM TOTAL TRAFFIC** | | | **1** | **17** | **7** | | **91** | **0** | **3** | | **10** | **64** | **0** | | **0** | **17** | **37** |

"PM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | | | | | | | | | 5 | 21 | | | | | |
| Trips | | | | | | | | | | | | | | | | | |
| PM TOTAL PROJECT TRAFFIC | | | | | | | | | | | **5** | **21** | | | | | |
| **PM TOTAL TRAFFIC** | | | **3** | **12** | **4** | | **106** | **0** | **3** | | **8** | **38** | **0** | | **0** | **53** | **58** |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** NW 4th Street & NW 5th Avenue
**COUNT DATE:** August 13, 2013
**AM PEAK HOUR FACTOR:** 0.83
**PM PEAK HOUR FACTOR:** 0.68

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | | | 144 | 9 | | 10 | 78 | | | | | | | 9 | | 2 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **AM EXISTING CONDITIONS** | | | **153** | **10** | | **11** | **83** | | | | | | | **10** | | **2** |

| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | | | 66 | 5 | | 8 | 257 | | | | | | | 40 | | 4 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **PM EXISTING CONDITIONS** | | | **70** | **5** | | **8** | **272** | | | | | | | **42** | | **4** |

| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | | 218 | -10 | | | 86 | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | | 218 | -10 | | 0 | 86 | | | | | | | 0 | | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| AM BACKGROUND TRAFFIC GROWTH | | | 2 | 0 | | 0 | 1 | | | | | | | 0 | | 0 |
| **AM NON-PROJECT TRAFFIC** | | | **373** | **0** | | **11** | **170** | | | | | | | **10** | | **2** |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | | 141 | -5 | | | 264 | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | | 141 | -5 | | 0 | 264 | | | | | | | 0 | | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| PM BACKGROUND TRAFFIC GROWTH | | | 1 | 0 | | 0 | 4 | | | | | | | 1 | | 0 |
| **PM NON-PROJECT TRAFFIC** | | | **212** | **0** | | **8** | **540** | | | | | | | **43** | | **4** |

| "PROJECT DISTRUBUTION" LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Net New | Entering | | | 2.0% | | | | | | | | | | | | | |
| Distribution | Exiting | | | | | | | 7.0% | | | | | | | | | |
| AM Net New | Entering | | | 4.0% | | | | | | | | | | | | | |
| Distribution | Exiting | | | | | | | 3.0% | | | | | | | | | |

| "AM PROJECT TRAFFIC" LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | | | | | | | | | | | | | | | | | |
| Trips | Net New | | | 7 | | | | 5 | | | | | | | | | |
| AM TOTAL PROJECT TRAFFIC | | | | **7** | **0** | | **0** | **5** | | | | | | | **0** | | **0** |
| **AM TOTAL TRAFFIC** | | | | **380** | **0** | | **11** | **175** | | | | | | | **10** | | **2** |

| "PM PROJECT TRAFFIC" LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | | 3 | | | | 12 | | | | | | | | | |
| Trips | | | | | | | | | | | | | | | | | |
| PM TOTAL PROJECT TRAFFIC | | | | **3** | | | | **12** | | | | | | | | | |
| **PM TOTAL TRAFFIC** | | | | **215** | **0** | | **8** | **552** | | | | | | | **43** | | **4** |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** NW 4th Street & NW Flagler Avenue
**COUNT DATE:** August 13, 2013
**AM PEAK HOUR FACTOR:** 0.93
**PM PEAK HOUR FACTOR:** 0.81

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | | 0 | 132 | 3 | | 5 | 89 | 0 | | 0 | 0 | 1 | | 0 | 0 | 0 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **AM EXISTING CONDITIONS** | | **0** | **140** | **3** | | **5** | **94** | **0** | | **0** | **0** | **1** | | **0** | **0** | **0** |

| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | | 0 | 72 | 0 | | 2 | 243 | 0 | | 3 | 0 | 2 | | 0 | 0 | 0 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **PM EXISTING CONDITIONS** | | **0** | **76** | **0** | | **2** | **258** | **0** | | **3** | **0** | **2** | | **0** | **0** | **0** |

| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | | 218 | | | | 86 | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | 218 | 0 | | 0 | 86 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| AM BACKGROUND TRAFFIC GROWTH | | 0 | 2 | 0 | | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| **AM NON-PROJECT TRAFFIC** | | **0** | **360** | **3** | | **5** | **181** | **0** | | **0** | **0** | **1** | | **0** | **0** | **0** |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | | 141 | | | | 264 | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | 141 | 0 | | 0 | 264 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| PM BACKGROUND TRAFFIC GROWTH | | 0 | 1 | 0 | | 0 | 4 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| **PM NON-PROJECT TRAFFIC** | | **0** | **218** | **0** | | **2** | **526** | **0** | | **3** | **0** | **2** | | **0** | **0** | **0** |

"PROJECT DISTRUBUTION"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Net New | Entering | | | | | | | 11.0% | | | | | | | | | |
| Distribution | Exiting | | | 42.0% | | | | | | | | | | | | | |
| AM Net New | Entering | | | | | | | 5.0% | | | | | | | | | |
| Distribution | Exiting | | | 64.0% | | | | | | | | | | | | | |

"AM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | | | | | | | | | | | | | | | | | |
| Trips | Net New | | | 109 | | | | 8 | | | | | | | | | |
| AM TOTAL PROJECT TRAFFIC | | | 0 | 109 | 0 | | 0 | 8 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| **AM TOTAL TRAFFIC** | | | **0** | **469** | **3** | | **5** | **189** | **0** | | **0** | **0** | **1** | | **0** | **0** | **0** |

"PM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | | 72 | | | | 19 | | | | | | | | | |
| Trips | | | | | | | | | | | | | | | | | |
| PM TOTAL PROJECT TRAFFIC | | | | 72 | | | | 19 | | | | | | | | | |
| **PM TOTAL TRAFFIC** | | | **0** | **290** | **0** | | **2** | **545** | **0** | | **3** | **0** | **2** | | **0** | **0** | **0** |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** NW 4th Street & NW 1st Avenue
**COUNT DATE:** August 13, 2013
**AM PEAK HOUR FACTOR:** 0.91
**PM PEAK HOUR FACTOR:** 0.88

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | | 5 | 126 | 18 | | 28 | 66 | 5 | | 5 | 13 | 15 | | 7 | 4 | 12 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **AM EXISTING CONDITIONS** | | **5** | **134** | **19** | | **30** | **70** | **5** | | **5** | **14** | **16** | | **7** | **4** | **13** |

| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | | 4 | 71 | 10 | | 6 | 202 | 11 | | 14 | 4 | 16 | | 33 | 17 | 48 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **PM EXISTING CONDITIONS** | | **4** | **75** | **11** | | **6** | **214** | **12** | | **15** | **4** | **17** | | **35** | **18** | **51** |

| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | | 218 | | | -5 | 86 | | | | -2 | | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | 218 | 0 | | -5 | 86 | 0 | | 0 | -2 | 0 | | 0 | 0 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| AM BACKGROUND TRAFFIC GROWTH | | 0 | 2 | 0 | | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| **AM NON-PROJECT TRAFFIC** | | **5** | **354** | **19** | | **25** | **157** | **5** | | **5** | **12** | **16** | | **7** | **4** | **13** |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | | 141 | | | -5 | 264 | | | | -4 | | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | 141 | 0 | | -5 | 264 | 0 | | 0 | -4 | 0 | | 0 | 0 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| PM BACKGROUND TRAFFIC GROWTH | | 0 | 1 | 0 | | 0 | 3 | 0 | | 0 | 0 | 0 | | 1 | 0 | 1 |
| **PM NON-PROJECT TRAFFIC** | | **4** | **217** | **11** | | **1** | **481** | **12** | | **15** | **0** | **17** | | **36** | **18** | **52** |

"PROJECT DISTRUBUTION"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Net New | Entering | | | | | | | 11.0% | | | | | | | | | |
| Distribution | Exiting | | | 27.0% | 15.0% | | | | | | | | | | | | |
| AM Net New | Entering | | | | | | | 4.0% | | | | | 1.0% | | | | |
| Distribution | Exiting | | | 44.0% | 20.0% | | | | | | | | | | | | |

"AM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | | | | | | | | | | | | | | | | | |
| Trips | Net New | | | 75 | 34 | | | 6 | | | | | 2 | | | | |
| AM TOTAL PROJECT TRAFFIC | | | **0** | **75** | **34** | | **0** | **6** | **0** | | **0** | **0** | **2** | | **0** | **0** | **0** |
| **AM TOTAL TRAFFIC** | | | **5** | **429** | **53** | | **25** | **163** | **5** | | **5** | **12** | **18** | | **7** | **4** | **13** |

"PM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | | 46 | 26 | | | 19 | | | | | | | | | |
| Trips | | | | | | | | | | | | | | | | | |
| PM TOTAL PROJECT TRAFFIC | | | | **46** | **26** | | | **19** | | | | | | | | | |
| **PM TOTAL TRAFFIC** | | | **4** | **263** | **37** | | **1** | **500** | **12** | | **15** | **0** | **17** | | **36** | **18** | **52** |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** North Project Driveway & NW 4th Street
**COUNT DATE:** August 13, 2013
**AM PEAK HOUR FACTOR:** 0.92
**PM PEAK HOUR FACTOR:** 0.92

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | | | | | | | | | | | | | | | | |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| AM EXISTING CONDITIONS | | | | | | | | | | | | | | | | |

| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | | | | | | | | | | | | | | | | |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| PM EXISTING CONDITIONS | | | | | | | | | | | | | | | | |

| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | | 360 | | | | 181 | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | | 360 | | | | 181 | | | | | | | | | |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| AM BACKGROUND TRAFFIC GROWTH | | | | | | | | | | | | | | | | |
| AM NON-PROJECT TRAFFIC | | | **360** | | | | **181** | | | | | | | | | |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | | 218 | | | | 526 | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | | 218 | | | | 526 | | | | | | | | | |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| PM BACKGROUND TRAFFIC GROWTH | | | | | | | | | | | | | | | | |
| PM NON-PROJECT TRAFFIC | | | **218** | | | | **526** | | | | | | | | | |

"PROJECT DISTRUBUTION"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Net New | Entering | | | | 2.0% | | 11.0% | | | | | | | | | | |
| Distribution | Exiting | | | | | | | | | | | | | | 7.0% | | 42.0% |
| AM Net New | Entering | | | | 4.0% | | 5.0% | | | | | | | | | | |
| Distribution | Exiting | | | | | | | | | | | | | | 3.0% | | 64.0% |

"AM PROJECT TRAFFIC"

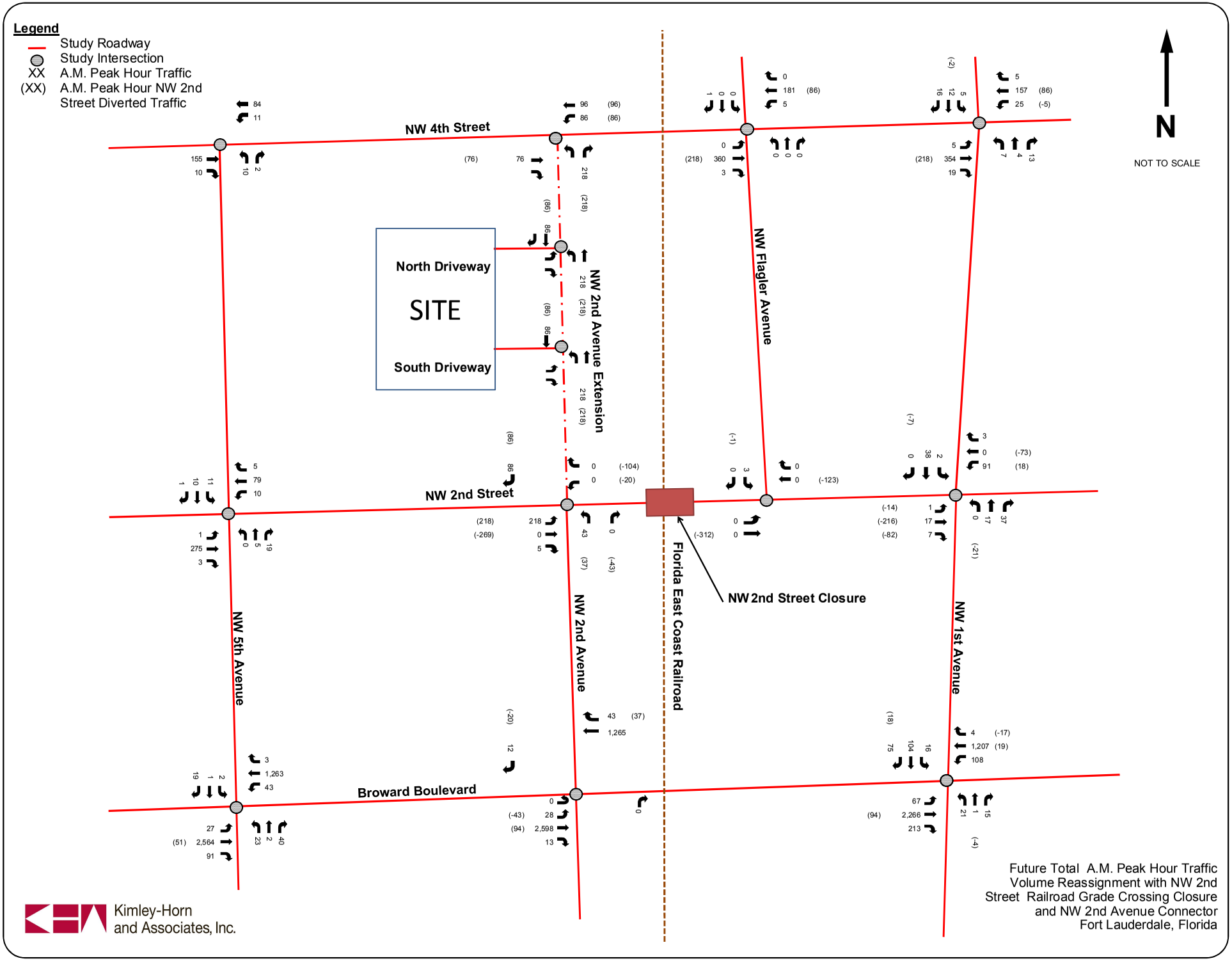
| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | | | | | | | | | | | | | | | | | |
| Trips | Net New | | | | 7 | | 8 | | | | | | | | 5 | | 109 |
| AM TOTAL PROJECT TRAFFIC | | | | **0** | **7** | | **8** | **0** | | | | | | | **5** | | **109** |
| AM TOTAL TRAFFIC | | | | **360** | **7** | | **8** | **181** | | | | | | | **5** | | **109** |

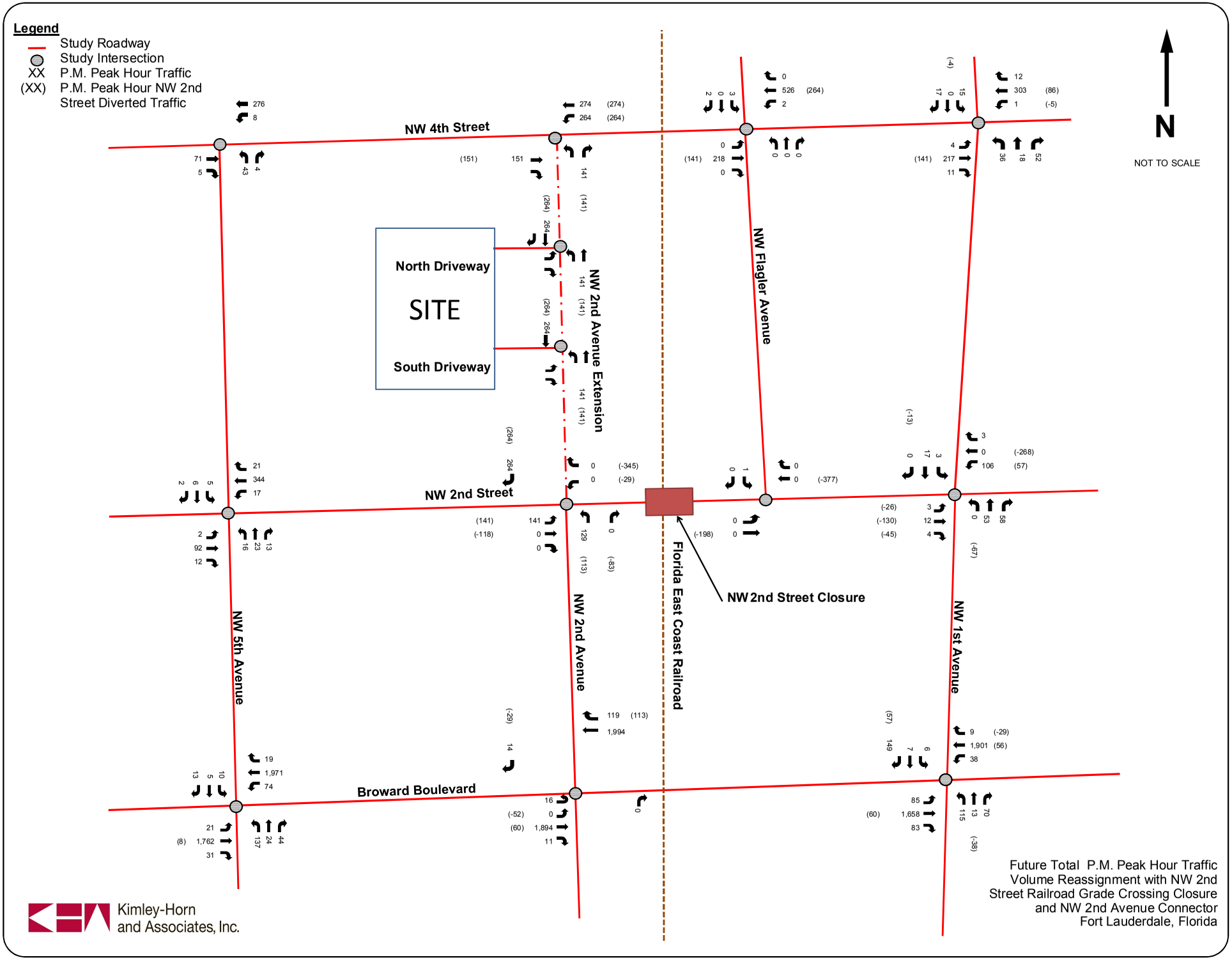
"PM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | | | 3 | | 19 | | | | | | | | 12 | | 72 |
| Trips | | | | | | | | | | | | | | | | | |
| PM TOTAL PROJECT TRAFFIC | | | | | **3** | | **19** | | | | | | | | **12** | | **72** |
| PM TOTAL TRAFFIC | | | | **218** | **3** | | **19** | **526** | | | | | | | **12** | | **72** |

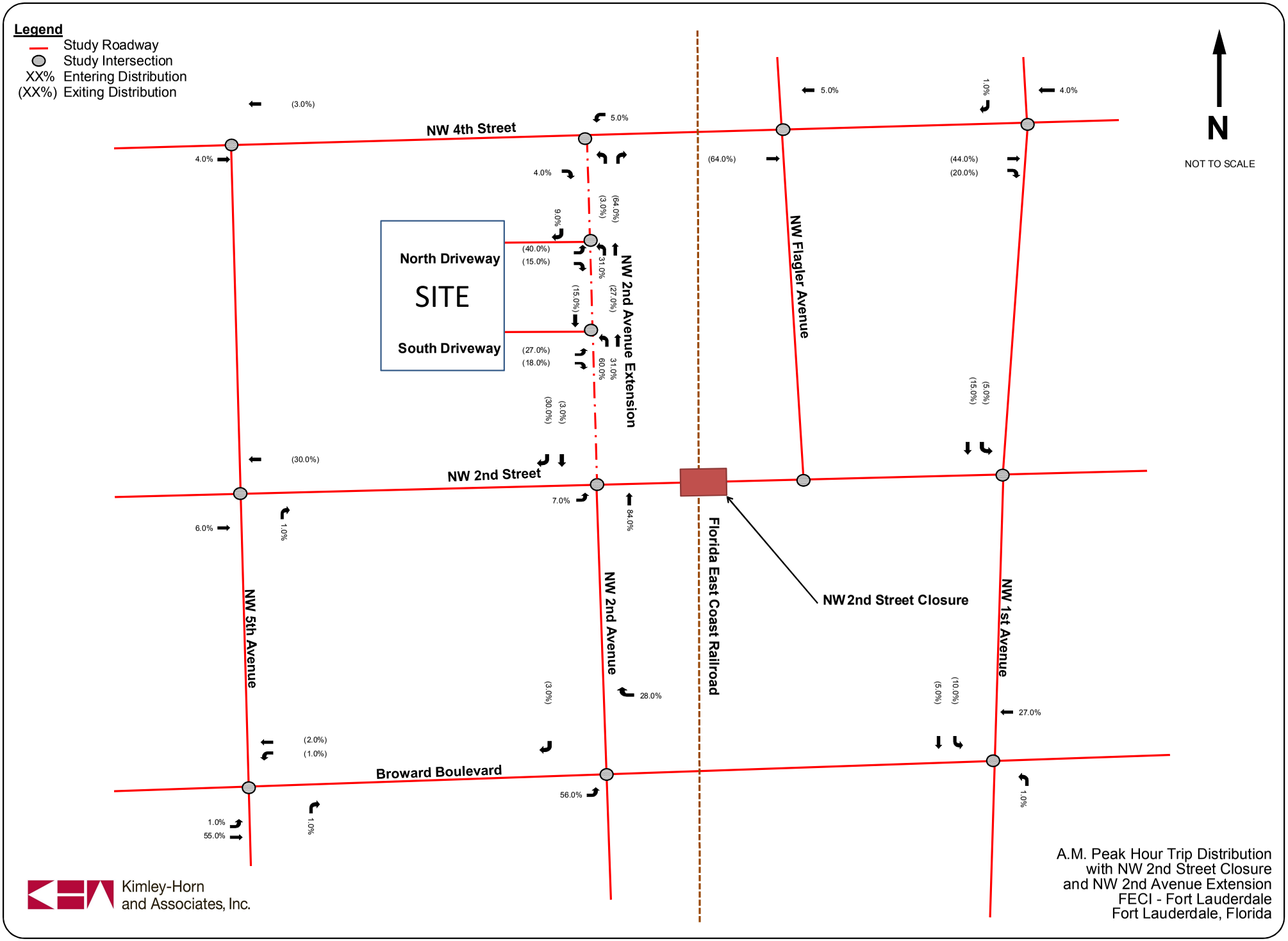
# Future Total Conditions with NW 2nd Street Railroad Grade Crossing and NW 2nd Avenue Connector Volume Development

# NW 2nd Street Railroad Grade Crossing and NW 2nd Avenue Connector Traffic Reassignment


Legend
Study Roadway
Study Intersection
XX A.M. Peak Hour Traffic
(XX) A.M. Peak Hour NW 2nd Street Diverted Traffic
N
NOT TO SCALE
NW 4th Street
North Driveway
SITE
South Driveway
NW 2nd Avenue Extension
NW Flagler Avenue
NW 2nd Street
NW 2nd Street Closure
Florida East Coast Railroad
NW 5th Avenue
NW 2nd Avenue
NW 1st Avenue
Broward Boulevard
Future Total A.M. Peak Hour Traffic Volume Reassignment with NW 2nd Street Railroad Grade Crossing Closure and NW 2nd Avenue Connector
Fort Lauderdale, Florida
Kimley-Horn and Associates, Inc.

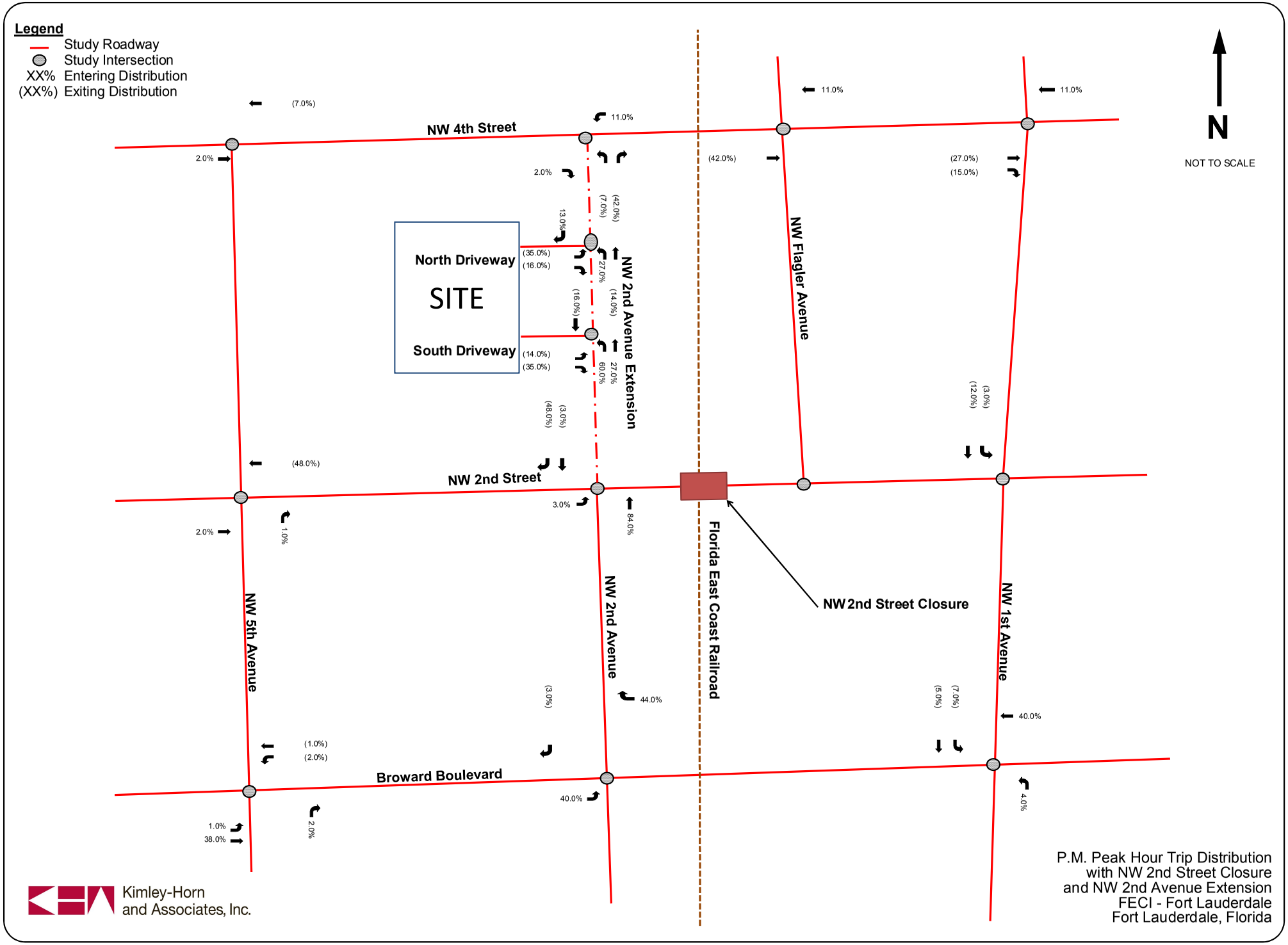

Legend
Study Roadway
Study Intersection
XX P.M. Peak Hour Traffic
(XX) P.M. Peak Hour NW 2nd Street Diverted Traffic
N
NOT TO SCALE
NW 4th Street
NW 2nd Street
Broward Boulevard
NW 5th Avenue
NW 2nd Avenue
NW 2nd Avenue Extension
NW Flagler Avenue
NW 1st Avenue
Florida East Coast Railroad
NW 2nd Street Closure
North Driveway
SITE
South Driveway
Future Total P.M. Peak Hour Traffic Volume Reassignment with NW 2nd Street Railroad Grade Crossing Closure and NW 2nd Avenue Connector
Fort Lauderdale, Florida
Kimley-Horn and Associates, Inc.

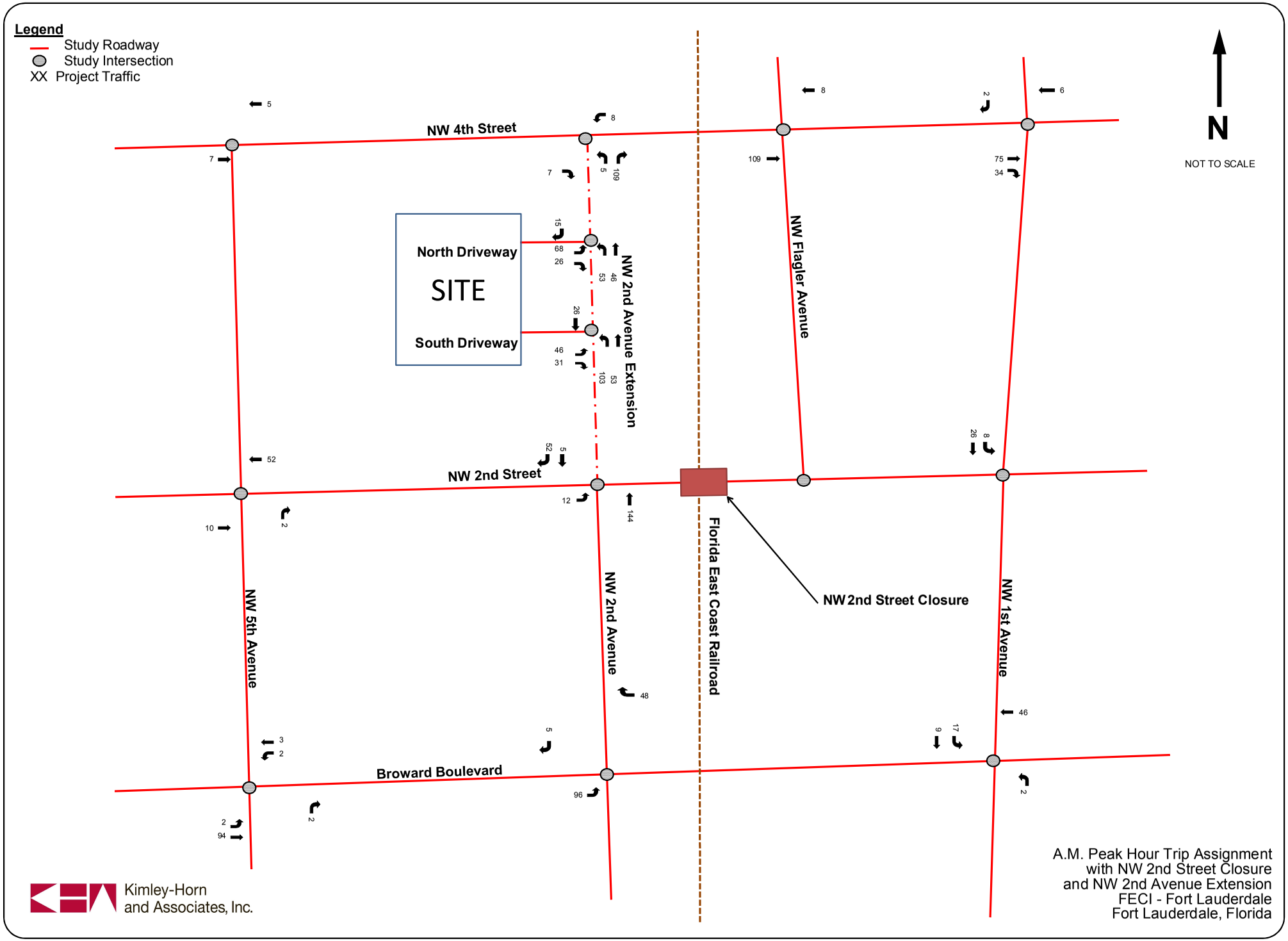
# FECI Station Reassignment

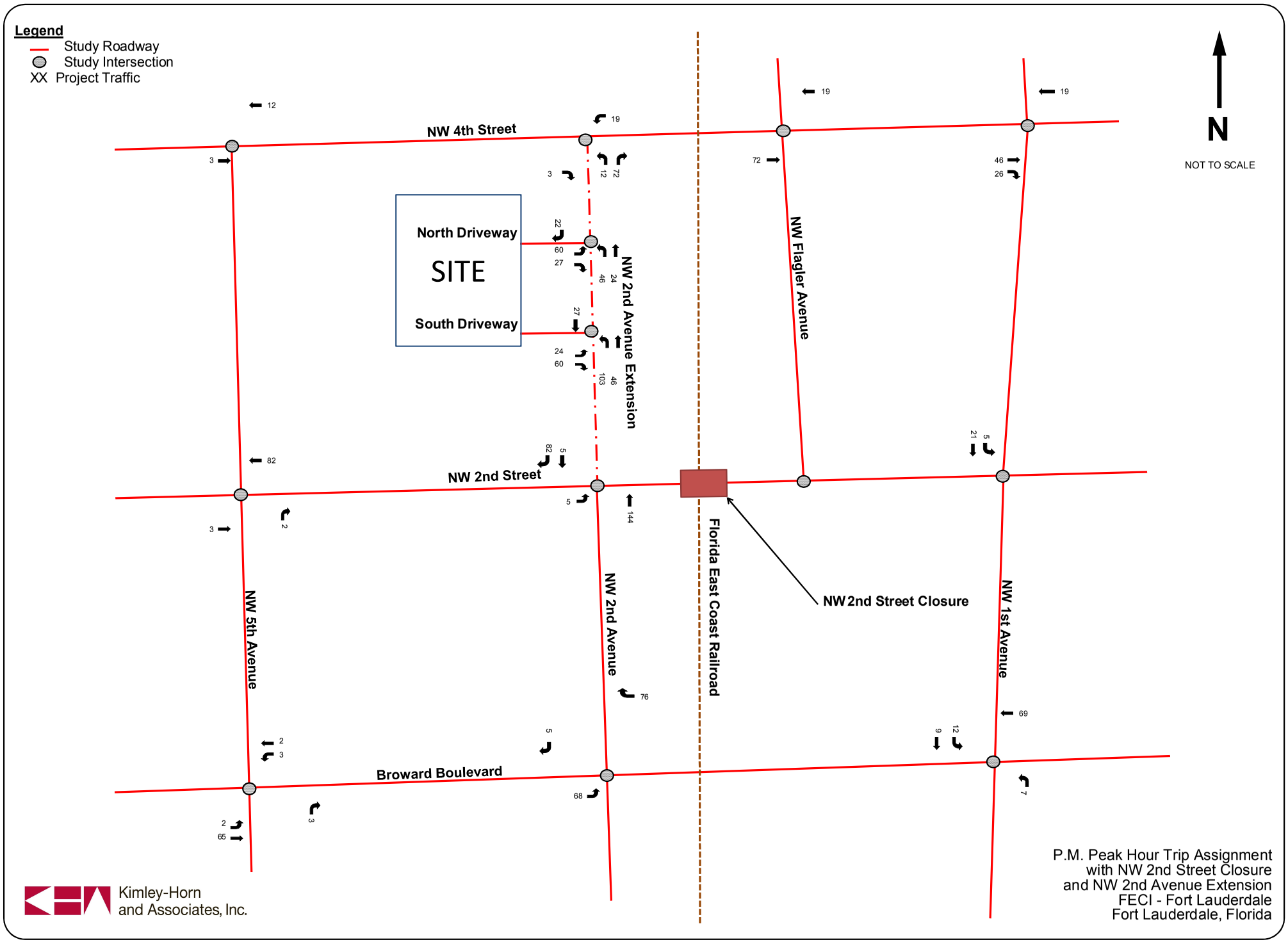



Kimley-Horn and Associates, Inc.

A.M. Peak Hour Trip Distribution
with NW 2nd Street Closure
and NW 2nd Avenue Extension
FECI - Fort Lauderdale
Fort Lauderdale, Florida


Legend
Study Roadway
Study Intersection
XX% Entering Distribution
(XX%) Exiting Distribution
N
NOT TO SCALE
NW 4th Street
NW 2nd Street
Broward Boulevard
NW 5th Avenue
NW 2nd Avenue
NW 1st Avenue
NW Flagler Avenue
NW 2nd Avenue Extension
Florida East Coast Railroad
NW 2nd Street Closure
North Driveway
South Driveway
SITE
(7.0%)
11.0%
2.0%
(42.0%)
13.0%
(35.0%)
(16.0%)
27.0%
(14.0%)
60.0%
(48.0%)
3.0%
84.0%
1.0%
(1.0%)
(2.0%)
44.0%
(12.0%)
(5.0%)
40.0%
4.0%
38.0%
(27.0%)
(15.0%)
Kimley-Horn and Associates, Inc.
P.M. Peak Hour Trip Distribution
with NW 2nd Street Closure
and NW 2nd Avenue Extension
FECI - Fort Lauderdale
Fort Lauderdale, Florida


Legend
Study Roadway
Study Intersection
XX Project Traffic
N
NOT TO SCALE
NW 4th Street
NW 2nd Street
Broward Boulevard
NW 5th Avenue
NW 2nd Avenue
NW 1st Avenue
NW 2nd Avenue Extension
NW Flagler Avenue
Florida East Coast Railroad
NW 2nd Street Closure
North Driveway
SITE
South Driveway
Kimley-Horn and Associates, Inc.
A.M. Peak Hour Trip Assignment
with NW 2nd Street Closure
and NW 2nd Avenue Extension
FECI - Fort Lauderdale
Fort Lauderdale, Florida


Legend
Study Roadway
Study Intersection
XX Project Traffic
N
NOT TO SCALE
NW 4th Street
North Driveway
SITE
South Driveway
NW 2nd Avenue Extension
NW Flagler Avenue
NW 2nd Street
NW 2nd Street Closure
Florida East Coast Railroad
NW 5th Avenue
NW 2nd Avenue
NW 1st Avenue
Broward Boulevard
Kimley-Horn and Associates, Inc.
P.M. Peak Hour Trip Assignment
with NW 2nd Street Closure
and NW 2nd Avenue Extension
FECI - Fort Lauderdale
Fort Lauderdale, Florida

# Future Total Conditions
# Volume Development

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** Broward Boulevard & NW 5th Avenue
**COUNT DATE:** August 13, 2013
**AM PEAK HOUR FACTOR:** 0.91
**PM PEAK HOUR FACTOR:** 0.98

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | | 25 | 2,336 | 85 | | 40 | 1,174 | 3 | | 2 | 1 | 18 | | 22 | 2 | 37 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **AM EXISTING CONDITIONS** | | **27** | **2,476** | **90** | | **42** | **1,244** | **3** | | **2** | **1** | **19** | | **23** | **2** | **39** |

| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | | 20 | 1,630 | 29 | | 69 | 1,832 | 18 | | 9 | 5 | 12 | | 127 | 23 | 41 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **PM EXISTING CONDITIONS** | | **21** | **1,728** | **31** | | **73** | **1,942** | **19** | | **10** | **5** | **13** | | **135** | **24** | **43** |

| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | | 51 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | 51 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| AM BACKGROUND TRAFFIC GROWTH | | 0 | 37 | 1 | | 1 | 19 | 0 | | 0 | 0 | 0 | | 0 | 0 | 1 |
| **AM NON-PROJECT TRAFFIC** | | **27** | **2,564** | **91** | | **43** | **1,263** | **3** | | **2** | **1** | **19** | | **23** | **2** | **40** |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | | 8 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | 8 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| PM BACKGROUND TRAFFIC GROWTH | | 0 | 26 | 0 | | 1 | 29 | 0 | | 0 | 0 | 0 | | 2 | 0 | 1 |
| **PM NON-PROJECT TRAFFIC** | | **21** | **1,762** | **31** | | **74** | **1,971** | **19** | | **10** | **5** | **13** | | **137** | **24** | **44** |

"PROJECT DISTRUBUTION"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Net New | Entering | | 1.0% | 38.0% | | | | | | | | | | | | | 2.0% |
| Distribution | Exiting | | | | | | 2.0% | 1.0% | | | | | | | | | |
| AM Net New | Entering | | 1.0% | 55.0% | | | | | | | | | | | | | 1.0% |
| Distribution | Exiting | | | | | | 1.0% | 2.0% | | | | | | | | | |

"AM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | | | | | | | | | | | | | | | | | |
| Trips | Net New | | 2 | 94 | | | 2 | 3 | | | | | | | | | 2 |
| AM TOTAL PROJECT TRAFFIC | | | **2** | **94** | **0** | | **2** | **3** | **0** | | **0** | **0** | **0** | | **0** | **0** | **2** |
| **AM TOTAL TRAFFIC** | | | **29** | **2,658** | **91** | | **45** | **1,266** | **3** | | **2** | **1** | **19** | | **23** | **2** | **42** |

"PM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | 2 | 65 | | | 3 | 2 | | | | | | | | | 3 |
| Trips | | | | | | | | | | | | | | | | | |
| PM TOTAL PROJECT TRAFFIC | | | **2** | **65** | | | **3** | **2** | | | | | | | | | **3** |
| **PM TOTAL TRAFFIC** | | | **23** | **1,827** | **31** | | **77** | **1,973** | **19** | | **10** | **5** | **13** | | **137** | **24** | **47** |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** Broward Boulevard & NW 2nd Avenue
**COUNT DATE:** August 13, 2013
**AM PEAK HOUR FACTOR:** 0.91
**PM PEAK HOUR FACTOR:** 0.98

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT[1] | EBR | WBU | WBL | WBT[1] | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | 0 | 66 | 2,327 | 12 | | | 1,175 | 6 | | | | 30 | | | | 0 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **AM EXISTING CONDITIONS** | **0** | **70** | **2,467** | **13** | | | **1,246** | **6** | | | | **32** | | | | **0** |

| "PM EXISTING TRAFFIC" | EBU | EBL | EBT[1] | EBR | WBU | WBL | WBT[1] | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | 15 | 48 | 1,705 | 10 | | | 1,853 | 6 | | | | 40 | | | | 0 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **PM EXISTING CONDITIONS** | **16** | **51** | **1,807** | **11** | | | **1,964** | **6** | | | | **42** | | | | **0** |

| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | -43 | 94 | | | | | 37 | | | | -20 | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | 0 | -43 | 94 | 0 | | | 0 | 37 | | | | -20 | | | | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| AM BACKGROUND TRAFFIC GROWTH | 0 | 1 | 37 | 0 | | | 19 | 0 | | | | 0 | | | | 0 |
| **AM NON-PROJECT TRAFFIC** | **0** | **28** | **2,598** | **13** | | | **1,265** | **43** | | | | **12** | | | | **0** |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | -52 | 60 | | | | | 113 | | | | -29 | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | 0 | -52 | 60 | 0 | | | 0 | 113 | | | | -29 | | | | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| PM BACKGROUND TRAFFIC GROWTH | 0 | 1 | 27 | 0 | | | 30 | 0 | | | | 1 | | | | 0 |
| **PM NON-PROJECT TRAFFIC** | **16** | **0** | **1,894** | **11** | | | **1,994** | **119** | | | | **14** | | | | **0** |

"PROJECT DISTRUBUTION"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Net New | Entering | | 40.0% | | | | | | 44.0% | | | | | | | | |
| Distribution | Exiting | | | | | | | | | | | | 3.0% | | | | |
| AM Net New | Entering | | 56.0% | | | | | | 28.0% | | | | | | | | |
| Distribution | Exiting | | | | | | | | | | | | 3.0% | | | | |

"AM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | | | | | | | | | | | | | | | | | |
| Trips | Net New | | 96 | | | | | | 48 | | | | 5 | | | | |
| **AM TOTAL PROJECT TRAFFIC** | | **0** | **96** | **0** | **0** | | | **0** | **48** | | | | **5** | | | | **0** |
| **AM TOTAL TRAFFIC** | | **0** | **124** | **2,598** | **13** | | | **1,265** | **91** | | | | **17** | | | | **0** |

"PM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | 68 | | | | | | 76 | | | | 5 | | | | |
| Trips | | | | | | | | | | | | | | | | | |
| **PM TOTAL PROJECT TRAFFIC** | | | **68** | | | | | | **76** | | | | **5** | | | | |
| **PM TOTAL TRAFFIC** | | **16** | **68** | **1,894** | **11** | | | **1,994** | **195** | | | | **19** | | | | **0** |

(1) Based on average volumes at the intersections of Broward Boulevard and NW/SW 5th Avenue and Broward Boulevard and NW/SW 1st Avenue

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** Broward Boulevard & NW 1st Avenue
**COUNT DATE:** August 13, 2013
**AM PEAK HOUR FACTOR:** 0.94
**PM PEAK HOUR FACTOR:** 0.94

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | | 62 | 2,019 | 198 | | 100 | 1,104 | 20 | | 15 | 96 | 53 | | 20 | 5 | 14 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **AM EXISTING CONDITIONS** | | **66** | **2,140** | **210** | | **106** | **1,170** | **21** | | **16** | **102** | **56** | | **21** | **5** | **15** |

| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | | 79 | 1,485 | 77 | | 35 | 1,715 | 35 | | 6 | 7 | 86 | | 107 | 47 | 65 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **PM EXISTING CONDITIONS** | | **84** | **1,574** | **82** | | **37** | **1,818** | **37** | | **6** | **7** | **91** | | **113** | **50** | **69** |

| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | | 94 | | | | 19 | -17 | | | | 18 | | | -4 | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | 94 | 0 | | 0 | 19 | -17 | | 0 | 0 | 18 | | 0 | -4 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| AM BACKGROUND TRAFFIC GROWTH | | 1 | 32 | 3 | | 2 | 18 | 0 | | 0 | 2 | 1 | | 0 | 0 | 0 |
| **AM NON-PROJECT TRAFFIC** | | **67** | **2,266** | **213** | | **108** | **1,207** | **4** | | **16** | **104** | **75** | | **21** | **1** | **15** |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | | 60 | | | | 56 | -29 | | | | 57 | | | -38 | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | 60 | 0 | | 0 | 56 | -29 | | 0 | 0 | 57 | | 0 | -38 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| PM BACKGROUND TRAFFIC GROWTH | | 1 | 24 | 1 | | 1 | 27 | 1 | | 0 | 0 | 1 | | 2 | 1 | 1 |
| **PM NON-PROJECT TRAFFIC** | | **85** | **1,658** | **83** | | **38** | **1,901** | **9** | | **6** | **7** | **149** | | **115** | **13** | **70** |

"PROJECT DISTRUBUTION"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Net New | Entering | | | | | | | 40.0% | | | | | | | 4.0% | | |
| Distribution | Exiting | | | | | | | | | | 7.0% | 5.0% | | | | | |
| AM Net New | Entering | | | | | | | 27.0% | | | | | | | 1.0% | | |
| Distribution | Exiting | | | | | | | | | | 10.0% | 5.0% | | | | | |

"AM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | | | | | | | | | | | | | | | | | |
| Trips | Net New | | | | | | | 46 | | | 17 | 9 | | | 2 | | |
| **AM TOTAL PROJECT TRAFFIC** | | | **0** | **0** | **0** | | **0** | **46** | **0** | | **17** | **9** | **0** | | **2** | **0** | **0** |
| **AM TOTAL TRAFFIC** | | | **67** | **2,266** | **213** | | **108** | **1,253** | **4** | | **33** | **113** | **75** | | **23** | **1** | **15** |

"PM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | | | | | | 69 | | | 12 | 9 | | | 7 | | |
| Trips | | | | | | | | | | | | | | | | | |
| **PM TOTAL PROJECT TRAFFIC** | | | | | | | | **69** | | | **12** | **9** | | | **7** | | |
| **PM TOTAL TRAFFIC** | | | **85** | **1,658** | **83** | | **38** | **1,970** | **9** | | **18** | **16** | **149** | | **122** | **13** | **70** |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** NW 2nd Street & NW 5th Avenue
**COUNT DATE:** August 13, 2013
**AM PEAK HOUR FACTOR:** 0.88
**PM PEAK HOUR FACTOR:** 0.75

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | | 1 | 256 | 3 | | 9 | 74 | 5 | | 10 | 9 | 1 | | 0 | 5 | 18 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **AM EXISTING CONDITIONS** | | **1** | **271** | **3** | | **10** | **78** | **5** | | **11** | **10** | **1** | | **0** | **5** | **19** |

| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | | 2 | 86 | 11 | | 16 | 320 | 20 | | 5 | 6 | 2 | | 15 | 22 | 12 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **PM EXISTING CONDITIONS** | | **2** | **91** | **12** | | **17** | **339** | **21** | | **5** | **6** | **2** | | **16** | **23** | **13** |

| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| AM BACKGROUND TRAFFIC GROWTH | | 0 | 4 | 0 | | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| **AM NON-PROJECT TRAFFIC** | | **1** | **275** | **3** | | **10** | **79** | **5** | | **11** | **10** | **1** | | **0** | **5** | **19** |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| PM BACKGROUND TRAFFIC GROWTH | | 0 | 1 | 0 | | 0 | 5 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| **PM NON-PROJECT TRAFFIC** | | **2** | **92** | **12** | | **17** | **344** | **21** | | **5** | **6** | **2** | | **16** | **23** | **13** |

"PROJECT DISTRUBUTION"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Net New | Entering | | | 2.0% | | | | | | | | | | | | | 1.0% |
| Distribution | Exiting | | | | | | | 48.0% | | | | | | | | | |
| AM Net New | Entering | | | 6.0% | | | | | | | | | | | | | 1.0% |
| Distribution | Exiting | | | | | | | 30.0% | | | | | | | | | |

"AM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | | | | | | | | | | | | | | | | | |
| Trips | Net New | | | 10 | | | | 52 | | | | | | | | | 2 |
| **AM TOTAL PROJECT TRAFFIC** | | | **0** | **10** | **0** | | **0** | **52** | **0** | | **0** | **0** | **0** | | **0** | **0** | **2** |
| **AM TOTAL TRAFFIC** | | | **1** | **285** | **3** | | **10** | **131** | **5** | | **11** | **10** | **1** | | **0** | **5** | **21** |

"PM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | | 3 | | | | 82 | | | | | | | | | 2 |
| Trips | | | | | | | | | | | | | | | | | |
| **PM TOTAL PROJECT TRAFFIC** | | | | **3** | | | | **82** | | | | | | | | | **2** |
| **PM TOTAL TRAFFIC** | | | **2** | **95** | **12** | | **17** | **426** | **21** | | **5** | **6** | **2** | | **16** | **23** | **15** |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** NW 2nd Street & NW 2nd Avenue
**COUNT DATE:** August 13, 2013
**AM PEAK HOUR FACTOR:** 0.82
**PM PEAK HOUR FACTOR:** 0.79

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | | | 250 | 5 | | 19 | 96 | | | | | | | 6 | | 40 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **AM EXISTING CONDITIONS** | | | **265** | **5** | | **20** | **102** | | | | | | | **6** | | **42** |

| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | | | 109 | 0 | | 27 | 321 | | | | | | | 15 | | 77 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **PM EXISTING CONDITIONS** | | | **116** | **0** | | **29** | **340** | | | | | | | **16** | | **82** |

| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | 218 | -269 | | | -20 | -104 | | | | | 86 | | 37 | | -43 |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | 218 | -269 | 0 | | -20 | -104 | | | | | 86 | | 37 | | -43 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| AM BACKGROUND TRAFFIC GROWTH | | | 4 | 0 | | 0 | 2 | | | | | | | 0 | | 1 |
| **AM NON-PROJECT TRAFFIC** | | **218** | **0** | **5** | | **0** | **0** | | | | | **86** | | **43** | | **0** |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | 141 | -118 | | | -29 | -345 | | | | | 264 | | 113 | | -83 |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | 141 | -118 | 0 | | -29 | -345 | | | | | 264 | | 113 | | -83 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| PM BACKGROUND TRAFFIC GROWTH | | | 2 | 0 | | 0 | 5 | | | | | | | 0 | | 1 |
| **PM NON-PROJECT TRAFFIC** | | **141** | **0** | **0** | | **0** | **0** | | | | | **264** | | **129** | | **0** |

"PROJECT DISTRUBUTION"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Net New | Entering | | 3.0% | | | | | | | | | | | | | 84.0% | |
| Distribution | Exiting | | | | | | | | | | | 3.0% | 48.0% | | | | |
| AM Net New | Entering | | 7.0% | | | | | | | | | | | | | 84.0% | |
| Distribution | Exiting | | | | | | | | | | | 3.0% | 30.0% | | | | |

"AM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | | | | | | | | | | | | | | | | | |
| Trips | Net New | | 12 | | | | | | | | | 5 | 52 | | | 144 | |
| **AM TOTAL PROJECT TRAFFIC** | | | **12** | **0** | **0** | | **0** | **0** | | | | **5** | **52** | | **0** | **144** | **0** |
| **AM TOTAL TRAFFIC** | | | **230** | **0** | **5** | | **0** | **0** | | | | **5** | **138** | | **43** | **144** | **0** |

"PM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | 5 | | | | | | | | | 5 | 82 | | | 144 | |
| Trips | | | | | | | | | | | | | | | | | |
| **PM TOTAL PROJECT TRAFFIC** | | | **5** | | | | | | | | | **5** | **82** | | | **144** | |
| **PM TOTAL TRAFFIC** | | | **146** | **0** | **0** | | **0** | **0** | | | | **5** | **346** | | **129** | **144** | **0** |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** NW 2nd Street & NW Flagler Avenue
**COUNT DATE:** August 13, 2013
**AM PEAK HOUR FACTOR:** 0.82
**PM PEAK HOUR FACTOR:** 0.79

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | | 0 | 290 | | | | 114 | 0 | | 3 | | 1 | | | | |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **AM EXISTING CONDITIONS** | | **0** | **307** | | | | **121** | **0** | | **3** | | **1** | | | | |

| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | | 0 | 184 | | | | 350 | 0 | | 1 | | 0 | | | | |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **PM EXISTING CONDITIONS** | | **0** | **195** | | | | **371** | **0** | | **1** | | **0** | | | | |

| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | | -312 | | | | -123 | | | | | -1 | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | -312 | | | | -123 | 0 | | 0 | | -1 | | | | |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| AM BACKGROUND TRAFFIC GROWTH | | 0 | 5 | | | | 2 | 0 | | 0 | | 0 | | | | |
| **AM NON-PROJECT TRAFFIC** | | **0** | **0** | | | | **0** | **0** | | **3** | | **0** | | | | |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | | -198 | | | | -377 | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | -198 | | | | -377 | 0 | | 0 | | 0 | | | | |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| PM BACKGROUND TRAFFIC GROWTH | | 0 | 3 | | | | 6 | 0 | | 0 | | 0 | | | | |
| **PM NON-PROJECT TRAFFIC** | | **0** | **0** | | | | **0** | **0** | | **1** | | **0** | | | | |

"PROJECT DISTRUBUTION"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Net New | Entering | | | | | | | | | | | | | | | | |
| Distribution | Exiting | | | | | | | | | | | | | | | | |
| AM Net New | Entering | | | | | | | | | | | | | | | | |
| Distribution | Exiting | | | | | | | | | | | | | | | | |

"AM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | | | | | | | | | | | | | | | | | |
| Trips | Net New | | | | | | | | | | | | | | | | |
| AM TOTAL PROJECT TRAFFIC | | | **0** | **0** | | | | **0** | **0** | | **0** | | **0** | | | | |
| **AM TOTAL TRAFFIC** | | | **0** | **0** | | | | **0** | **0** | | **3** | | **0** | | | | |

"PM PROJECT TRAFFIC"

| LAND USE | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | | | | | | | | | | | | | | | |
| Trips | | | | | | | | | | | | | | | | | |
| PM TOTAL PROJECT TRAFFIC | | | | | | | | | | | | | | | | | |
| **PM TOTAL TRAFFIC** | | | **0** | **0** | | | | **0** | **0** | | **1** | | **0** | | | | |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** NW 2nd Street & NW 1st Avenue
**COUNT DATE:** August 13, 2013
**AM PEAK HOUR FACTOR:** 0.86
**PM PEAK HOUR FACTOR:** 0.77

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | | 14 | 217 | 83 | | 68 | 68 | 3 | | 2 | 35 | 7 | | 20 | 16 | 34 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **AM EXISTING CONDITIONS** | | **15** | **230** | **88** | | **72** | **72** | **3** | | **2** | **37** | **7** | | **21** | **17** | **36** |

| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | | 27 | 132 | 45 | | 45 | 249 | 3 | | 3 | 16 | 12 | | 62 | 49 | 54 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **PM EXISTING CONDITIONS** | | **29** | **140** | **48** | | **48** | **264** | **3** | | **3** | **17** | **13** | | **66** | **52** | **57** |

| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | -14 | -216 | -82 | | 18 | -73 | | | | | -7 | | -21 | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | -14 | -216 | -82 | | 18 | -73 | 0 | | 0 | 0 | -7 | | -21 | 0 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| AM BACKGROUND TRAFFIC GROWTH | | 0 | 3 | 1 | | 1 | 1 | 0 | | 0 | 1 | 0 | | 0 | 0 | 1 |
| **AM NON-PROJECT TRAFFIC** | | **1** | **17** | **7** | | **91** | **0** | **3** | | **2** | **38** | **0** | | **0** | **17** | **37** |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | -26 | -130 | -45 | | 57 | -268 | | | | | -13 | | -67 | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | -26 | -130 | -45 | | 57 | -268 | 0 | | 0 | 0 | -13 | | -67 | 0 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| PM BACKGROUND TRAFFIC GROWTH | | 0 | 2 | 1 | | 1 | 4 | 0 | | 0 | 0 | 0 | | 1 | 1 | 1 |
| **PM NON-PROJECT TRAFFIC** | | **3** | **12** | **4** | | **106** | **0** | **3** | | **3** | **17** | **0** | | **0** | **53** | **58** |

"PROJECT DISTRUBUTION"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Net New | Entering | | | | | | | | | | | | | | | | |
| Distribution | Exiting | | | | | | | | | | 3.0% | 12.0% | | | | | |
| AM Net New | Entering | | | | | | | | | | | | | | | | |
| Distribution | Exiting | | | | | | | | | | 5.0% | 15.0% | | | | | |

"AM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | | | | | | | | | | | | | | | | | |
| Trips | Net New | | | | | | | | | | 8 | 26 | | | | | |
| AM TOTAL PROJECT TRAFFIC | | | **0** | **0** | **0** | | **0** | **0** | **0** | | **8** | **26** | **0** | | **0** | **0** | **0** |
| **AM TOTAL TRAFFIC** | | | **1** | **17** | **7** | | **91** | **0** | **3** | | **10** | **64** | **0** | | **0** | **17** | **37** |

"PM PROJECT TRAFFIC"

| LAND USE | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | | | | | | | | | 5 | 21 | | | | | |
| Trips | | | | | | | | | | | | | | | | | |
| PM TOTAL PROJECT TRAFFIC | | | | | | | | | | | **5** | **21** | | | | | |
| **PM TOTAL TRAFFIC** | | | **3** | **12** | **4** | | **106** | **0** | **3** | | **8** | **38** | **0** | | **0** | **53** | **58** |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** NW 4th Street & NW 5th Avenue
**COUNT DATE:** August 13, 2013
**AM PEAK HOUR FACTOR:** 0.83
**PM PEAK HOUR FACTOR:** 0.68

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | | | 144 | 9 | | 10 | 78 | | | | | | | 9 | | 2 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **AM EXISTING CONDITIONS** | | | **153** | **10** | | **11** | **83** | | | | | | | **10** | | **2** |

| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | | | 66 | 5 | | 8 | 257 | | | | | | | 40 | | 4 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **PM EXISTING CONDITIONS** | | | **70** | **5** | | **8** | **272** | | | | | | | **42** | | **4** |

| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | | 0 | 0 | | 0 | 0 | | | | | | | 0 | | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| AM BACKGROUND TRAFFIC GROWTH | | | 2 | 0 | | 0 | 1 | | | | | | | 0 | | 0 |
| **AM NON-PROJECT TRAFFIC** | | | **155** | **10** | | **11** | **84** | | | | | | | **10** | | **2** |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | | 0 | 0 | | 0 | 0 | | | | | | | 0 | | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| PM BACKGROUND TRAFFIC GROWTH | | | 1 | 0 | | 0 | 4 | | | | | | | 1 | | 0 |
| **PM NON-PROJECT TRAFFIC** | | | **71** | **5** | | **8** | **276** | | | | | | | **43** | | **4** |

| "PROJECT DISTRUBUTION" LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Net New | Entering | | | 2.0% | | | | | | | | | | | | | |
| Distribution | Exiting | | | | | | | 7.0% | | | | | | | | | |
| AM Net New | Entering | | | 4.0% | | | | | | | | | | | | | |
| Distribution | Exiting | | | | | | | 3.0% | | | | | | | | | |

| "AM PROJECT TRAFFIC" LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | | | | | | | | | | | | | | | | | |
| Trips | Net New | | | 7 | | | | 5 | | | | | | | | | |
| AM TOTAL PROJECT TRAFFIC | | | | **7** | **0** | | **0** | **5** | | | | | | | **0** | | **0** |
| **AM TOTAL TRAFFIC** | | | | **162** | **10** | | **11** | **89** | | | | | | | **10** | | **2** |

| "PM PROJECT TRAFFIC" LAND USE | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | | 3 | | | | 12 | | | | | | | | | |
| Trips | | | | | | | | | | | | | | | | | |
| PM TOTAL PROJECT TRAFFIC | | | | **3** | | | | **12** | | | | | | | | | |
| **PM TOTAL TRAFFIC** | | | | **74** | **5** | | **8** | **288** | | | | | | | **43** | | **4** |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** NW 4th Street & NW Flagler Avenue
**COUNT DATE:** August 13, 2013
**AM PEAK HOUR FACTOR:** 0.93
**PM PEAK HOUR FACTOR:** 0.81

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | | 0 | 132 | 3 | | 5 | 89 | 0 | | 0 | 0 | 1 | | 0 | 0 | 0 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **AM EXISTING CONDITIONS** | | **0** | **140** | **3** | | **5** | **94** | **0** | | **0** | **0** | **1** | | **0** | **0** | **0** |

| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | | 0 | 72 | 0 | | 2 | 243 | 0 | | 3 | 0 | 2 | | 0 | 0 | 0 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **PM EXISTING CONDITIONS** | | **0** | **76** | **0** | | **2** | **258** | **0** | | **3** | **0** | **2** | | **0** | **0** | **0** |

| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | | 218 | | | | 86 | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | 218 | 0 | | 0 | 86 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| AM BACKGROUND TRAFFIC GROWTH | | 0 | 2 | 0 | | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| **AM NON-PROJECT TRAFFIC** | | **0** | **360** | **3** | | **5** | **181** | **0** | | **0** | **0** | **1** | | **0** | **0** | **0** |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | | 141 | | | | 264 | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | 141 | 0 | | 0 | 264 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| PM BACKGROUND TRAFFIC GROWTH | | 0 | 1 | 0 | | 0 | 4 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| **PM NON-PROJECT TRAFFIC** | | **0** | **218** | **0** | | **2** | **526** | **0** | | **3** | **0** | **2** | | **0** | **0** | **0** |

"PROJECT DISTRUBUTION"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Net New | Entering | | | | | | | 11.0% | | | | | | | | | |
| Distribution | Exiting | | | 42.0% | | | | | | | | | | | | | |
| AM Net New | Entering | | | | | | | 5.0% | | | | | | | | | |
| Distribution | Exiting | | | 64.0% | | | | | | | | | | | | | |

"AM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | | | | | | | | | | | | | | | | | |
| Trips | Net New | | | 109 | | | | 8 | | | | | | | | | |
| AM TOTAL PROJECT TRAFFIC | | | 0 | 109 | 0 | | 0 | 8 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| **AM TOTAL TRAFFIC** | | | **0** | **469** | **3** | | **5** | **189** | **0** | | **0** | **0** | **1** | | **0** | **0** | **0** |

"PM PROJECT TRAFFIC"

| LAND USE | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | | 72 | | | | 19 | | | | | | | | | |
| Trips | | | | | | | | | | | | | | | | | |
| PM TOTAL PROJECT TRAFFIC | | | | 72 | | | | 19 | | | | | | | | | |
| **PM TOTAL TRAFFIC** | | | **0** | **290** | **0** | | **2** | **545** | **0** | | **3** | **0** | **2** | | **0** | **0** | **0** |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** NW 4th Street & NW 1st Avenue
**COUNT DATE:** August 13, 2013
**AM PEAK HOUR FACTOR:** 0.91
**PM PEAK HOUR FACTOR:** 0.88

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | | 5 | 126 | 18 | | 28 | 66 | 5 | | 5 | 13 | 15 | | 7 | 4 | 12 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **AM EXISTING CONDITIONS** | | **5** | **134** | **19** | | **30** | **70** | **5** | | **5** | **14** | **16** | | **7** | **4** | **13** |

| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | | 4 | 71 | 10 | | 6 | 202 | 11 | | 14 | 4 | 16 | | 33 | 17 | 48 |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| **PM EXISTING CONDITIONS** | | **4** | **75** | **11** | | **6** | **214** | **12** | | **15** | **4** | **17** | | **35** | **18** | **51** |

| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | | 218 | | | -5 | 86 | | | | -2 | | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | 218 | 0 | | -5 | 86 | 0 | | 0 | -2 | 0 | | 0 | 0 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| AM BACKGROUND TRAFFIC GROWTH | | 0 | 2 | 0 | | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| **AM NON-PROJECT TRAFFIC** | | **5** | **354** | **19** | | **25** | **157** | **5** | | **5** | **12** | **16** | | **7** | **4** | **13** |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | | 141 | | | -5 | 86 | | | | -4 | | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | 141 | 0 | | -5 | 86 | 0 | | 0 | -4 | 0 | | 0 | 0 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| PM BACKGROUND TRAFFIC GROWTH | | 0 | 1 | 0 | | 0 | 3 | 0 | | 0 | 0 | 0 | | 1 | 0 | 1 |
| **PM NON-PROJECT TRAFFIC** | | **4** | **217** | **11** | | **1** | **303** | **12** | | **15** | **0** | **17** | | **36** | **18** | **52** |

"PROJECT DISTRUBUTION"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Net New | Entering | | | | | | | 11.0% | | | | | | | | | |
| Distribution | Exiting | | | 27.0% | 15.0% | | | | | | | | | | | | |
| AM Net New | Entering | | | | | | | 4.0% | | | | | 1.0% | | | | |
| Distribution | Exiting | | | 44.0% | 20.0% | | | | | | | | | | | | |

"AM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | | | | | | | | | | | | | | | | | |
| Trips | Net New | | | 75 | 34 | | | 6 | | | | | 2 | | | | |
| **AM TOTAL PROJECT TRAFFIC** | | | **0** | **75** | **34** | | **0** | **6** | **0** | | **0** | **0** | **2** | | **0** | **0** | **0** |
| **AM TOTAL TRAFFIC** | | | **5** | **429** | **53** | | **25** | **163** | **5** | | **5** | **12** | **18** | | **7** | **4** | **13** |

"PM PROJECT TRAFFIC"

| LAND USE | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | | 46 | 26 | | | 19 | | | | | | | | | |
| Trips | | | | | | | | | | | | | | | | | |
| **PM TOTAL PROJECT TRAFFIC** | | | | **46** | **26** | | | **19** | | | | | | | | | |
| **PM TOTAL TRAFFIC** | | | **4** | **263** | **37** | | **1** | **322** | **12** | | **15** | **0** | **17** | | **36** | **18** | **52** |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** North Project Driveway & NW 2nd Avenue
**COUNT DATE:** August 13, 2013
**AM PEAK HOUR FACTOR:** 0.92
**PM PEAK HOUR FACTOR:** 0.92

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | | | | | | | | | | | | | | | | |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| AM EXISTING CONDITIONS | | | | | | | | | | | | | | | | |

| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | | | | | | | | | | | | | | | | |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| PM EXISTING CONDITIONS | | | | | | | | | | | | | | | | |

| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | | | | | | | | | | 86 | | | | 218 | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | | | | | | | | | | 86 | | | | 218 | |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| AM BACKGROUND TRAFFIC GROWTH | | | | | | | | | | | | | | | | |
| AM NON-PROJECT TRAFFIC | | | | | | | | | | | **86** | | | | **218** | |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | | | | | | | | | | 264 | | | | 141 | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | | | | | | | | | | 264 | | | | 141 | |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| PM BACKGROUND TRAFFIC GROWTH | | | | | | | | | | | | | | | | |
| PM NON-PROJECT TRAFFIC | | | | | | | | | | | **264** | | | | **141** | |

"PROJECT DISTRUBUTION"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Net New | Entering | | | | | | | | | | | | 13.0% | | 27.0% | | |
| Distribution | Exiting | | 35.0% | | 16.0% | | | | | | | | | | | 14.0% | |
| AM Net New | Entering | | | | | | | | | | | | 9.0% | | 31.0% | | |
| Distribution | Exiting | | 40.0% | | 15.0% | | | | | | | | | | | 27.0% | |

"AM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | | | | | | | | | | | | | | | | | |
| Trips | Net New | | 68 | | 26 | | | | | | | | 15 | | 53 | 46 | |
| AM TOTAL PROJECT TRAFFIC | | | **68** | | **26** | | | | | | | **0** | **15** | | **53** | **46** | |
| AM TOTAL TRAFFIC | | | **68** | | **26** | | | | | | | **86** | **15** | | **53** | **264** | |

"PM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | 60 | | 27 | | | | | | | | 22 | | 46 | 24 | |
| Trips | | | | | | | | | | | | | | | | | |
| PM TOTAL PROJECT TRAFFIC | | | **60** | | **27** | | | | | | | | **22** | | **46** | **24** | |
| PM TOTAL TRAFFIC | | | **60** | | **27** | | | | | | | **264** | **22** | | **46** | **165** | |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** South Project Driveway & NW 2nd Avenue
**COUNT DATE:** August 13, 2013
**AM PEAK HOUR FACTOR:** 0.92
**PM PEAK HOUR FACTOR:** 0.92

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | | | | | | | | | | | | | | | | |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| AM EXISTING CONDITIONS | | | | | | | | | | | | | | | | |

| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | | | | | | | | | | | | | | | | |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| PM EXISTING CONDITIONS | | | | | | | | | | | | | | | | |

| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | | | | | | | | | | 86 | | | | 218 | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | | | | | | | | | | 86 | | | | 218 | |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| AM BACKGROUND TRAFFIC GROWTH | | | | | | | | | | | | | | | | |
| AM NON-PROJECT TRAFFIC | | | | | | | | | | | **86** | | | | **218** | |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | | | | | | | | | | 264 | | | | 141 | |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | | | | | | | | | | 264 | | | | 141 | |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| PM BACKGROUND TRAFFIC GROWTH | | | | | | | | | | | | | | | | |
| PM NON-PROJECT TRAFFIC | | | | | | | | | | | **264** | | | | **141** | |

"PROJECT DISTRUBUTION"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Net New | Entering | | | | | | | | | | | | | | 60.0% | 27.0% | |
| Distribution | Exiting | | 14.0% | | 35.0% | | | | | | | 16.0% | | | | | |
| AM Net New | Entering | | | | | | | | | | | | | | 60.0% | 31.0% | |
| Distribution | Exiting | | 27.0% | | 18.0% | | | | | | | 15.0% | | | | | |

"AM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | | | | | | | | | | | | | | | | | |
| Trips | Net New | | 46 | | 31 | | | | | | | 26 | | | 103 | 53 | |
| AM TOTAL PROJECT TRAFFIC | | | **46** | | **31** | | | | | | | **26** | | | **103** | **53** | |
| AM TOTAL TRAFFIC | | | **46** | | **31** | | | | | | | **112** | | | **103** | **271** | |

"PM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | 24 | | 60 | | | | | | | 27 | | | 103 | 46 | |
| Trips | | | | | | | | | | | | | | | | | |
| PM TOTAL PROJECT TRAFFIC | | | **24** | | **60** | | | | | | | **27** | | | **103** | **46** | |
| PM TOTAL TRAFFIC | | | **24** | | **60** | | | | | | | **291** | | | **103** | **187** | |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** NW 2nd Avenue and NW 4th Street
**COUNT DATE:** August 13, 2013
**AM PEAK HOUR FACTOR:** 0.92
**PM PEAK HOUR FACTOR:** 0.92

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | | | | | | | | | | | | | | | | |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| AM EXISTING CONDITIONS | | | | | | | | | | | | | | | | |

| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | | | | | | | | | | | | | | | | |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |
| PM EXISTING CONDITIONS | | | | | | | | | | | | | | | | |

| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | | 76 | | | 86 | 96 | | | | | | | | | 218 |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | | 76 | | | 86 | 96 | | | | | | | | | 218 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| AM BACKGROUND TRAFFIC GROWTH | | | | | | | | | | | | | | | | |
| AM NON-PROJECT TRAFFIC | | | **76** | | | **86** | **96** | | | | | | | | | **218** |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NW 2nd Street Closure Redistribution | | | 151 | | | 264 | 274 | | | | | | | | | 141 |
| | | | | | | | | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | | 151 | | | 264 | 274 | | | | | | | | | 141 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| PM BACKGROUND TRAFFIC GROWTH | | | | | | | | | | | | | | | | |
| PM NON-PROJECT TRAFFIC | | | **151** | | | **264** | **274** | | | | | | | | | **141** |

"PROJECT DISTRUBUTION"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Net New | Entering | | | | 2.0% | | 11.0% | | | | | | | | | | |
| Distribution | Exiting | | | | | | | | | | | | | | 7.0% | | 42.0% |
| AM Net New | Entering | | | | 4.0% | | 5.0% | | | | | | | | | | |
| Distribution | Exiting | | | | | | | | | | | | | | 3.0% | | 64.0% |

"AM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | | | | | | | | | | | | | | | | | |
| Trips | Net New | | | | 7 | | 8 | | | | | | | | 5 | | 109 |
| AM TOTAL PROJECT TRAFFIC | | | | **0** | **7** | | **8** | **0** | | | | | | | **5** | | **109** |
| AM TOTAL TRAFFIC | | | | **76** | **7** | | **94** | **96** | | | | | | | **5** | | **327** |

"PM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | SBU | SBL | SBT | SBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | | | 3 | | 19 | | | | | | | | 12 | | 72 |
| Trips | | | | | | | | | | | | | | | | | |
| PM TOTAL PROJECT TRAFFIC | | | | | **3** | | **19** | | | | | | | | **12** | | **72** |
| PM TOTAL TRAFFIC | | | | **151** | **3** | | **283** | **274** | | | | | | | **12** | | **213** |

# APPENDIX D:
# Intersection Capacity Analyses

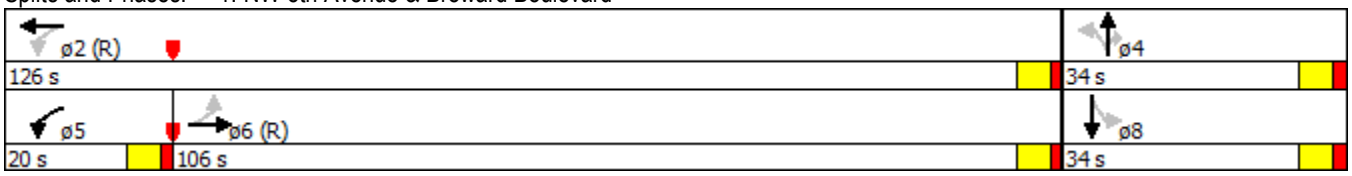
# Existing Conditions

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | |
| Volume (vph) | 27 | 2476 | 42 | 1244 | 23 | 2 | 39 | 2 | 1 |
| Turn Type | Perm | NA | pm+pt | NA | Perm | NA | Perm | Perm | NA |
| Protected Phases | | 6 | 5 | 2 | | 4 | | | 8 |
| Permitted Phases | 6 | | 2 | | 4 | | 4 | 8 | |
| Detector Phase | 6 | 6 | 5 | 2 | 4 | 4 | 4 | 8 | 8 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 15.0 | 15.0 | 4.0 | 15.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Minimum Split (s) | 26.5 | 26.5 | 9.5 | 26.5 | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 |
| Total Split (s) | 106.0 | 106.0 | 20.0 | 126.0 | 34.0 | 34.0 | 34.0 | 34.0 | 34.0 |
| Total Split (%) | 66.3% | 66.3% | 12.5% | 78.8% | 21.3% | 21.3% | 21.3% | 21.3% | 21.3% |
| 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) | 1.5 | 1.5 | 1.5 | 1.5 | 2.0 | 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) | 5.5 | 5.5 | 5.5 | 5.5 | 6.0 | 6.0 | 6.0 | | 6.0 |
| Lead/Lag | Lag | Lag | Lead | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | | | | | | |
| Recall Mode | C-Min | C-Min | None | C-Min | Max | Max | Max | Max | Max |

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 43 (27%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 1: NW 5th Avenue & Broward Boulevard



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 27 | 2476 | 90 | 42 | 1244 | 3 | 23 | 2 | 39 | 2 | 1 | 19 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 186.3 | 186.3 | 190.0 | 186.3 | 186.3 | 190.0 | 186.3 | 186.3 | 186.3 | 190.0 | 186.3 | 190.0 |
| Lanes | 1 | 3 | 0 | 1 | 3 | 0 | 1 | 1 | 1 | 0 | 1 | 0 |
| Cap, veh/h | 314 | 3602 | 130 | 121 | 4081 | 9 | 295 | 354 | 301 | 38 | 27 | 265 |
| Arrive On Green | 0.67 | 0.67 | 0.67 | 0.05 | 1.00 | 1.00 | 0.19 | 0.19 | 0.19 | 0.19 | 0.19 | 0.19 |
| Sat Flow, veh/h | 395 | 5361 | 193 | 1774 | 5574 | 12 | 1384 | 1863 | 1583 | 58 | 141 | 1395 |
| Grp Volume(v), veh/h | 30 | 1882 | 938 | 46 | 914 | 456 | 25 | 2 | 43 | 24 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 395 | 1863 | 1829 | 1774 | 1863 | 1861 | 1384 | 1863 | 1583 | 1595 | 0 | 0 |
| Q Serve(g_s), s | 4.0 | 49.4 | 51.0 | 1.1 | 0.0 | 0.0 | 2.2 | 0.1 | 3.3 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 4.0 | 49.4 | 51.0 | 1.1 | 0.0 | 0.0 | 4.0 | 0.1 | 3.3 | 1.8 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.11 | 1.00 | | 0.01 | 1.00 | | 1.00 | 0.08 | | 0.87 |
| Lane Grp Cap(c), veh/h | 314 | 2503 | 1229 | 121 | 2728 | 1362 | 295 | 354 | 301 | 329 | 0 | 0 |
| V/C Ratio(X) | 0.10 | 0.75 | 0.76 | 0.38 | 0.33 | 0.33 | 0.08 | 0.01 | 0.14 | 0.07 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 318 | 2539 | 1246 | 254 | 3044 | 1520 | 295 | 354 | 301 | 329 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 8.6 | 16.0 | 16.3 | 24.0 | 0.0 | 0.0 | 50.8 | 48.4 | 49.7 | 49.1 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.6 | 2.1 | 4.5 | 0.7 | 0.3 | 0.7 | 0.6 | 0.0 | 1.0 | 0.4 | 0.0 | 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 Back of Q (50%), veh/ln | 0.4 | 21.6 | 22.9 | 1.1 | 0.1 | 0.3 | 0.9 | 0.1 | 1.5 | 0.8 | 0.0 | 0.0 |
| Lane Grp Delay (d), s/veh | 9.2 | 18.2 | 20.9 | 24.7 | 0.3 | 0.7 | 51.3 | 48.5 | 50.7 | 49.5 | 0.0 | 0.0 |
| Lane Grp LOS | A | B | C | C | A | A | D | D | D | D | | |
| Approach Vol, veh/h | | 2850 | | | 1416 | | | 70 | | | 24 | |
| Approach Delay, s/veh | | 19.0 | | | 1.2 | | | 50.9 | | | 49.5 | |
| Approach LOS | | B | | | A | | | D | | | D | |
| Timer | | | | | | | | | | | | |
| Assigned Phs | | 6 | | 5 | 2 | | | 4 | | | 8 | |
| Phs Duration (G+Y+Rc), s | | 104.6 | | 8.9 | 113.5 | | | 34.0 | | | 34.0 | |
| Change Period (Y+Rc), s | | 5.5 | | 5.5 | 5.5 | | | 6.0 | | | 6.0 | |
| Max Green Setting (Gmax), s | | 100.5 | | 14.5 | 120.5 | | | 28.0 | | | 28.0 | |
| Max Q Clear Time (g_c+I1), s | | 53.0 | | 3.1 | 2.0 | | | 6.0 | | | 3.8 | |
| Green Ext Time (p_c), s | | 45.3 | | 0.0 | 106.0 | | | 0.2 | | | 0.2 | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2010 Ctrl Delay | | | 13.9 | | | | | | | | | |
| HCM 2010 LOS | | | B | | | | | | | | | |
| Notes | | | | | | | | | | | | |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 0.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 70 | 2467 | 13 | 0 | 1246 | 6 | 0 | 0 | 0 | 0 | 0 | 32 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 205 | - | - | - | - | - | - | - | 0 | - | - | 0 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 77 | 2711 | 14 | 0 | 1369 | 7 | 0 | 0 | 0 | 0 | 0 | 35 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1376 | 0 | 0 | 2725 | 0 | 0 | 3420 | 4248 | 1363 | 2611 | 4252 | 688 |
| Stage 1 | - | - | - | - | - | - | 2872 | 2872 | - | 1373 | 1373 | - |
| Stage 2 | - | - | - | - | - | - | 548 | 1376 | - | 1238 | 2879 | - |
| Follow-up Headway | 3.12 | - | - | 3.12 | - | - | 3.82 | 4.02 | 3.92 | 3.82 | 4.02 | 3.92 |
| Pot Capacity-1 Maneuver | 257 | - | - | 53 | - | - | 8 | 2 | 118 | 26 | 2 | 333 |
| Stage 1 | - | - | - | - | - | - | 9 | 36 | - | 109 | 212 | - |
| Stage 2 | - | - | - | - | - | - | 445 | 211 | - | 167 | 36 | - |
| Time blocked-Platoon, % | | - | - | | - | - | | | | | | |
| Mov Capacity-1 Maneuver | 257 | - | - | 53 | - | - | 5 | 1 | 118 | 20 | 1 | 333 |
| Mov Capacity-2 Maneuver | - | - | - | - | - | - | 5 | 1 | - | 20 | 1 | - |
| Stage 1 | - | - | - | - | - | - | 6 | 25 | - | 76 | 212 | - |
| Stage 2 | - | - | - | - | - | - | 398 | 211 | - | 117 | 25 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.7 | 0 | 0 | 17.1 |
| HCM LOS | | | A | C |

| Minor Lane / Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 0 | 257 | - | - | 53 | - | - | 333 |
| HCM Lane V/C Ratio | + | 0.299 | - | - | - | - | - | 0.106 |
| HCM Control Delay (s) | 0 | 24.882 | - | - | 0 | - | - | 17.1 |
| HCM Lane LOS | A | C | | | A | | | C |
| HCM 95th %tile Q(veh) | + | 1.216 | - | - | 0 | - | - | 0.351 |

Notes

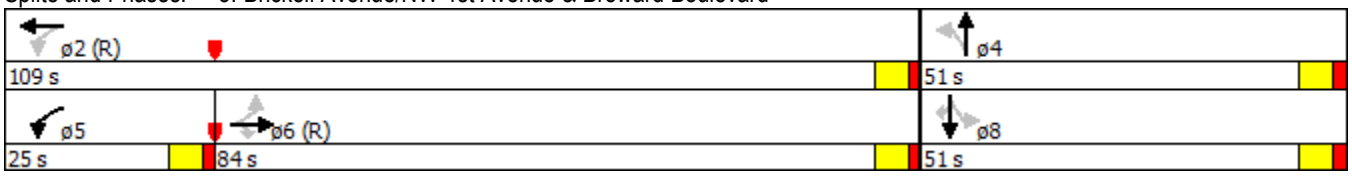
~ : Volume Exceeds Capacity; $ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Volume (vph) | 66 | 2140 | 210 | 106 | 1170 | 21 | 5 | 16 | 102 | 56 |
| Turn Type | Perm | NA | Perm | pm+pt | NA | Perm | NA | Perm | NA | Perm |
| Protected Phases | | 6 | | 5 | 2 | | 4 | | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | 4 | | 8 | | 8 |
| Detector Phase | 6 | 6 | 6 | 5 | 2 | 4 | 4 | 8 | 8 | 8 |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 4.0 | 7.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Minimum Split (s) | 34.5 | 34.5 | 34.5 | 9.5 | 34.5 | 45.0 | 45.0 | 49.0 | 49.0 | 49.0 |
| Total Split (s) | 84.0 | 84.0 | 84.0 | 25.0 | 109.0 | 51.0 | 51.0 | 51.0 | 51.0 | 51.0 |
| Total Split (%) | 52.5% | 52.5% | 52.5% | 15.6% | 68.1% | 31.9% | 31.9% | 31.9% | 31.9% | 31.9% |
| 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) | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 2.0 | 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) | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | Lag | Lag | Lag | Lead | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | | | | | | |
| Recall Mode | C-Max | C-Max | C-Max | None | C-Max | None | None | None | None | None |

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 87 (54%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 3: Brickell Avenue/NW 1st Avenue & Broward Boulevard



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 66 | 2140 | 210 | 106 | 1170 | 21 | 21 | 5 | 15 | 16 | 102 | 56 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 186.3 | 186.3 | 186.3 | 186.3 | 186.3 | 190.0 | 186.3 | 186.3 | 190.0 | 186.3 | 186.3 | 186.3 |
| Lanes | 1 | 3 | 1 | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 |
| Cap, veh/h | 379 | 4139 | 1173 | 207 | 4461 | 79 | 103 | 37 | 118 | 171 | 176 | 150 |
| Arrive On Green | 0.99 | 0.99 | 0.99 | 0.03 | 0.81 | 0.81 | 0.09 | 0.09 | 0.09 | 0.09 | 0.09 | 0.09 |
| Sat Flow, veh/h | 436 | 5588 | 1583 | 1774 | 5474 | 97 | 1211 | 391 | 1251 | 1385 | 1863 | 1583 |
| Grp Volume(v), veh/h | 70 | 2277 | 223 | 113 | 847 | 420 | 22 | 0 | 21 | 17 | 109 | 60 |
| Grp Sat Flow(s),veh/h/ln | 436 | 1863 | 1583 | 1774 | 1863 | 1846 | 1211 | 0 | 1642 | 1385 | 1863 | 1583 |
| Q Serve(g_s), s | 0.4 | 1.7 | 0.3 | 1.8 | 6.9 | 6.9 | 2.3 | 0.0 | 1.5 | 1.4 | 7.1 | 4.5 |
| Cycle Q Clear(g_c), s | 0.4 | 1.7 | 0.3 | 1.8 | 6.9 | 6.9 | 9.4 | 0.0 | 1.5 | 2.9 | 7.1 | 4.5 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.05 | 1.00 | | 0.76 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 379 | 4139 | 1173 | 207 | 3036 | 1504 | 103 | 0 | 155 | 171 | 176 | 150 |
| V/C Ratio(X) | 0.18 | 0.55 | 0.19 | 0.55 | 0.28 | 0.28 | 0.21 | 0.00 | 0.14 | 0.10 | 0.62 | 0.40 |
| Avail Cap(c_a), veh/h | 379 | 4139 | 1173 | 424 | 3036 | 1504 | 418 | 0 | 582 | 531 | 660 | 561 |
| HCM Platoon Ratio | 1.33 | 1.33 | 1.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.2 | 0.3 | 0.2 | 3.5 | 2.8 | 2.8 | 59.8 | 0.0 | 52.7 | 54.1 | 55.3 | 54.1 |
| Incr Delay (d2), s/veh | 1.1 | 0.5 | 0.4 | 0.8 | 0.2 | 0.5 | 0.4 | 0.0 | 0.1 | 0.1 | 1.3 | 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 Back of Q (50%), veh/ln | 0.1 | 0.5 | 0.2 | 0.6 | 2.3 | 2.4 | 0.7 | 0.0 | 0.6 | 0.5 | 3.5 | 1.9 |
| Lane Grp Delay (d), s/veh | 1.3 | 0.8 | 0.6 | 4.3 | 3.0 | 3.3 | 60.2 | 0.0 | 52.9 | 54.2 | 56.6 | 54.8 |
| Lane Grp LOS | A | A | A | A | A | A | E | | D | D | E | D |
| Approach Vol, veh/h | | 2570 | | | 1380 | | | 43 | | | 186 | |
| Approach Delay, s/veh | | 0.8 | | | 3.2 | | | 56.6 | | | 55.8 | |
| Approach LOS | | A | | | A | | | E | | | E | |

| Timer | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 6 | | 5 | 2 | | | 4 | | | 8 | |
| Phs Duration (G+Y+Rc), s | | 99.6 | | 9.4 | 109.0 | | | 18.0 | | | 18.0 | |
| Change Period (Y+Rc), s | | 5.5 | | 5.5 | 5.5 | | | 6.0 | | | 6.0 | |
| Max Green Setting (Gmax), s | | 78.5 | | 19.5 | 103.5 | | | 45.0 | | | 45.0 | |
| Max Q Clear Time (g_c+I1), s | | 3.7 | | 3.8 | 8.9 | | | 11.4 | | | 9.1 | |
| Green Ext Time (p_c), s | | 8.8 | | 0.1 | 8.8 | | | 0.6 | | | 0.6 | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 4.6 |
| HCM 2010 LOS | A |

Notes

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 1.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 1 | 271 | 3 | 10 | 78 | 5 | 0 | 5 | 19 | 11 | 10 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 308 | 3 | 11 | 89 | 6 | 0 | 6 | 22 | 12 | 11 | 1 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 94 | 0 | 0 | 311 | 0 | 0 | 432 | 429 | 310 | 440 | 428 | 91 |
| Stage 1 | - | - | - | - | - | - | 312 | 312 | - | 114 | 114 | - |
| Stage 2 | - | - | - | - | - | - | 120 | 117 | - | 326 | 314 | - |
| Follow-up Headway | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Capacity-1 Maneuver | 1500 | - | - | 1249 | - | - | 534 | 518 | 730 | 527 | 519 | 967 |
| Stage 1 | - | - | - | - | - | - | 699 | 658 | - | 891 | 801 | - |
| Stage 2 | - | - | - | - | - | - | 884 | 799 | - | 687 | 656 | - |
| Time blocked-Platoon, % | | - | - | | - | - | | | | | | |
| Mov Capacity-1 Maneuver | 1500 | - | - | 1249 | - | - | 520 | 513 | 730 | 503 | 514 | 967 |
| Mov Capacity-2 Maneuver | - | - | - | - | - | - | 520 | 513 | - | 503 | 514 | - |
| Stage 1 | - | - | - | - | - | - | 698 | 657 | - | 890 | 794 | - |
| Stage 2 | - | - | - | - | - | - | 862 | 792 | - | 660 | 655 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 0.9 | 10.6 | 12.3 |
| HCM LOS | | | B | B |

| Minor Lane / Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 671 | 1500 | - | - | 1249 | - | - | 519 |
| HCM Lane V/C Ratio | 0.041 | 0.001 | - | - | 0.009 | - | - | 0.048 |
| HCM Control Delay (s) | 10.6 | 7.402 | 0 | - | 7.909 | 0 | - | 12.3 |
| HCM Lane LOS | B | A | A | | A | A | | B |
| HCM 95th %tile Q(veh) | 0.127 | 0.002 | - | - | 0.028 | - | - | 0.151 |

Notes

~ : Volume Exceeds Capacity; $ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 1.5 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 265 | 5 | 20 | 102 | 6 | 42 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 82 | 82 | 82 | 82 | 82 | 82 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 323 | 6 | 24 | 124 | 7 | 51 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 329 | 0 | 499 | 326 |
| Stage 1 | - | - | - | - | 326 | - |
| Stage 2 | - | - | - | - | 173 | - |
| Follow-up Headway | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Capacity-1 Maneuver | - | - | 1231 | - | 531 | 715 |
| Stage 1 | - | - | - | - | 731 | - |
| Stage 2 | - | - | - | - | 857 | - |
| Time blocked-Platoon, % | - | - | | - | | |
| Mov Capacity-1 Maneuver | - | - | 1231 | - | 520 | 715 |
| Mov Capacity-2 Maneuver | - | - | - | - | 520 | - |
| Stage 1 | - | - | - | - | 731 | - |
| Stage 2 | - | - | - | - | 839 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 1.3 | 10.8 |
| HCM LOS | | | B |

| Minor Lane / Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 683 | - | - | 1231 | - |
| HCM Lane V/C Ratio | 0.086 | - | - | 0.02 | - |
| HCM Control Delay (s) | 10.8 | - | - | 7.984 | 0 |
| HCM Lane LOS | B | | | A | A |
| HCM 95th %tile Q(veh) | 0.28 | - | - | 0.061 | - |

Notes

~ : Volume Exceeds Capacity; $ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 0.1 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 0 | 307 | 121 | 0 | 3 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 82 | 82 | 82 | 82 | 82 | 82 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 374 | 148 | 0 | 4 | 1 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 148 | 0 | - | 0 | 522 | 148 |
| Stage 1 | - | - | - | - | 148 | - |
| Stage 2 | - | - | - | - | 374 | - |
| Follow-up Headway | 2.218 | - | - | - | 3.518 | 3.318 |
| Pot Capacity-1 Maneuver | 1434 | - | - | - | 515 | 899 |
| Stage 1 | - | - | - | - | 880 | - |
| Stage 2 | - | - | - | - | 696 | - |
| Time blocked-Platoon, % | | - | - | - | | |
| Mov Capacity-1 Maneuver | 1434 | - | - | - | 515 | 899 |
| Mov Capacity-2 Maneuver | - | - | - | - | 515 | - |
| Stage 1 | - | - | - | - | 880 | - |
| Stage 2 | - | - | - | - | 696 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 11.3 |
| HCM LOS | | | B |

| Minor Lane / Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1434 | - | - | - | 577 |
| HCM Lane V/C Ratio | - | - | - | - | 0.008 |
| HCM Control Delay (s) | 0 | - | - | - | 11.3 |
| HCM Lane LOS | A | | | | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.026 |

Notes

~ : Volume Exceeds Capacity; $ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 3.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 15 | 230 | 88 | 72 | 72 | 3 | 21 | 17 | 36 | 2 | 37 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 130 | 85 | - | - | 155 | - | - | 175 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 17 | 267 | 102 | 84 | 84 | 3 | 24 | 20 | 42 | 2 | 43 | 8 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 87 | 0 | 0 | 267 | 0 | 0 | 580 | 557 | 267 | 586 | 555 | 85 |
| Stage 1 | - | - | - | - | - | - | 302 | 302 | - | 253 | 253 | - |
| Stage 2 | - | - | - | - | - | - | 278 | 255 | - | 333 | 302 | - |
| Follow-up Headway | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Capacity-1 Maneuver | 1509 | - | - | 1297 | - | - | 426 | 439 | 772 | 422 | 440 | 974 |
| Stage 1 | - | - | - | - | - | - | 707 | 664 | - | 751 | 698 | - |
| Stage 2 | - | - | - | - | - | - | 728 | 696 | - | 681 | 664 | - |
| Time blocked-Platoon, % | | - | - | | - | - | | | | | | |
| Mov Capacity-1 Maneuver | 1509 | - | - | 1297 | - | - | 365 | 405 | 772 | 362 | 406 | 974 |
| Mov Capacity-2 Maneuver | - | - | - | - | - | - | 365 | 405 | - | 362 | 406 | - |
| Stage 1 | - | - | - | - | - | - | 697 | 655 | - | 740 | 653 | - |
| Stage 2 | - | - | - | - | - | - | 631 | 651 | - | 616 | 655 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.3 | 3.9 | 12.9 | 14.1 |
| HCM LOS | | | B | B |

| Minor Lane / Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 365 | 557 | 1509 | - | - | 1297 | - | - | 362 | 446 |
| HCM Lane V/C Ratio | 0.045 | 0.125 | 0.012 | - | - | 0.065 | - | - | 0.004 | 0.116 |
| HCM Control Delay (s) | 15.3 | 12.4 | 7.414 | 0 | - | 7.967 | - | - | 15 | 14.1 |
| HCM Lane LOS | C | B | A | A | | A | | | C | B |
| HCM 95th %tile Q(veh) | 0.14 | 0.427 | 0.035 | - | - | 0.207 | - | - | 0.013 | 0.392 |

Notes

~ : Volume Exceeds Capacity; $ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 0.8 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 153 | 10 | 11 | 83 | 10 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 105 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 83 | 83 | 83 | 83 | 83 | 83 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 184 | 12 | 13 | 100 | 12 | 2 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 196 | 0 | 317 | 190 |
| Stage 1 | - | - | - | - | 190 | - |
| Stage 2 | - | - | - | - | 127 | - |
| Follow-up Headway | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Capacity-1 Maneuver | - | - | 1377 | - | 676 | 852 |
| Stage 1 | - | - | - | - | 842 | - |
| Stage 2 | - | - | - | - | 899 | - |
| Time blocked-Platoon, % | - | - | | - | | |
| Mov Capacity-1 Maneuver | - | - | 1377 | - | 670 | 852 |
| Mov Capacity-2 Maneuver | - | - | - | - | 670 | - |
| Stage 1 | - | - | - | - | 842 | - |
| Stage 2 | - | - | - | - | 891 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.9 | 10.3 |
| HCM LOS | | | B |

| Minor Lane / Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 695 | - | - | 1377 | - |
| HCM Lane V/C Ratio | 0.021 | - | - | 0.01 | - |
| HCM Control Delay (s) | 10.3 | - | - | 7.64 | - |
| HCM Lane LOS | B | | | A | |
| HCM 95th %tile Q(veh) | 0.064 | - | - | 0.029 | - |

Notes

~ : Volume Exceeds Capacity; $ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 0.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 0 | 140 | 3 | 5 | 94 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 151 | 3 | 5 | 101 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 101 | 0 | 0 | 154 | 0 | 0 | 264 | 264 | 152 | 264 | 266 | 101 |
| Stage 1 | - | - | - | - | - | - | 152 | 152 | - | 112 | 112 | - |
| Stage 2 | - | - | - | - | - | - | 112 | 112 | - | 152 | 154 | - |
| Follow-up Headway | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Capacity-1 Maneuver | 1491 | - | - | 1426 | - | - | 689 | 641 | 894 | 689 | 640 | 954 |
| Stage 1 | - | - | - | - | - | - | 850 | 772 | - | 893 | 803 | - |
| Stage 2 | - | - | - | - | - | - | 893 | 803 | - | 850 | 770 | - |
| Time blocked-Platoon, % | | - | - | | - | - | | | | | | |
| Mov Capacity-1 Maneuver | 1491 | - | - | 1426 | - | - | 686 | 638 | 894 | 687 | 637 | 954 |
| Mov Capacity-2 Maneuver | - | - | - | - | - | - | 686 | 638 | - | 687 | 637 | - |
| Stage 1 | - | - | - | - | - | - | 850 | 772 | - | 893 | 800 | - |
| Stage 2 | - | - | - | - | - | - | 888 | 800 | - | 850 | 770 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 0.4 | 0 | 8.8 |
| HCM LOS | | | A | A |

| Minor Lane / Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 0 | 1491 | - | - | 1426 | - | - | 954 |
| HCM Lane V/C Ratio | + | - | - | - | 0.004 | - | - | 0.001 |
| HCM Control Delay (s) | 0 | 0 | - | - | 7.534 | 0 | - | 8.8 |
| HCM Lane LOS | A | A | | | A | A | | A |
| HCM 95th %tile Q(veh) | + | 0 | - | - | 0.011 | - | - | 0.003 |

Notes

~ : Volume Exceeds Capacity; $ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 2.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 5 | 134 | 19 | 30 | 70 | 5 | 7 | 4 | 13 | 5 | 14 | 16 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 147 | 21 | 33 | 77 | 5 | 8 | 4 | 14 | 5 | 15 | 18 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 82 | 0 | 0 | 168 | 0 | 0 | 331 | 317 | 158 | 324 | 325 | 80 |
| Stage 1 | - | - | - | - | - | - | 169 | 169 | - | 146 | 146 | - |
| Stage 2 | - | - | - | - | - | - | 162 | 148 | - | 178 | 179 | - |
| Follow-up Headway | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Capacity-1 Maneuver | 1515 | - | - | 1410 | - | - | 622 | 599 | 887 | 629 | 593 | 980 |
| Stage 1 | - | - | - | - | - | - | 833 | 759 | - | 857 | 776 | - |
| Stage 2 | - | - | - | - | - | - | 840 | 775 | - | 824 | 751 | - |
| Time blocked-Platoon, % | | - | - | | - | - | | | | | | |
| Mov Capacity-1 Maneuver | 1515 | - | - | 1410 | - | - | 585 | 582 | 887 | 602 | 576 | 980 |
| Mov Capacity-2 Maneuver | - | - | - | - | - | - | 585 | 582 | - | 602 | 576 | - |
| Stage 1 | - | - | - | - | - | - | 830 | 756 | - | 854 | 757 | - |
| Stage 2 | - | - | - | - | - | - | 788 | 756 | - | 803 | 748 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.2 | 2.2 | 10.2 | 10.3 |
| HCM LOS | | | B | B |

| Minor Lane / Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 717 | 1515 | - | - | 1410 | - | - | 715 |
| HCM Lane V/C Ratio | 0.037 | 0.004 | - | - | 0.023 | - | - | 0.054 |
| HCM Control Delay (s) | 10.2 | 7.385 | 0 | - | 7.614 | 0 | - | 10.3 |
| HCM Lane LOS | B | A | A | | A | A | | B |
| HCM 95th %tile Q(veh) | 0.114 | 0.011 | - | - | 0.072 | - | - | 0.17 |

Notes

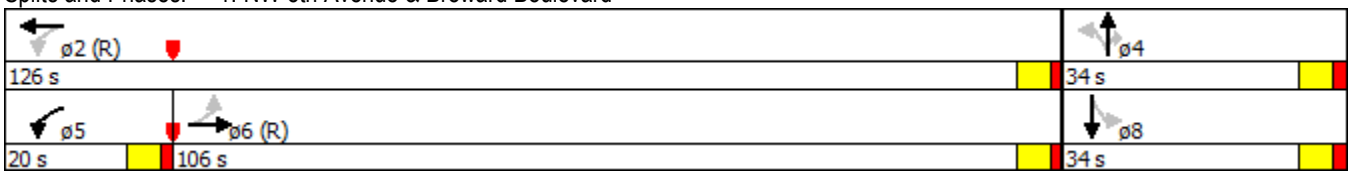
~ : Volume Exceeds Capacity; $ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | |
| Volume (vph) | 21 | 1728 | 73 | 1942 | 135 | 24 | 43 | 10 | 5 |
| Turn Type | Perm | NA | pm+pt | NA | Perm | NA | Perm | Perm | NA |
| Protected Phases | | 6 | 5 | 2 | | 4 | | | 8 |
| Permitted Phases | 6 | | 2 | | 4 | | 4 | 8 | |
| Detector Phase | 6 | 6 | 5 | 2 | 4 | 4 | 4 | 8 | 8 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 15.0 | 15.0 | 4.0 | 15.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Minimum Split (s) | 26.5 | 26.5 | 9.5 | 26.5 | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 |
| Total Split (s) | 106.0 | 106.0 | 20.0 | 126.0 | 34.0 | 34.0 | 34.0 | 34.0 | 34.0 |
| Total Split (%) | 66.3% | 66.3% | 12.5% | 78.8% | 21.3% | 21.3% | 21.3% | 21.3% | 21.3% |
| 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) | 1.5 | 1.5 | 1.5 | 1.5 | 2.0 | 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) | 5.5 | 5.5 | 5.5 | 5.5 | 6.0 | 6.0 | 6.0 | | 6.0 |
| Lead/Lag | Lag | Lag | Lead | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | | | | | | |
| Recall Mode | C-Min | C-Min | None | C-Min | Max | Max | Max | Max | Max |

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 78 (49%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 1: NW 5th Avenue & Broward Boulevard



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 21 | 1728 | 31 | 73 | 1942 | 19 | 135 | 24 | 43 | 10 | 5 | 13 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 186.3 | 186.3 | 190.0 | 186.3 | 186.3 | 190.0 | 186.3 | 186.3 | 186.3 | 190.0 | 186.3 | 190.0 |
| Lanes | 1 | 3 | 0 | 1 | 3 | 0 | 1 | 1 | 1 | 0 | 1 | 0 |
| Cap, veh/h | 191 | 3548 | 64 | 226 | 3953 | 38 | 314 | 376 | 319 | 131 | 72 | 145 |
| Arrive On Green | 0.65 | 0.65 | 0.65 | 0.05 | 1.00 | 1.00 | 0.20 | 0.20 | 0.20 | 0.20 | 0.20 | 0.20 |
| Sat Flow, veh/h | 214 | 5471 | 99 | 1774 | 5526 | 53 | 1389 | 1863 | 1583 | 473 | 355 | 718 |
| Grp Volume(v), veh/h | 21 | 1200 | 595 | 74 | 1336 | 665 | 138 | 24 | 44 | 28 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 214 | 1863 | 1845 | 1774 | 1863 | 1853 | 1389 | 1863 | 1583 | 1545 | 0 | 0 |
| Q Serve(g_s), s | 5.3 | 23.2 | 23.2 | 1.9 | 0.0 | 0.0 | 12.4 | 1.4 | 3.2 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 5.3 | 23.2 | 23.2 | 1.9 | 0.0 | 0.0 | 14.3 | 1.4 | 3.2 | 1.8 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.05 | 1.00 | | 0.03 | 1.00 | | 1.00 | 0.36 | | 0.46 |
| Lane Grp Cap(c), veh/h | 191 | 2416 | 1197 | 226 | 2665 | 1326 | 314 | 376 | 319 | 347 | 0 | 0 |
| V/C Ratio(X) | 0.11 | 0.50 | 0.50 | 0.33 | 0.50 | 0.50 | 0.44 | 0.06 | 0.14 | 0.08 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 207 | 2698 | 1336 | 363 | 3235 | 1609 | 314 | 376 | 319 | 347 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 9.5 | 12.6 | 12.6 | 9.8 | 0.0 | 0.0 | 50.7 | 44.8 | 45.5 | 44.9 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 1.2 | 0.7 | 1.5 | 0.3 | 0.7 | 1.4 | 4.4 | 0.3 | 0.9 | 0.5 | 0.0 | 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 Back of Q (50%), veh/ln | 0.3 | 10.1 | 10.2 | 0.7 | 0.3 | 0.5 | 4.9 | 0.7 | 1.4 | 0.9 | 0.0 | 0.0 |
| Lane Grp Delay (d), s/veh | 10.7 | 13.4 | 14.1 | 10.1 | 0.7 | 1.4 | 55.1 | 45.1 | 46.4 | 45.4 | 0.0 | 0.0 |
| Lane Grp LOS | B | B | B | B | A | A | E | D | D | D | | |
| Approach Vol, veh/h | | 1816 | | | 2075 | | | 206 | | | 28 | |
| Approach Delay, s/veh | | 13.6 | | | 1.2 | | | 52.1 | | | 45.4 | |
| Approach LOS | | B | | | A | | | D | | | D | |

| Timer | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 6 | | 5 | 2 | | | 4 | | | 8 | |
| Phs Duration (G+Y+Rc), s | | 95.5 | | 9.3 | 104.8 | | | 34.0 | | | 34.0 | |
| Change Period (Y+Rc), s | | 5.5 | | 5.5 | 5.5 | | | 6.0 | | | 6.0 | |
| Max Green Setting (Gmax), s | | 100.5 | | 14.5 | 120.5 | | | 28.0 | | | 28.0 | |
| Max Q Clear Time (g_c+I1), s | | 25.2 | | 3.9 | 2.0 | | | 16.3 | | | 3.8 | |
| Green Ext Time (p_c), s | | 64.8 | | 0.0 | 94.2 | | | 0.3 | | | 0.4 | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 9.5 |
| HCM 2010 LOS | A |

Notes

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 1.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 51 | 1807 | 11 | 0 | 1964 | 6 | 0 | 0 | 0 | 0 | 0 | 42 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 205 | - | - | - | - | - | - | - | 0 | - | - | 0 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 56 | 1986 | 12 | 0 | 2158 | 7 | 0 | 0 | 0 | 0 | 0 | 46 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 2165 | 0 | 0 | 1998 | 0 | 0 | 3002 | 4304 | 999 | 3103 | 4307 | 1082 |
| Stage 1 | - | - | - | - | - | - | 2139 | 2139 | - | 2162 | 2162 | - |
| Stage 2 | - | - | - | - | - | - | 863 | 2165 | - | 941 | 2145 | - |
| Follow-up Headway | 3.12 | - | - | 3.12 | - | - | 3.82 | 4.02 | 3.92 | 3.82 | 4.02 | 3.92 |
| Pot Capacity-1 Maneuver | 103 | - | - | 125 | - | - | 15 | 2 | 208 | 13 | 2 | 183 |
| Stage 1 | - | - | - | - | - | - | 30 | 88 | - | 29 | 85 | - |
| Stage 2 | - | - | - | - | - | - | 286 | 85 | - | 256 | 87 | - |
| Time blocked-Platoon, % | | - | - | | - | - | | | | | | |
| Mov Capacity-1 Maneuver | 103 | - | - | 125 | - | - | 11 | 2 | 208 | 13 | 2 | 183 |
| Mov Capacity-2 Maneuver | - | - | - | - | - | - | 11 | 2 | - | 13 | 2 | - |
| Stage 1 | - | - | - | - | - | - | 30 | 88 | - | 29 | 85 | - |
| Stage 2 | - | - | - | - | - | - | 214 | 85 | - | 256 | 87 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 3 | 0 | 0 | 31.2 |
| HCM LOS | | | A | D |

| Minor Lane / Major Mvmt | NBLn1 | EBU | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 0 | 151 | 103 | - | - | 125 | - | - | 183 |
| HCM Lane V/C Ratio | + | 0.115 | 0.544 | - | - | - | - | - | 0.252 |
| HCM Control Delay (s) | 0 | - | 85 | - | - | 0 | - | - | 31.2 |
| HCM Lane LOS | A | F | | | | A | | | D |
| HCM 95th %tile Q(veh) | + | 0.382 | 2.509 | - | - | 0 | - | - | 0.958 |

Notes

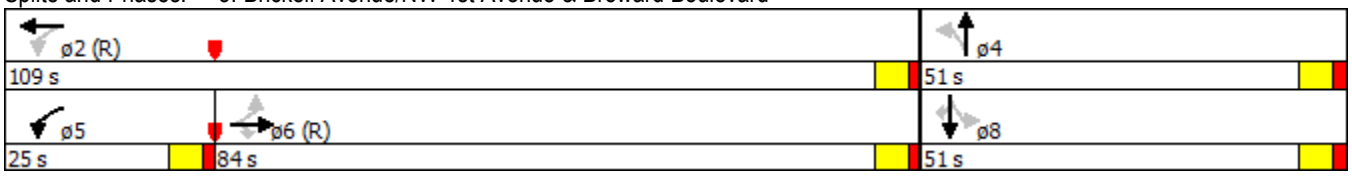
~ : Volume Exceeds Capacity; $ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Volume (vph) | 84 | 1574 | 82 | 37 | 1818 | 113 | 50 | 6 | 7 | 91 |
| Turn Type | Perm | NA | Perm | pm+pt | NA | Perm | NA | Perm | NA | Perm |
| Protected Phases | | 6 | | 5 | 2 | | 4 | | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | 4 | | 8 | | 8 |
| Detector Phase | 6 | 6 | 6 | 5 | 2 | 4 | 4 | 8 | 8 | 8 |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 4.0 | 7.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Minimum Split (s) | 34.5 | 34.5 | 34.5 | 9.5 | 34.5 | 45.0 | 45.0 | 49.0 | 49.0 | 49.0 |
| Total Split (s) | 84.0 | 84.0 | 84.0 | 25.0 | 109.0 | 51.0 | 51.0 | 51.0 | 51.0 | 51.0 |
| Total Split (%) | 52.5% | 52.5% | 52.5% | 15.6% | 68.1% | 31.9% | 31.9% | 31.9% | 31.9% | 31.9% |
| 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) | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 2.0 | 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) | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | Lag | Lag | Lag | Lead | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | | | | | | |
| Recall Mode | C-Max | C-Max | C-Max | None | C-Max | None | None | None | None | None |

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 51 (32%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 3: Brickell Avenue/NW 1st Avenue & Broward Boulevard



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 84 | 1574 | 82 | 37 | 1818 | 37 | 113 | 50 | 69 | 6 | 7 | 91 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 186.3 | 186.3 | 186.3 | 186.3 | 186.3 | 190.0 | 186.3 | 186.3 | 190.0 | 186.3 | 186.3 | 186.3 |
| Lanes | 1 | 3 | 1 | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 |
| Cap, veh/h | 206 | 4078 | 1155 | 294 | 4341 | 87 | 201 | 83 | 114 | 112 | 217 | 184 |
| Arrive On Green | 1.00 | 1.00 | 1.00 | 0.02 | 0.80 | 0.80 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Sat Flow, veh/h | 220 | 5588 | 1583 | 1774 | 5459 | 110 | 1285 | 711 | 979 | 1260 | 1863 | 1583 |
| Grp Volume(v), veh/h | 89 | 1674 | 87 | 39 | 1319 | 654 | 120 | 0 | 126 | 6 | 7 | 97 |
| Grp Sat Flow(s),veh/h/ln | 220 | 1863 | 1583 | 1774 | 1863 | 1843 | 1285 | 0 | 1690 | 1260 | 1863 | 1583 |
| Q Serve(g_s), s | 7.6 | 0.0 | 0.0 | 0.7 | 14.6 | 14.6 | 11.9 | 0.0 | 9.3 | 0.6 | 0.4 | 7.5 |
| Cycle Q Clear(g_c), s | 13.7 | 0.0 | 0.0 | 0.7 | 14.6 | 14.6 | 12.3 | 0.0 | 9.3 | 9.9 | 0.4 | 7.5 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.06 | 1.00 | | 0.58 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 206 | 4078 | 1155 | 294 | 2962 | 1466 | 201 | 0 | 197 | 112 | 217 | 184 |
| V/C Ratio(X) | 0.43 | 0.41 | 0.08 | 0.13 | 0.45 | 0.45 | 0.60 | 0.00 | 0.64 | 0.05 | 0.03 | 0.53 |
| Avail Cap(c_a), veh/h | 206 | 4078 | 1155 | 519 | 2962 | 1466 | 495 | 0 | 584 | 401 | 644 | 547 |
| HCM Platoon Ratio | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.4 | 0.0 | 0.0 | 3.6 | 4.2 | 4.2 | 56.5 | 0.0 | 54.9 | 59.6 | 51.0 | 54.1 |
| Incr Delay (d2), s/veh | 6.5 | 0.3 | 0.1 | 0.1 | 0.5 | 1.0 | 1.1 | 0.0 | 1.3 | 0.1 | 0.0 | 0.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 0.4 | 0.1 | 0.0 | 0.2 | 5.1 | 5.3 | 4.1 | 0.0 | 4.1 | 0.2 | 0.2 | 3.1 |
| Lane Grp Delay (d), s/veh | 7.0 | 0.3 | 0.1 | 3.7 | 4.7 | 5.2 | 57.5 | 0.0 | 56.2 | 59.7 | 51.0 | 55.0 |
| Lane Grp LOS | A | A | A | A | A | A | E | | E | E | D | D |
| Approach Vol, veh/h | | 1850 | | | 2012 | | | 246 | | | 110 | |
| Approach Delay, s/veh | | 0.6 | | | 4.9 | | | 56.8 | | | 55.0 | |
| Approach LOS | | A | | | A | | | E | | | D | |
| Timer | | | | | | | | | | | | |
| Assigned Phs | | 6 | | 5 | 2 | | | 4 | | | 8 | |
| Phs Duration (G+Y+Rc), s | | 100.5 | | 8.5 | 109.0 | | | 21.2 | | | 21.2 | |
| Change Period (Y+Rc), s | | 5.5 | | 5.5 | 5.5 | | | 6.0 | | | 6.0 | |
| Max Green Setting (Gmax), s | | 78.5 | | 19.5 | 103.5 | | | 45.0 | | | 45.0 | |
| Max Q Clear Time (g_c+I1), s | | 15.7 | | 2.7 | 16.6 | | | 14.3 | | | 11.9 | |
| Green Ext Time (p_c), s | | 8.2 | | 0.0 | 8.2 | | | 0.8 | | | 0.8 | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2010 Ctrl Delay | | | 7.3 | | | | | | | | | |
| HCM 2010 LOS | | | A | | | | | | | | | |
| Notes | | | | | | | | | | | | |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 2 | 91 | 12 | 17 | 339 | 21 | 16 | 23 | 13 | 5 | 6 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 121 | 16 | 23 | 452 | 28 | 21 | 31 | 17 | 7 | 8 | 3 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 480 | 0 | 0 | 137 | 0 | 0 | 652 | 660 | 129 | 670 | 654 | 466 |
| Stage 1 | - | - | - | - | - | - | 135 | 135 | - | 511 | 511 | - |
| Stage 2 | - | - | - | - | - | - | 517 | 525 | - | 159 | 143 | - |
| Follow-up Headway | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Capacity-1 Maneuver | 1082 | - | - | 1447 | - | - | 381 | 383 | 921 | 371 | 386 | 597 |
| Stage 1 | - | - | - | - | - | - | 868 | 785 | - | 545 | 537 | - |
| Stage 2 | - | - | - | - | - | - | 541 | 529 | - | 843 | 779 | - |
| Time blocked-Platoon, % | | - | - | | - | - | | | | | | |
| Mov Capacity-1 Maneuver | 1082 | - | - | 1447 | - | - | 366 | 373 | 921 | 335 | 376 | 597 |
| Mov Capacity-2 Maneuver | - | - | - | - | - | - | 366 | 373 | - | 335 | 376 | - |
| Stage 1 | - | - | - | - | - | - | 865 | 783 | - | 543 | 525 | - |
| Stage 2 | - | - | - | - | - | - | 519 | 517 | - | 792 | 777 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.2 | 0.3 | 14.8 | 14.9 |
| HCM LOS | | | B | B |

| Minor Lane / Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 435 | 1082 | - | - | 1447 | - | - | 380 |
| HCM Lane V/C Ratio | 0.159 | 0.002 | - | - | 0.016 | - | - | 0.046 |
| HCM Control Delay (s) | 14.8 | 8.335 | 0 | - | 7.527 | 0 | - | 14.9 |
| HCM Lane LOS | B | A | A | | A | A | | B |
| HCM 95th %tile Q(veh) | 0.562 | 0.007 | - | - | 0.048 | - | - | 0.143 |

Notes

~ : Volume Exceeds Capacity; $ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 2.2 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 116 | 0 | 29 | 340 | 16 | 82 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 79 | 79 | 79 | 79 | 79 | 79 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 147 | 0 | 37 | 430 | 20 | 104 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 147 | 0 | 651 | 147 |
| Stage 1 | - | - | - | - | 147 | - |
| Stage 2 | - | - | - | - | 504 | - |
| Follow-up Headway | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Capacity-1 Maneuver | - | - | 1435 | - | 433 | 900 |
| Stage 1 | - | - | - | - | 880 | - |
| Stage 2 | - | - | - | - | 607 | - |
| Time blocked-Platoon, % | - | - | | - | | |
| Mov Capacity-1 Maneuver | - | - | 1435 | - | 418 | 900 |
| Mov Capacity-2 Maneuver | - | - | - | - | 418 | - |
| Stage 1 | - | - | - | - | 880 | - |
| Stage 2 | - | - | - | - | 586 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.6 | 10.7 |
| HCM LOS | | | B |

| Minor Lane / Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 757 | - | - | 1435 | - |
| HCM Lane V/C Ratio | 0.164 | - | - | 0.026 | - |
| HCM Control Delay (s) | 10.7 | - | - | 7.575 | 0 |
| HCM Lane LOS | B | | | A | A |
| HCM 95th %tile Q(veh) | 0.584 | - | - | 0.079 | - |

Notes

~ : Volume Exceeds Capacity; $ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 0 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 0 | 195 | 371 | 0 | 1 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 79 | 79 | 79 | 79 | 79 | 79 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 247 | 470 | 0 | 1 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 470 | 0 | - | 0 | 717 | 470 |
| Stage 1 | - | - | - | - | 470 | - |
| Stage 2 | - | - | - | - | 247 | - |
| Follow-up Headway | 2.218 | - | - | - | 3.518 | 3.318 |
| Pot Capacity-1 Maneuver | 1092 | - | - | - | 396 | 594 |
| Stage 1 | - | - | - | - | 629 | - |
| Stage 2 | - | - | - | - | 794 | - |
| Time blocked-Platoon, % | | - | - | - | | |
| Mov Capacity-1 Maneuver | 1092 | - | - | - | 396 | 594 |
| Mov Capacity-2 Maneuver | - | - | - | - | 396 | - |
| Stage 1 | - | - | - | - | 629 | - |
| Stage 2 | - | - | - | - | 794 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 14.1 |
| HCM LOS | | | B |

| Minor Lane / Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1092 | - | - | - | 396 |
| HCM Lane V/C Ratio | - | - | - | - | 0.003 |
| HCM Control Delay (s) | 0 | - | - | - | 14.1 |
| HCM Lane LOS | A | | | | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.01 |

Notes

~ : Volume Exceeds Capacity; $ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 6.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 29 | 140 | 48 | 48 | 264 | 3 | 66 | 52 | 57 | 3 | 17 | 13 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 130 | 85 | - | - | 155 | - | - | 175 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 38 | 182 | 62 | 62 | 343 | 4 | 86 | 68 | 74 | 4 | 22 | 17 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 347 | 0 | 0 | 182 | 0 | 0 | 746 | 728 | 182 | 797 | 726 | 345 |
| Stage 1 | - | - | - | - | - | - | 257 | 257 | - | 469 | 469 | - |
| Stage 2 | - | - | - | - | - | - | 489 | 471 | - | 328 | 257 | - |
| Follow-up Headway | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Capacity-1 Maneuver | 1212 | - | - | 1393 | - | - | 330 | 350 | 861 | 305 | 351 | 698 |
| Stage 1 | - | - | - | - | - | - | 748 | 695 | - | 575 | 561 | - |
| Stage 2 | - | - | - | - | - | - | 561 | 560 | - | 685 | 695 | - |
| Time blocked-Platoon, % | | - | - | | - | - | | | | | | |
| Mov Capacity-1 Maneuver | 1212 | - | - | 1393 | - | - | 287 | 322 | 861 | 220 | 323 | 698 |
| Mov Capacity-2 Maneuver | - | - | - | - | - | - | 287 | 322 | - | 220 | 323 | - |
| Stage 1 | - | - | - | - | - | - | 720 | 669 | - | 554 | 536 | - |
| Stage 2 | - | - | - | - | - | - | 502 | 535 | - | 542 | 669 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 1.1 | 1.2 | 19.2 | 15.2 |
| HCM LOS | | | C | C |

| Minor Lane / Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 287 | 430 | 1212 | - | - | 1393 | - | - | 220 | 409 |
| HCM Lane V/C Ratio | 0.199 | 0.396 | 0.031 | - | - | 0.045 | - | - | 0.012 | 0.098 |
| HCM Control Delay (s) | 20.6 | 18.7 | 8.066 | 0 | - | 7.705 | - | - | 21.6 | 14.8 |
| HCM Lane LOS | C | C | A | A | | A | | | C | B |
| HCM 95th %tile Q(veh) | 0.727 | 1.858 | 0.096 | - | - | 0.14 | - | - | 0.036 | 0.325 |

Notes

~ : Volume Exceeds Capacity; $ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 1.6 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 70 | 5 | 8 | 272 | 42 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 105 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 68 | 68 | 68 | 68 | 68 | 68 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 103 | 7 | 12 | 400 | 62 | 6 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 110 | 0 | 531 | 107 |
| Stage 1 | - | - | - | - | 107 | - |
| Stage 2 | - | - | - | - | 424 | - |
| Follow-up Headway | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Capacity-1 Maneuver | - | - | 1480 | - | 509 | 947 |
| Stage 1 | - | - | - | - | 917 | - |
| Stage 2 | - | - | - | - | 660 | - |
| Time blocked-Platoon, % | - | - | | - | | |
| Mov Capacity-1 Maneuver | - | - | 1480 | - | 505 | 947 |
| Mov Capacity-2 Maneuver | - | - | - | - | 505 | - |
| Stage 1 | - | - | - | - | 917 | - |
| Stage 2 | - | - | - | - | 655 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.2 | 12.9 |
| HCM LOS | | | B |

| Minor Lane / Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 526 | - | - | 1480 | - |
| HCM Lane V/C Ratio | 0.129 | - | - | 0.008 | - |
| HCM Control Delay (s) | 12.9 | - | - | 7.452 | - |
| HCM Lane LOS | B | | | A | |
| HCM 95th %tile Q(veh) | 0.439 | - | - | 0.024 | - |

Notes

~ : Volume Exceeds Capacity; $ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 0.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 0 | 76 | 0 | 2 | 258 | 0 | 0 | 0 | 0 | 3 | 0 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 94 | 0 | 2 | 319 | 0 | 0 | 0 | 0 | 4 | 0 | 2 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 319 | 0 | 0 | 94 | 0 | 0 | 419 | 417 | 94 | 417 | 417 | 319 |
| Stage 1 | - | - | - | - | - | - | 94 | 94 | - | 323 | 323 | - |
| Stage 2 | - | - | - | - | - | - | 325 | 323 | - | 94 | 94 | - |
| Follow-up Headway | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Capacity-1 Maneuver | 1241 | - | - | 1500 | - | - | 544 | 527 | 963 | 546 | 527 | 722 |
| Stage 1 | - | - | - | - | - | - | 913 | 817 | - | 689 | 650 | - |
| Stage 2 | - | - | - | - | - | - | 687 | 650 | - | 913 | 817 | - |
| Time blocked-Platoon, % | | - | - | | - | - | | | | | | |
| Mov Capacity-1 Maneuver | 1241 | - | - | 1500 | - | - | 541 | 526 | 963 | 545 | 526 | 722 |
| Mov Capacity-2 Maneuver | - | - | - | - | - | - | 541 | 526 | - | 545 | 526 | - |
| Stage 1 | - | - | - | - | - | - | 913 | 817 | - | 689 | 649 | - |
| Stage 2 | - | - | - | - | - | - | 683 | 649 | - | 913 | 817 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 0.1 | 0 | 11 |
| HCM LOS | | | A | B |

| Minor Lane / Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 0 | 1241 | - | - | 1500 | - | - | 604 |
| HCM Lane V/C Ratio | + | - | - | - | 0.002 | - | - | 0.01 |
| HCM Control Delay (s) | 0 | 0 | - | - | 7.404 | 0 | - | 11 |
| HCM Lane LOS | A | A | | | A | A | | B |
| HCM 95th %tile Q(veh) | + | 0 | - | - | 0.005 | - | - | 0.031 |

Notes

~ : Volume Exceeds Capacity; $ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 3.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 4 | 75 | 11 | 6 | 214 | 12 | 35 | 18 | 51 | 15 | 4 | 17 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 85 | 12 | 7 | 243 | 14 | 40 | 20 | 58 | 17 | 5 | 19 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 257 | 0 | 0 | 98 | 0 | 0 | 377 | 371 | 91 | 404 | 371 | 250 |
| Stage 1 | - | - | - | - | - | - | 101 | 101 | - | 264 | 264 | - |
| Stage 2 | - | - | - | - | - | - | 276 | 270 | - | 140 | 107 | - |
| Follow-up Headway | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Capacity-1 Maneuver | 1308 | - | - | 1495 | - | - | 580 | 559 | 967 | 557 | 559 | 789 |
| Stage 1 | - | - | - | - | - | - | 905 | 811 | - | 741 | 690 | - |
| Stage 2 | - | - | - | - | - | - | 730 | 686 | - | 863 | 807 | - |
| Time blocked-Platoon, % | | - | - | | - | - | | | | | | |
| Mov Capacity-1 Maneuver | 1308 | - | - | 1495 | - | - | 558 | 554 | 967 | 505 | 554 | 789 |
| Mov Capacity-2 Maneuver | - | - | - | - | - | - | 558 | 554 | - | 505 | 554 | - |
| Stage 1 | - | - | - | - | - | - | 901 | 808 | - | 738 | 687 | - |
| Stage 2 | - | - | - | - | - | - | 704 | 683 | - | 788 | 804 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.3 | 0.2 | 11.2 | 11.3 |
| HCM LOS | | | B | B |

| Minor Lane / Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 703 | 1308 | - | - | 1495 | - | - | 616 |
| HCM Lane V/C Ratio | 0.168 | 0.003 | - | - | 0.005 | - | - | 0.066 |
| HCM Control Delay (s) | 11.2 | 7.762 | 0 | - | 7.419 | 0 | - | 11.3 |
| HCM Lane LOS | B | A | A | | A | A | | B |
| HCM 95th %tile Q(veh) | 0.601 | 0.01 | - | - | 0.014 | - | - | 0.213 |

Notes

~ : Volume Exceeds Capacity; $ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

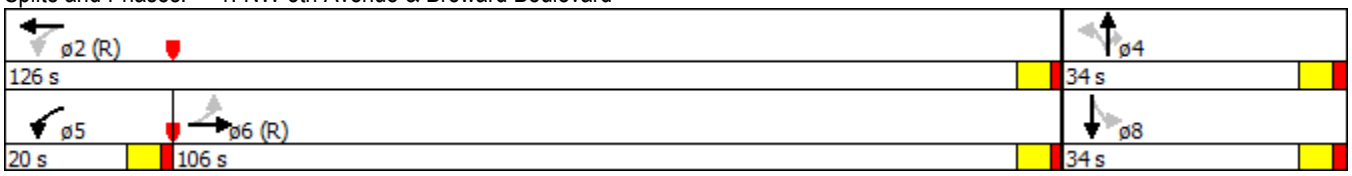
# Future Background Conditions with NW 2nd Street Railroad Crossing Closure

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | |
| Volume (vph) | 15 | 2657 | 45 | 1283 | 23 | 1 | 43 | 2 | 1 |
| Turn Type | Perm | NA | pm+pt | NA | Perm | NA | Perm | Perm | NA |
| Protected Phases | | 6 | 5 | 2 | | 4 | | | 8 |
| Permitted Phases | 6 | | 2 | | 4 | | 4 | 8 | |
| Detector Phase | 6 | 6 | 5 | 2 | 4 | 4 | 4 | 8 | 8 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 15.0 | 15.0 | 4.0 | 15.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Minimum Split (s) | 26.5 | 26.5 | 9.5 | 26.5 | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 |
| Total Split (s) | 106.0 | 106.0 | 20.0 | 126.0 | 34.0 | 34.0 | 34.0 | 34.0 | 34.0 |
| Total Split (%) | 66.3% | 66.3% | 12.5% | 78.8% | 21.3% | 21.3% | 21.3% | 21.3% | 21.3% |
| 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) | 1.5 | 1.5 | 1.5 | 1.5 | 2.0 | 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) | 5.5 | 5.5 | 5.5 | 5.5 | 6.0 | 6.0 | 6.0 | | 6.0 |
| Lead/Lag | Lag | Lag | Lead | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | | | | | | |
| Recall Mode | C-Min | C-Min | None | C-Min | Max | Max | Max | Max | Max |

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 43 (27%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 1: NW 5th Avenue & Broward Boulevard



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 15 | 2657 | 91 | 45 | 1283 | 3 | 23 | 1 | 43 | 2 | 1 | 19 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 | 1863 | 1863 | 1863 | 1900 | 1863 | 1900 |
| Adj Flow Rate, veh/h | 16 | 2920 | 100 | 49 | 1410 | 3 | 25 | 1 | 47 | 2 | 1 | 21 |
| Adj No. of Lanes | 1 | 3 | 0 | 1 | 3 | 0 | 1 | 1 | 1 | 0 | 1 | 0 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 305 | 3438 | 116 | 106 | 3877 | 8 | 286 | 343 | 292 | 36 | 26 | 257 |
| Arrive On Green | 0.68 | 0.68 | 0.68 | 0.05 | 1.00 | 1.00 | 0.18 | 0.18 | 0.18 | 0.18 | 0.18 | 0.18 |
| Sat Flow, veh/h | 379 | 5052 | 171 | 1774 | 5240 | 11 | 1384 | 1863 | 1583 | 58 | 141 | 1395 |
| Grp Volume(v), veh/h | 16 | 1949 | 1071 | 49 | 912 | 501 | 25 | 1 | 47 | 24 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 379 | 1695 | 1833 | 1774 | 1695 | 1861 | 1384 | 1863 | 1583 | 1594 | 0 | 0 |
| Q Serve(g_s), s | 2.1 | 65.6 | 68.2 | 1.2 | 0.0 | 0.0 | 2.3 | 0.1 | 3.8 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 2.1 | 65.6 | 68.2 | 1.2 | 0.0 | 0.0 | 4.2 | 0.1 | 3.8 | 1.9 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.09 | 1.00 | | 0.01 | 1.00 | | 1.00 | 0.08 | | 0.87 |
| Lane Grp Cap(c), veh/h | 305 | 2308 | 1247 | 106 | 2508 | 1377 | 286 | 343 | 292 | 320 | 0 | 0 |
| V/C Ratio(X) | 0.05 | 0.84 | 0.86 | 0.46 | 0.36 | 0.36 | 0.09 | 0.00 | 0.16 | 0.08 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 305 | 2308 | 1247 | 235 | 2690 | 1477 | 286 | 343 | 292 | 320 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 8.1 | 18.2 | 18.6 | 35.4 | 0.0 | 0.0 | 53.0 | 50.5 | 52.1 | 51.3 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.3 | 4.0 | 7.8 | 1.2 | 0.4 | 0.7 | 0.6 | 0.0 | 1.2 | 0.5 | 0.0 | 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 | 0.2 | 31.6 | 36.9 | 1.4 | 0.1 | 0.3 | 0.9 | 0.0 | 1.8 | 0.9 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 8.4 | 22.2 | 26.4 | 36.5 | 0.4 | 0.7 | 53.6 | 50.6 | 53.2 | 51.7 | 0.0 | 0.0 |
| LnGrp LOS | A | C | C | D | A | A | D | D | D | D | | |
| Approach Vol, veh/h | | 3036 | | | 1462 | | | 73 | | | 24 | |
| Approach Delay, s/veh | | 23.6 | | | 1.7 | | | 53.3 | | | 51.7 | |
| Approach LOS | | C | | | A | | | D | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 126.0 | | 34.0 | 9.0 | 117.0 | | 34.0 |
| Change Period (Y+Rc), s | | 5.5 | | 6.0 | 5.5 | 5.5 | | 6.0 |
| Max Green Setting (Gmax), s | | 120.5 | | 28.0 | 14.5 | 100.5 | | 28.0 |
| Max Q Clear Time (g_c+I1), s | | 2.0 | | 6.2 | 3.2 | 70.2 | | 3.9 |
| Green Ext Time (p_c), s | | 110.4 | | 0.2 | 0.0 | 29.7 | | 0.2 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 17.3 |
| HCM 2010 LOS | B |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 124 | 2598 | 13 | 0 | 1302 | 54 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None |
| Storage Length | 205 | - | - | - | - | - | - | - | 0 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 136 | 2855 | 14 | 0 | 1431 | 59 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1490 | 0 | 0 | 2869 | 0 | 0 | 3707 | 4625 | 1435 |
| Stage 1 | - | - | - | - | - | - | 3135 | 3135 | - |
| Stage 2 | - | - | - | - | - | - | 572 | 1490 | - |
| Critical Hdwy | 5.34 | - | - | 5.34 | - | - | 6.44 | 6.54 | 7.14 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 7.34 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.74 | 5.54 | - |
| Follow-up Hdwy | 3.12 | - | - | 3.12 | - | - | 3.82 | 4.02 | 3.92 |
| Pot Cap-1 Maneuver | 225 | - | - | 44 | - | - | 5 | 1 | 105 |
| Stage 1 | - | - | - | - | - | - | 5 | 26 | - |
| Stage 2 | - | - | - | - | - | - | 431 | 186 | - |
| Platoon blocked, % | | - | - | | - | - | | | |
| Mov Cap-1 Maneuver | 225 | - | - | 44 | - | - | 2 | 0 | 105 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 2 | 0 | - |
| Stage 1 | - | - | - | - | - | - | 2 | 10 | - |
| Stage 2 | - | - | - | - | - | - | 405 | 186 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 1.9 | 0 | 0 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | 225 | - | - | 44 | - | - | 306 |
| HCM Lane V/C Ratio | - | 0.606 | - | - | - | - | - | 0.061 |
| HCM Control Delay (s) | 0 | 42.9 | - | - | 0 | - | - | 17.5 |
| HCM Lane LOS | A | E | - | - | A | - | - | C |
| HCM 95th %tile Q(veh) | - | 3.5 | - | - | 0 | - | - | 0.2 |

Intersection

Int Delay, s/veh

| Movement | SBL | SBT | SBR |
|---|---|---|---|
| Vol, veh/h | 0 | 0 | 17 |
| Conflicting Peds, #/hr | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop |
| RT Channelized | - | - | None |
| Storage Length | - | - | 0 |
| Veh in Median Storage, # | - | 0 | - |
| Grade, % | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 19 |

| Major/Minor | Minor2 | | |
|---|---|---|---|
| Conflicting Flow All | 2875 | 4602 | 745 |
| Stage 1 | 1460 | 1460 | - |
| Stage 2 | 1415 | 3142 | - |
| Critical Hdwy | 6.44 | 6.54 | 7.14 |
| Critical Hdwy Stg 1 | 7.34 | 5.54 | - |
| Critical Hdwy Stg 2 | 6.74 | 5.54 | - |
| Follow-up Hdwy | 3.82 | 4.02 | 3.92 |
| Pot Cap-1 Maneuver | 18 | 1 | 306 |
| Stage 1 | 94 | 192 | - |
| Stage 2 | 129 | 26 | - |
| Platoon blocked, % | | | |
| Mov Cap-1 Maneuver | 9 | 0 | 306 |
| Mov Cap-2 Maneuver | 9 | 0 | - |
| Stage 1 | 37 | 192 | - |
| Stage 2 | 51 | 10 | - |

| Approach | SB |
|---|---|
| HCM Control Delay, s | 17.5 |
| HCM LOS | C |

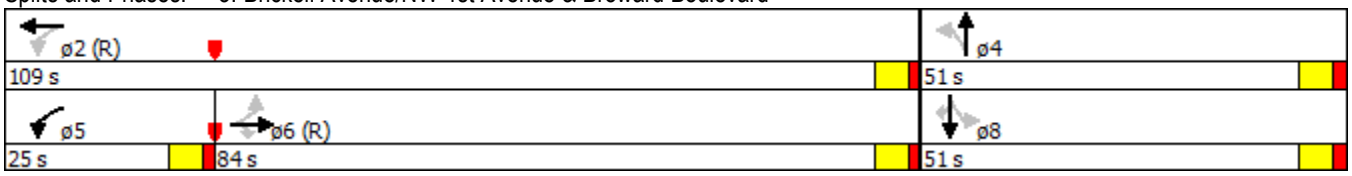
Minor Lane/Major Mvmt

| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Volume (vph) | 67 | 2266 | 213 | 108 | 1253 | 23 | 1 | 33 | 113 | 75 |
| Turn Type | Perm | NA | Perm | pm+pt | NA | Perm | NA | Perm | NA | Perm |
| Protected Phases | | 6 | | 5 | 2 | | 4 | | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | 4 | | 8 | | 8 |
| Detector Phase | 6 | 6 | 6 | 5 | 2 | 4 | 4 | 8 | 8 | 8 |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 4.0 | 7.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Minimum Split (s) | 34.5 | 34.5 | 34.5 | 9.5 | 34.5 | 45.0 | 45.0 | 49.0 | 49.0 | 49.0 |
| Total Split (s) | 84.0 | 84.0 | 84.0 | 25.0 | 109.0 | 51.0 | 51.0 | 51.0 | 51.0 | 51.0 |
| Total Split (%) | 52.5% | 52.5% | 52.5% | 15.6% | 68.1% | 31.9% | 31.9% | 31.9% | 31.9% | 31.9% |
| 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) | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 2.0 | 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) | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | Lag | Lag | Lag | Lead | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | | | | | | |
| Recall Mode | C-Max | C-Max | C-Max | None | C-Max | None | None | None | None | None |

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 87 (54%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated

Splits and Phases: 3: Brickell Avenue/NW 1st Avenue & Broward Boulevard



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 67 | 2266 | 213 | 108 | 1253 | 4 | 23 | 1 | 15 | 33 | 113 | 75 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1863 | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 | 1863 | 1863 | 1863 |
| Adj Flow Rate, veh/h | 71 | 2411 | 227 | 115 | 1333 | 4 | 24 | 1 | 16 | 35 | 120 | 80 |
| Adj No. of Lanes | 1 | 3 | 1 | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 355 | 3731 | 1162 | 194 | 4226 | 13 | 105 | 10 | 155 | 186 | 192 | 163 |
| Arrive On Green | 1.00 | 1.00 | 1.00 | 0.03 | 0.81 | 0.81 | 0.10 | 0.10 | 0.10 | 0.10 | 0.10 | 0.10 |
| Sat Flow, veh/h | 407 | 5085 | 1583 | 1774 | 5234 | 16 | 1178 | 94 | 1503 | 1390 | 1863 | 1583 |
| Grp Volume(v), veh/h | 71 | 2411 | 227 | 115 | 863 | 474 | 24 | 0 | 17 | 35 | 120 | 80 |
| Grp Sat Flow(s),veh/h/ln | 407 | 1695 | 1583 | 1774 | 1695 | 1860 | 1178 | 0 | 1597 | 1390 | 1863 | 1583 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 2.0 | 8.4 | 8.4 | 2.6 | 0.0 | 1.2 | 3.0 | 7.9 | 6.1 |
| Cycle Q Clear(g_c), s | 0.0 | 0.0 | 0.0 | 2.0 | 8.4 | 8.4 | 10.5 | 0.0 | 1.2 | 4.2 | 7.9 | 6.1 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.01 | 1.00 | | 0.94 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 355 | 3731 | 1162 | 194 | 2737 | 1502 | 105 | 0 | 164 | 186 | 192 | 163 |
| V/C Ratio(X) | 0.20 | 0.65 | 0.20 | 0.59 | 0.32 | 0.32 | 0.23 | 0.00 | 0.10 | 0.19 | 0.63 | 0.49 |
| Avail Cap(c_a), veh/h | 355 | 3731 | 1162 | 410 | 2737 | 1502 | 397 | 0 | 561 | 531 | 654 | 556 |
| HCM Platoon Ratio | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 0.0 | 0.0 | 5.1 | 3.2 | 3.2 | 60.2 | 0.0 | 52.1 | 54.1 | 55.1 | 54.3 |
| Incr Delay (d2), s/veh | 1.3 | 0.9 | 0.4 | 1.1 | 0.3 | 0.6 | 0.4 | 0.0 | 0.1 | 0.2 | 1.3 | 0.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 0.3 | 0.1 | 3.1 | 4.0 | 4.4 | 0.8 | 0.0 | 0.6 | 1.2 | 4.1 | 2.7 |
| LnGrp Delay(d),s/veh | 1.3 | 0.9 | 0.4 | 6.2 | 3.5 | 3.7 | 60.6 | 0.0 | 52.2 | 54.2 | 56.4 | 55.2 |
| LnGrp LOS | A | A | A | A | A | A | E | | D | D | E | E |
| Approach Vol, veh/h | | 2709 | | | 1452 | | | 41 | | | 235 | |
| Approach Delay, s/veh | | 0.8 | | | 3.8 | | | 57.1 | | | 55.7 | |
| Approach LOS | | A | | | A | | | E | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 140.8 | | 19.2 | 9.5 | 131.4 | | 19.2 |
| Change Period (Y+Rc), s | | 5.5 | | 6.0 | 5.5 | 5.5 | | 6.0 |
| Max Green Setting (Gmax), s | | 103.5 | | 45.0 | 19.5 | 78.5 | | 45.0 |
| Max Q Clear Time (g_c+I1), s | | 10.4 | | 12.5 | 4.0 | 2.0 | | 9.9 |
| Green Ext Time (p_c), s | | 11.5 | | 0.7 | 0.1 | 11.5 | | 0.7 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 5.2 |
| HCM 2010 LOS | A |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 1 | 10 | 3 | 10 | 52 | 5 | 0 | 5 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 11 | 3 | 11 | 59 | 6 | 0 | 6 | 7 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 65 | 0 | 0 | 15 | 0 | 0 | 106 | 103 | 13 |
| Stage 1 | - | - | - | - | - | - | 15 | 15 | - |
| Stage 2 | - | - | - | - | - | - | 91 | 88 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1537 | - | - | 1603 | - | - | 873 | 787 | 1067 |
| Stage 1 | - | - | - | - | - | - | 1005 | 883 | - |
| Stage 2 | - | - | - | - | - | - | 916 | 822 | - |
| Platoon blocked, % | | - | - | | - | - | | | |
| Mov Cap-1 Maneuver | 1537 | - | - | 1603 | - | - | 857 | 781 | 1067 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 857 | 781 | - |
| Stage 1 | - | - | - | - | - | - | 1004 | 882 | - |
| Stage 2 | - | - | - | - | - | - | 896 | 816 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0.5 | 1.1 | 9 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 915 | 1537 | - | - | 1603 | - | - | 803 |
| HCM Lane V/C Ratio | 0.014 | 0.001 | - | - | 0.007 | - | - | 0.017 |
| HCM Control Delay (s) | 9 | 7.3 | 0 | - | 7.3 | 0 | - | 9.6 |
| HCM Lane LOS | A | A | A | - | A | A | - | A |
| HCM 95th %tile Q(veh) | 0 | 0 | - | - | 0 | - | - | 0.1 |

Intersection

Int Delay, s/veh

| Movement | SBL | SBT | SBR |
|---|---|---|---|
| Vol, veh/h | 1 | 10 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop |
| RT Channelized | - | - | None |
| Storage Length | - | - | - |
| Veh in Median Storage, # | - | 0 | - |
| Grade, % | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 |
| Mvmt Flow | 1 | 11 | 1 |

| Major/Minor | Minor2 | | |
|---|---|---|---|
| Conflicting Flow All | 107 | 102 | 62 |
| Stage 1 | 85 | 85 | - |
| Stage 2 | 22 | 17 | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 872 | 788 | 1003 |
| Stage 1 | 923 | 824 | - |
| Stage 2 | 996 | 881 | - |
| Platoon blocked, % | | | |
| Mov Cap-1 Maneuver | 856 | 782 | 1003 |
| Mov Cap-2 Maneuver | 856 | 782 | - |
| Stage 1 | 922 | 818 | - |
| Stage 2 | 982 | 880 | - |

| Approach | SB |
|---|---|
| HCM Control Delay, s | 9.6 |
| HCM LOS | A |

Minor Lane/Major Mvmt

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 12 | 5 | 6 | 144 | 5 | 52 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 82 | 82 | 82 | 82 | 82 | 82 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 15 | 6 | 7 | 176 | 6 | 63 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 228 | 38 | 70 | 0 | - | 0 |
| Stage 1 | 38 | - | - | - | - | - |
| Stage 2 | 190 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 760 | 1034 | 1531 | - | - | - |
| Stage 1 | 984 | - | - | - | - | - |
| Stage 2 | 842 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 756 | 1034 | 1531 | - | - | - |
| Mov Cap-2 Maneuver | 756 | - | - | - | - | - |
| Stage 1 | 984 | - | - | - | - | - |
| Stage 2 | 838 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.5 | 0.3 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1531 | - | 821 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | 0.025 | - | - |
| HCM Control Delay (s) | 7.4 | 0 | 9.5 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

Intersection

Int Delay, s/veh 5.2

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 1 | 17 | 7 | 91 | 0 | 3 | 0 | 17 | 37 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 130 | 85 | - | - | 155 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 20 | 8 | 106 | 0 | 3 | 0 | 20 | 43 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 141 | 161 | 74 | 149 | 139 | 41 | 74 | 0 | 0 |
| Stage 1 | 98 | 98 | - | 41 | 41 | - | - | - | - |
| Stage 2 | 43 | 63 | - | 108 | 98 | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - |
| Pot Cap-1 Maneuver | 829 | 731 | 988 | 819 | 752 | 1030 | 1526 | - | - |
| Stage 1 | 908 | 814 | - | 974 | 861 | - | - | - | - |
| Stage 2 | 971 | 842 | - | 897 | 814 | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - |
| Mov Cap-1 Maneuver | 821 | 725 | 988 | 791 | 746 | 1030 | 1526 | - | - |
| Mov Cap-2 Maneuver | 821 | 725 | - | 791 | 746 | - | - | - | - |
| Stage 1 | 908 | 808 | - | 974 | 861 | - | - | - | - |
| Stage 2 | 968 | 842 | - | 861 | 808 | - | - | - | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 9.7 | 10.2 | 0 |
| HCM LOS | A | B | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1526 | - | - | 730 | 988 | 791 | 1030 | 1540 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.029 | 0.008 | 0.134 | 0.003 | 0.008 | - | - |
| HCM Control Delay (s) | 0 | - | - | 10.1 | 8.7 | 10.3 | 8.5 | 7.4 | - | - |
| HCM Lane LOS | A | - | - | B | A | B | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0 | 0.5 | 0 | 0 | - | - |

Intersection

Int Delay, s/veh

| Movement | SBL | SBT | SBR |
|---|---|---|---|
| Vol, veh/h | 10 | 64 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 |
| Sign Control | Free | Free | Free |
| RT Channelized | - | - | None |
| Storage Length | 175 | - | - |
| Veh in Median Storage, # | - | 0 | - |
| Grade, % | - | 0 | - |
| Peak Hour Factor | 86 | 86 | 86 |
| Heavy Vehicles, % | 2 | 2 | 2 |
| Mvmt Flow | 12 | 74 | 0 |

| Major/Minor | Major2 | | |
|---|---|---|---|
| Conflicting Flow All | 63 | 0 | 0 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | 4.12 | - | - |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | 2.218 | - | - |
| Pot Cap-1 Maneuver | 1540 | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Platoon blocked, % | | - | - |
| Mov Cap-1 Maneuver | 1540 | - | - |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| Approach | SB |
|---|---|
| HCM Control Delay, s | 1 |
| HCM LOS | |

Minor Lane/Major Mvmt

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 380 | 0 | 11 | 175 | 10 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 105 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 83 | 83 | 83 | 83 | 83 | 83 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 458 | 0 | 13 | 211 | 12 | 2 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 458 | 0 | 695 | 458 |
| Stage 1 | - | - | - | - | 458 | - |
| Stage 2 | - | - | - | - | 237 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1103 | - | 408 | 603 |
| Stage 1 | - | - | - | - | 637 | - |
| Stage 2 | - | - | - | - | 802 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1103 | - | 403 | 603 |
| Mov Cap-2 Maneuver | - | - | - | - | 403 | - |
| Stage 1 | - | - | - | - | 637 | - |
| Stage 2 | - | - | - | - | 793 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.5 | 13.7 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 427 | - | - | 1103 | - |
| HCM Lane V/C Ratio | 0.034 | - | - | 0.012 | - |
| HCM Control Delay (s) | 13.7 | - | - | 8.3 | - |
| HCM Lane LOS | B | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 0 | 469 | 3 | 5 | 189 | 0 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 504 | 3 | 5 | 203 | 0 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 203 | 0 | 0 | 508 | 0 | 0 | 721 | 720 | 506 |
| Stage 1 | - | - | - | - | - | - | 506 | 506 | - |
| Stage 2 | - | - | - | - | - | - | 215 | 214 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1369 | - | - | 1057 | - | - | 343 | 354 | 566 |
| Stage 1 | - | - | - | - | - | - | 549 | 540 | - |
| Stage 2 | - | - | - | - | - | - | 787 | 725 | - |
| Platoon blocked, % | | - | - | | - | - | | | |
| Mov Cap-1 Maneuver | 1369 | - | - | 1057 | - | - | 341 | 352 | 566 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 341 | 352 | - |
| Stage 1 | - | - | - | - | - | - | 549 | 540 | - |
| Stage 2 | - | - | - | - | - | - | 782 | 721 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.2 | 0 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | 1369 | - | - | 1057 | - | - | 838 |
| HCM Lane V/C Ratio | - | - | - | - | 0.005 | - | - | 0.001 |
| HCM Control Delay (s) | 0 | 0 | - | - | 8.4 | 0 | - | 9.3 |
| HCM Lane LOS | A | A | - | - | A | A | - | A |
| HCM 95th %tile Q(veh) | - | 0 | - | - | 0 | - | - | 0 |

Intersection

Int Delay, s/veh

| Movement | SBL | SBT | SBR |
|---|---|---|---|
| Vol, veh/h | 0 | 0 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop |
| RT Channelized | - | - | None |
| Storage Length | - | - | - |
| Veh in Median Storage, # | - | 0 | - |
| Grade, % | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 1 |

| Major/Minor | Minor2 | | |
|---|---|---|---|
| Conflicting Flow All | 720 | 722 | 203 |
| Stage 1 | 214 | 214 | - |
| Stage 2 | 506 | 508 | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 343 | 353 | 838 |
| Stage 1 | 788 | 725 | - |
| Stage 2 | 549 | 539 | - |
| Platoon blocked, % | | | |
| Mov Cap-1 Maneuver | 342 | 351 | 838 |
| Mov Cap-2 Maneuver | 342 | 351 | - |
| Stage 1 | 788 | 721 | - |
| Stage 2 | 549 | 539 | - |

| Approach | SB |
|---|---|
| HCM Control Delay, s | 9.3 |
| HCM LOS | A |

Minor Lane/Major Mvmt

Intersection

Int Delay, s/veh 1.5

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 5 | 429 | 53 | 25 | 163 | 5 | 7 | 4 | 13 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 471 | 58 | 27 | 179 | 5 | 8 | 4 | 14 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 185 | 0 | 0 | 530 | 0 | 0 | 765 | 752 | 501 |
| Stage 1 | - | - | - | - | - | - | 512 | 512 | - |
| Stage 2 | - | - | - | - | - | - | 253 | 240 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1390 | - | - | 1037 | - | - | 320 | 339 | 570 |
| Stage 1 | - | - | - | - | - | - | 545 | 536 | - |
| Stage 2 | - | - | - | - | - | - | 751 | 707 | - |
| Platoon blocked, % | | - | - | | - | - | | | |
| Mov Cap-1 Maneuver | 1390 | - | - | 1037 | - | - | 295 | 328 | 570 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 295 | 328 | - |
| Stage 1 | - | - | - | - | - | - | 542 | 533 | - |
| Stage 2 | - | - | - | - | - | - | 699 | 686 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0.1 | 1.1 | 14.4 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 409 | 1390 | - | - | 1037 | - | - | 466 |
| HCM Lane V/C Ratio | 0.064 | 0.004 | - | - | 0.026 | - | - | 0.083 |
| HCM Control Delay (s) | 14.4 | 7.6 | 0 | - | 8.6 | 0 | - | 13.4 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0.1 | - | - | 0.3 |

Intersection

Int Delay, s/veh

| Movement | SBL | SBT | SBR |
|---|---|---|---|
| Vol, veh/h | 5 | 12 | 18 |
| Conflicting Peds, #/hr | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop |
| RT Channelized | - | - | None |
| Storage Length | - | - | - |
| Veh in Median Storage, # | - | 0 | - |
| Grade, % | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 |
| Mvmt Flow | 5 | 13 | 20 |

| Major/Minor | Minor2 | | |
|---|---|---|---|
| Conflicting Flow All | 758 | 778 | 182 |
| Stage 1 | 237 | 237 | - |
| Stage 2 | 521 | 541 | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 324 | 328 | 861 |
| Stage 1 | 766 | 709 | - |
| Stage 2 | 539 | 521 | - |
| Platoon blocked, % | | | |
| Mov Cap-1 Maneuver | 305 | 317 | 861 |
| Mov Cap-2 Maneuver | 305 | 317 | - |
| Stage 1 | 762 | 688 | - |
| Stage 2 | 519 | 518 | - |

| Approach | SB |
|---|---|
| HCM Control Delay, s | 13.4 |
| HCM LOS | B |

Minor Lane/Major Mvmt

Intersection

Int Delay, s/veh 2.1

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 360 | 7 | 8 | 181 | 5 | 109 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 391 | 8 | 9 | 197 | 5 | 118 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 399 | 0 | 609 | 395 |
| Stage 1 | - | - | - | - | 395 | - |
| Stage 2 | - | - | - | - | 214 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1160 | - | 458 | 654 |
| Stage 1 | - | - | - | - | 681 | - |
| Stage 2 | - | - | - | - | 822 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1160 | - | 454 | 654 |
| Mov Cap-2 Maneuver | - | - | - | - | 454 | - |
| Stage 1 | - | - | - | - | 681 | - |
| Stage 2 | - | - | - | - | 815 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.3 | 11.9 |
| HCM LOS | | | B |

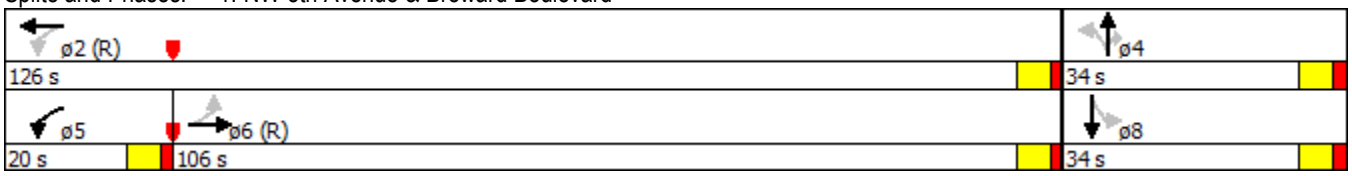
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 642 | - | - | 1160 | - |
| HCM Lane V/C Ratio | 0.193 | - | - | 0.007 | - |
| HCM Control Delay (s) | 11.9 | - | - | 8.1 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.7 | - | - | 0 | - |

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | |
| Volume (vph) | 16 | 1849 | 77 | 2057 | 137 | 18 | 53 | 10 | 5 |
| Turn Type | Perm | NA | pm+pt | NA | Perm | NA | Perm | Perm | NA |
| Protected Phases | | 6 | 5 | 2 | | 4 | | | 8 |
| Permitted Phases | 6 | | 2 | | 4 | | 4 | 8 | |
| Detector Phase | 6 | 6 | 5 | 2 | 4 | 4 | 4 | 8 | 8 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 15.0 | 15.0 | 4.0 | 15.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Minimum Split (s) | 26.5 | 26.5 | 9.5 | 26.5 | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 |
| Total Split (s) | 106.0 | 106.0 | 20.0 | 126.0 | 34.0 | 34.0 | 34.0 | 34.0 | 34.0 |
| Total Split (%) | 66.3% | 66.3% | 12.5% | 78.8% | 21.3% | 21.3% | 21.3% | 21.3% | 21.3% |
| 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) | 1.5 | 1.5 | 1.5 | 1.5 | 2.0 | 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) | 5.5 | 5.5 | 5.5 | 5.5 | 6.0 | 6.0 | 6.0 | | 6.0 |
| Lead/Lag | Lag | Lag | Lead | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | | | | | | |
| Recall Mode | C-Min | C-Min | None | C-Min | Max | Max | Max | Max | Max |

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 78 (49%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 1: NW 5th Avenue & Broward Boulevard



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 16 | 1849 | 31 | 77 | 2057 | 19 | 137 | 18 | 53 | 10 | 5 | 13 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 | 1863 | 1863 | 1863 | 1900 | 1863 | 1900 |
| Adj Flow Rate, veh/h | 16 | 1887 | 32 | 79 | 2099 | 19 | 140 | 18 | 54 | 10 | 5 | 13 |
| Adj No. of Lanes | 1 | 3 | 0 | 1 | 3 | 0 | 1 | 1 | 1 | 0 | 1 | 0 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 176 | 3391 | 57 | 206 | 3763 | 34 | 304 | 364 | 310 | 127 | 69 | 140 |
| Arrive On Green | 0.66 | 0.66 | 0.66 | 0.05 | 1.00 | 1.00 | 0.20 | 0.20 | 0.20 | 0.20 | 0.20 | 0.20 |
| Sat Flow, veh/h | 191 | 5150 | 87 | 1774 | 5198 | 47 | 1389 | 1863 | 1583 | 472 | 355 | 717 |
| Grp Volume(v), veh/h | 16 | 1242 | 677 | 79 | 1369 | 749 | 140 | 18 | 54 | 28 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 191 | 1695 | 1847 | 1774 | 1695 | 1854 | 1389 | 1863 | 1583 | 1543 | 0 | 0 |
| Q Serve(g_s), s | 4.5 | 28.3 | 28.3 | 2.0 | 0.0 | 0.0 | 13.1 | 1.1 | 4.1 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 4.5 | 28.3 | 28.3 | 2.0 | 0.0 | 0.0 | 15.0 | 1.1 | 4.1 | 1.9 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.05 | 1.00 | | 0.03 | 1.00 | | 1.00 | 0.36 | | 0.46 |
| Lane Grp Cap(c), veh/h | 176 | 2232 | 1216 | 206 | 2455 | 1343 | 304 | 364 | 310 | 336 | 0 | 0 |
| V/C Ratio(X) | 0.09 | 0.56 | 0.56 | 0.38 | 0.56 | 0.56 | 0.46 | 0.05 | 0.17 | 0.08 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 184 | 2380 | 1297 | 337 | 2854 | 1561 | 304 | 364 | 310 | 336 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 9.1 | 13.2 | 13.2 | 11.2 | 0.0 | 0.0 | 53.2 | 46.8 | 47.9 | 47.1 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 1.0 | 1.0 | 1.8 | 0.4 | 0.9 | 1.7 | 5.0 | 0.3 | 1.2 | 0.5 | 0.0 | 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 | 0.3 | 13.4 | 14.9 | 1.0 | 0.3 | 0.6 | 5.5 | 0.6 | 1.9 | 1.0 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 10.1 | 14.2 | 15.0 | 11.7 | 0.9 | 1.7 | 58.2 | 47.0 | 49.2 | 47.6 | 0.0 | 0.0 |
| LnGrp LOS | B | B | B | B | A | A | E | D | D | D | | |
| Approach Vol, veh/h | | 1935 | | | 2197 | | | 212 | | | 28 | |
| Approach Delay, s/veh | | 14.4 | | | 1.6 | | | 54.9 | | | 47.6 | |
| Approach LOS | | B | | | A | | | D | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 126.0 | | 34.0 | 9.4 | 116.6 | | 34.0 |
| Change Period (Y+Rc), s | | 5.5 | | 6.0 | 5.5 | 5.5 | | 6.0 |
| Max Green Setting (Gmax), s | | 120.5 | | 28.0 | 14.5 | 100.5 | | 28.0 |
| Max Q Clear Time (g_c+I1), s | | 2.0 | | 17.0 | 4.0 | 30.3 | | 3.9 |
| Green Ext Time (p_c), s | | 101.6 | | 0.3 | 0.0 | 63.9 | | 0.4 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 10.1 |
| HCM 2010 LOS | B |

| Intersection | |
|---|---|
| Int Delay, s/veh | 9.1 |

| Movement | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 16 | 96 | 1894 | 11 | 0 | 2107 | 54 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop |
| RT Channelized | - | - | - | None | - | - | None | - | - | None |
| Storage Length | - | 205 | - | - | - | - | - | - | - | 0 |
| Veh in Median Storage, # | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 17 | 105 | 2081 | 12 | 0 | 2315 | 59 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | | Major2 | | | Minor1 | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1754 | 2375 | 0 | 0 | 2093 | 0 | 0 | 3259 | 4708 | 1047 |
| Stage 1 | - | - | - | - | - | - | - | 2333 | 2333 | - |
| Stage 2 | - | - | - | - | - | - | - | 926 | 2375 | - |
| Critical Hdwy | 5.64 | 5.34 | - | - | 5.34 | - | - | 6.44 | 6.54 | 7.14 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | - | 7.34 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | - | 6.74 | 5.54 | - |
| Follow-up Hdwy | 2.32 | 3.12 | - | - | 3.12 | - | - | 3.82 | 4.02 | 3.92 |
| Pot Cap-1 Maneuver | 166 | ~ 80 | - | - | 112 | - | - | 10 | 1 | 193 |
| Stage 1 | - | - | - | - | - | - | - | 22 | 70 | - |
| Stage 2 | - | - | - | - | - | - | - | 261 | 66 | - |
| Platoon blocked, % | | | - | - | | - | - | | | |
| Mov Cap-1 Maneuver | 85 | ~ 85 | - | - | 112 | - | - | 9 | 1 | 193 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | - | 9 | 1 | - |
| Stage 1 | - | - | - | - | - | - | - | 22 | 70 | - |
| Stage 2 | - | - | - | - | - | - | - | 226 | 66 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 18.7 | 0 | 0 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | ~ 85 | - | - | 112 | - | - | 155 |
| HCM Lane V/C Ratio | - | 1.446 | - | - | - | - | - | 0.135 |
| HCM Control Delay (s) | 0 | $ 337.9 | - | - | 0 | - | - | 31.8 |
| HCM Lane LOS | A | F | - | - | A | - | - | D |
| HCM 95th %tile Q(veh) | - | 9.6 | - | - | 0 | - | - | 0.5 |

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh

| Movement | SBL | SBT | SBR |
|---|---|---|---|
| Vol, veh/h | 0 | 0 | 19 |
| Conflicting Peds, #/hr | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop |
| RT Channelized | - | - | None |
| Storage Length | - | - | 0 |
| Veh in Median Storage, # | - | 0 | - |
| Grade, % | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 21 |

| Major/Minor | Minor2 | | |
|---|---|---|---|
| Conflicting Flow All | 3423 | 4684 | 1187 |
| Stage 1 | 2345 | 2345 | - |
| Stage 2 | 1078 | 2339 | - |
| Critical Hdwy | 6.44 | 6.54 | 7.14 |
| Critical Hdwy Stg 1 | 7.34 | 5.54 | - |
| Critical Hdwy Stg 2 | 6.74 | 5.54 | - |
| Follow-up Hdwy | 3.82 | 4.02 | 3.92 |
| Pot Cap-1 Maneuver | 8 | 1 | 155 |
| Stage 1 | 21 | 69 | - |
| Stage 2 | 210 | 69 | - |
| Platoon blocked, % | | | |
| Mov Cap-1 Maneuver | 8 | 1 | 155 |
| Mov Cap-2 Maneuver | 8 | 1 | - |
| Stage 1 | 21 | 69 | - |
| Stage 2 | 210 | 69 | - |

| Approach | SB |
|---|---|
| HCM Control Delay, s | 31.8 |
| HCM LOS | D |

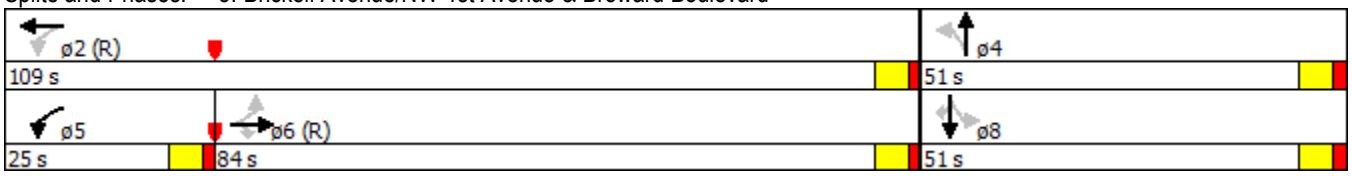
Minor Lane/Major Mvmt

| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Volume (vph) | 85 | 1658 | 83 | 38 | 1947 | 117 | 13 | 18 | 16 | 149 |
| Turn Type | Perm | NA | Perm | pm+pt | NA | Perm | NA | Perm | NA | Perm |
| Protected Phases | | 6 | | 5 | 2 | | 4 | | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | 4 | | 8 | | 8 |
| Detector Phase | 6 | 6 | 6 | 5 | 2 | 4 | 4 | 8 | 8 | 8 |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 4.0 | 7.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Minimum Split (s) | 34.5 | 34.5 | 34.5 | 9.5 | 34.5 | 45.0 | 45.0 | 49.0 | 49.0 | 49.0 |
| Total Split (s) | 84.0 | 84.0 | 84.0 | 25.0 | 109.0 | 51.0 | 51.0 | 51.0 | 51.0 | 51.0 |
| Total Split (%) | 52.5% | 52.5% | 52.5% | 15.6% | 68.1% | 31.9% | 31.9% | 31.9% | 31.9% | 31.9% |
| 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) | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 2.0 | 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) | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | Lag | Lag | Lag | Lead | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | | | | | | |
| Recall Mode | C-Max | C-Max | C-Max | None | C-Max | None | None | None | None | None |

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 51 (32%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 3: Brickell Avenue/NW 1st Avenue & Broward Boulevard



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 85 | 1658 | 83 | 38 | 1947 | 38 | 117 | 13 | 70 | 18 | 16 | 149 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1863 | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 | 1863 | 1863 | 1863 |
| Adj Flow Rate, veh/h | 90 | 1764 | 88 | 40 | 2071 | 40 | 124 | 14 | 74 | 19 | 17 | 159 |
| Adj No. of Lanes | 1 | 3 | 1 | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 176 | 3648 | 1136 | 273 | 4017 | 77 | 202 | 34 | 179 | 160 | 244 | 207 |
| Arrive On Green | 1.00 | 1.00 | 1.00 | 0.02 | 0.78 | 0.78 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 |
| Sat Flow, veh/h | 192 | 5085 | 1583 | 1774 | 5136 | 99 | 1204 | 258 | 1364 | 1304 | 1863 | 1583 |
| Grp Volume(v), veh/h | 90 | 1764 | 88 | 40 | 1366 | 745 | 124 | 0 | 88 | 19 | 17 | 159 |
| Grp Sat Flow(s),veh/h/ln | 192 | 1695 | 1583 | 1774 | 1695 | 1845 | 1204 | 0 | 1622 | 1304 | 1863 | 1583 |
| Q Serve(g_s), s | 20.6 | 0.0 | 0.0 | 0.7 | 19.5 | 19.5 | 13.3 | 0.0 | 6.6 | 1.8 | 1.1 | 12.8 |
| Cycle Q Clear(g_c), s | 31.5 | 0.0 | 0.0 | 0.7 | 19.5 | 19.5 | 14.4 | 0.0 | 6.6 | 8.4 | 1.1 | 12.8 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.05 | 1.00 | | 0.84 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 176 | 3648 | 1136 | 273 | 2652 | 1443 | 202 | 0 | 212 | 160 | 244 | 207 |
| V/C Ratio(X) | 0.51 | 0.48 | 0.08 | 0.15 | 0.52 | 0.52 | 0.61 | 0.00 | 0.41 | 0.12 | 0.07 | 0.77 |
| Avail Cap(c_a), veh/h | 176 | 3648 | 1136 | 494 | 2652 | 1443 | 454 | 0 | 552 | 433 | 633 | 538 |
| HCM Platoon Ratio | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 1.8 | 0.0 | 0.0 | 4.1 | 5.3 | 5.3 | 56.7 | 0.0 | 52.8 | 56.7 | 50.4 | 55.5 |
| Incr Delay (d2), s/veh | 10.2 | 0.5 | 0.1 | 0.1 | 0.7 | 1.3 | 1.1 | 0.0 | 0.5 | 0.1 | 0.0 | 2.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.5 | 0.2 | 0.0 | 0.4 | 9.2 | 10.3 | 4.5 | 0.0 | 3.0 | 0.7 | 0.6 | 5.7 |
| LnGrp Delay(d),s/veh | 12.0 | 0.5 | 0.1 | 4.1 | 6.0 | 6.6 | 57.9 | 0.0 | 53.3 | 56.8 | 50.5 | 57.8 |
| LnGrp LOS | B | A | A | A | A | A | E | | D | E | D | E |
| Approach Vol, veh/h | | 1942 | | | 2151 | | | 212 | | | 195 | |
| Approach Delay, s/veh | | 1.0 | | | 6.2 | | | 56.0 | | | 57.1 | |
| Approach LOS | | A | | | A | | | E | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 136.7 | | 23.3 | 8.6 | 128.1 | | 23.3 |
| Change Period (Y+Rc), s | | 5.5 | | 6.0 | 5.5 | 5.5 | | 6.0 |
| Max Green Setting (Gmax), s | | 103.5 | | 45.0 | 19.5 | 78.5 | | 45.0 |
| Max Q Clear Time (g_c+I1), s | | 21.5 | | 16.4 | 2.7 | 33.5 | | 14.8 |
| Green Ext Time (p_c), s | | 14.8 | | 0.9 | 0.0 | 14.0 | | 0.9 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 8.5 |
| HCM 2010 LOS | A |

Intersection

Int Delay, s/veh 3.5

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 2 | 3 | 12 | 17 | 82 | 21 | 16 | 23 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 4 | 16 | 23 | 109 | 28 | 21 | 31 | 3 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 137 | 0 | 0 | 20 | 0 | 0 | 191 | 200 | 12 |
| Stage 1 | - | - | - | - | - | - | 17 | 17 | - |
| Stage 2 | - | - | - | - | - | - | 174 | 183 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1447 | - | - | 1596 | - | - | 769 | 696 | 1069 |
| Stage 1 | - | - | - | - | - | - | 1002 | 881 | - |
| Stage 2 | - | - | - | - | - | - | 828 | 748 | - |
| Platoon blocked, % | | - | - | | - | - | | | |
| Mov Cap-1 Maneuver | 1441 | - | - | 1596 | - | - | 746 | 683 | 1069 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 746 | 683 | - |
| Stage 1 | - | - | - | - | - | - | 1000 | 879 | - |
| Stage 2 | - | - | - | - | - | - | 800 | 736 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0.9 | 1 | 10.4 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 719 | 1441 | - | - | 1596 | - | - | 734 |
| HCM Lane V/C Ratio | 0.076 | 0.002 | - | - | 0.014 | - | - | 0.015 |
| HCM Control Delay (s) | 10.4 | 7.5 | 0 | - | 7.3 | 0 | - | 10 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0 |

Intersection

Int Delay, s/veh

| Movement | SBL | SBT | SBR |
|---|---|---|---|
| Vol, veh/h | 0 | 6 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop |
| RT Channelized | - | - | None |
| Storage Length | - | - | - |
| Veh in Median Storage, # | - | 0 | - |
| Grade, % | - | 0 | - |
| Peak Hour Factor | 75 | 75 | 75 |
| Heavy Vehicles, % | 2 | 2 | 2 |
| Mvmt Flow | 0 | 8 | 3 |

| Major/Minor | Minor2 | | |
|---|---|---|---|
| Conflicting Flow All | 203 | 194 | 128 |
| Stage 1 | 169 | 169 | - |
| Stage 2 | 34 | 25 | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 755 | 701 | 922 |
| Stage 1 | 833 | 759 | - |
| Stage 2 | 982 | 874 | - |
| Platoon blocked, % | | | |
| Mov Cap-1 Maneuver | 717 | 688 | 918 |
| Mov Cap-2 Maneuver | 717 | 688 | - |
| Stage 1 | 831 | 747 | - |
| Stage 2 | 943 | 872 | - |

| Approach | SB |
|---|---|
| HCM Control Delay, s | 10 |
| HCM LOS | B |

Minor Lane/Major Mvmt

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 5 | 0 | 16 | 144 | 5 | 82 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 79 | 79 | 79 | 79 | 79 | 79 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 6 | 0 | 20 | 182 | 6 | 104 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 281 | 58 | 110 | 0 | - | 0 |
| Stage 1 | 58 | - | - | - | - | - |
| Stage 2 | 223 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 709 | 1008 | 1480 | - | - | - |
| Stage 1 | 965 | - | - | - | - | - |
| Stage 2 | 814 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 698 | 1008 | 1480 | - | - | - |
| Mov Cap-2 Maneuver | 698 | - | - | - | - | - |
| Stage 1 | 965 | - | - | - | - | - |
| Stage 2 | 802 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10.2 | 0.7 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1480 | - | 698 | - | - |
| HCM Lane V/C Ratio | 0.014 | - | 0.009 | - | - |
| HCM Control Delay (s) | 7.5 | 0 | 10.2 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

Intersection

Int Delay, s/veh 5

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 3 | 12 | 4 | 106 | 0 | 3 | 0 | 53 | 58 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 130 | 85 | - | - | 155 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 4 | 16 | 5 | 138 | 0 | 4 | 0 | 69 | 75 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 178 | 214 | 49 | 184 | 176 | 106 | 49 | 0 | 0 |
| Stage 1 | 70 | 70 | - | 106 | 106 | - | - | - | - |
| Stage 2 | 108 | 144 | - | 78 | 70 | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - |
| Pot Cap-1 Maneuver | 784 | 684 | 1020 | 777 | 717 | 948 | 1558 | - | - |
| Stage 1 | 940 | 837 | - | 900 | 807 | - | - | - | - |
| Stage 2 | 897 | 778 | - | 931 | 837 | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - |
| Mov Cap-1 Maneuver | 777 | 679 | 1020 | 755 | 712 | 948 | 1558 | - | - |
| Mov Cap-2 Maneuver | 777 | 679 | - | 755 | 712 | - | - | - | - |
| Stage 1 | 940 | 831 | - | 900 | 807 | - | - | - | - |
| Stage 2 | 893 | 778 | - | 903 | 831 | - | - | - | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 9.9 | 10.7 | 0 |
| HCM LOS | A | B | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1558 | - | - | 697 | 1020 | 755 | 948 | 1438 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.028 | 0.005 | 0.182 | 0.004 | 0.007 | - | - |
| HCM Control Delay (s) | 0 | - | - | 10.3 | 8.5 | 10.8 | 8.8 | 7.5 | - | - |
| HCM Lane LOS | A | - | - | B | A | B | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0 | 0.7 | 0 | 0 | - | - |

Intersection

Int Delay, s/veh

| Movement | SBL | SBT | SBR |
|---|---|---|---|
| Vol, veh/h | 8 | 38 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 |
| Sign Control | Free | Free | Free |
| RT Channelized | - | - | None |
| Storage Length | 175 | - | - |
| Veh in Median Storage, # | - | 0 | - |
| Grade, % | - | 0 | - |
| Peak Hour Factor | 77 | 77 | 77 |
| Heavy Vehicles, % | 2 | 2 | 2 |
| Mvmt Flow | 10 | 49 | 0 |

| Major/Minor | Major2 | | |
|---|---|---|---|
| Conflicting Flow All | 144 | 0 | 0 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | 4.12 | - | - |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | 2.218 | - | - |
| Pot Cap-1 Maneuver | 1438 | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Platoon blocked, % | | - | - |
| Mov Cap-1 Maneuver | 1438 | - | - |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| Approach | SB |
|---|---|
| HCM Control Delay, s | 1.3 |
| HCM LOS | |

Minor Lane/Major Mvmt

Intersection

Int Delay, s/veh 1.6

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 215 | 0 | 8 | 552 | 43 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 105 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 68 | 68 | 68 | 68 | 68 | 68 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 316 | 0 | 12 | 812 | 63 | 6 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 316 | 0 | 1151 | 316 |
| Stage 1 | - | - | - | - | 316 | - |
| Stage 2 | - | - | - | - | 835 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1244 | - | 219 | 724 |
| Stage 1 | - | - | - | - | 739 | - |
| Stage 2 | - | - | - | - | 426 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1244 | - | 217 | 724 |
| Mov Cap-2 Maneuver | - | - | - | - | 217 | - |
| Stage 1 | - | - | - | - | 739 | - |
| Stage 2 | - | - | - | - | 422 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.1 | 27.1 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 231 | - | - | 1244 | - |
| HCM Lane V/C Ratio | 0.299 | - | - | 0.009 | - |
| HCM Control Delay (s) | 27.1 | - | - | 7.9 | - |
| HCM Lane LOS | D | - | - | A | - |
| HCM 95th %tile Q(veh) | 1.2 | - | - | 0 | - |

Intersection

Int Delay, s/veh 0.1

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 0 | 290 | 0 | 2 | 545 | 0 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 358 | 0 | 2 | 673 | 0 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 673 | 0 | 0 | 358 | 0 | 0 | 1037 | 1036 | 358 |
| Stage 1 | - | - | - | - | - | - | 358 | 358 | - |
| Stage 2 | - | - | - | - | - | - | 679 | 678 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 918 | - | - | 1201 | - | - | 209 | 232 | 686 |
| Stage 1 | - | - | - | - | - | - | 660 | 628 | - |
| Stage 2 | - | - | - | - | - | - | 441 | 452 | - |
| Platoon blocked, % | | - | - | | - | - | | | |
| Mov Cap-1 Maneuver | 918 | - | - | 1201 | - | - | 207 | 231 | 686 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 207 | 231 | - |
| Stage 1 | - | - | - | - | - | - | 660 | 628 | - |
| Stage 2 | - | - | - | - | - | - | 437 | 451 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | 918 | - | - | 1201 | - | - | 268 |
| HCM Lane V/C Ratio | - | - | - | - | 0.002 | - | - | 0.023 |
| HCM Control Delay (s) | 0 | 0 | - | - | 8 | 0 | - | 18.7 |
| HCM Lane LOS | A | A | - | - | A | A | - | C |
| HCM 95th %tile Q(veh) | - | 0 | - | - | 0 | - | - | 0.1 |

Intersection

Int Delay, s/veh

| Movement | SBL | SBT | SBR |
|---|---|---|---|
| Vol, veh/h | 3 | 0 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop |
| RT Channelized | - | - | None |
| Storage Length | - | - | - |
| Veh in Median Storage, # | - | 0 | - |
| Grade, % | - | 0 | - |
| Peak Hour Factor | 81 | 81 | 81 |
| Heavy Vehicles, % | 2 | 2 | 2 |
| Mvmt Flow | 4 | 0 | 2 |

| Major/Minor | Minor2 | | |
|---|---|---|---|
| Conflicting Flow All | 1036 | 1036 | 673 |
| Stage 1 | 678 | 678 | - |
| Stage 2 | 358 | 358 | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 210 | 232 | 455 |
| Stage 1 | 442 | 452 | - |
| Stage 2 | 660 | 628 | - |
| Platoon blocked, % | | | |
| Mov Cap-1 Maneuver | 210 | 231 | 455 |
| Mov Cap-2 Maneuver | 210 | 231 | - |
| Stage 1 | 442 | 451 | - |
| Stage 2 | 660 | 628 | - |

| Approach | SB |
|---|---|
| HCM Control Delay, s | 18.7 |
| HCM LOS | C |

Minor Lane/Major Mvmt

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 4 | 263 | 37 | 1 | 500 | 12 | 36 | 18 | 52 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 299 | 42 | 1 | 568 | 14 | 41 | 20 | 59 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 582 | 0 | 0 | 341 | 0 | 0 | 916 | 913 | 320 |
| Stage 1 | - | - | - | - | - | - | 329 | 329 | - |
| Stage 2 | - | - | - | - | - | - | 587 | 584 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 992 | - | - | 1218 | - | - | 253 | 273 | 721 |
| Stage 1 | - | - | - | - | - | - | 684 | 646 | - |
| Stage 2 | - | - | - | - | - | - | 496 | 498 | - |
| Platoon blocked, % | | - | - | | - | - | | | |
| Mov Cap-1 Maneuver | 992 | - | - | 1218 | - | - | 242 | 271 | 721 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 242 | 271 | - |
| Stage 1 | - | - | - | - | - | - | 680 | 642 | - |
| Stage 2 | - | - | - | - | - | - | 477 | 498 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0.1 | 0 | 19.4 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 369 | 992 | - | - | 1218 | - | - | 304 |
| HCM Lane V/C Ratio | 0.326 | 0.005 | - | - | 0.001 | - | - | 0.12 |
| HCM Control Delay (s) | 19.4 | 8.6 | 0 | - | 8 | 0 | - | 18.4 |
| HCM Lane LOS | C | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 1.4 | 0 | - | - | 0 | - | - | 0.4 |

Intersection

Int Delay, s/veh

| Movement | SBL | SBT | SBR |
|---|---|---|---|
| Vol, veh/h | 15 | 0 | 17 |
| Conflicting Peds, #/hr | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop |
| RT Channelized | - | - | None |
| Storage Length | - | - | - |
| Veh in Median Storage, # | - | 0 | - |
| Grade, % | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 |
| Mvmt Flow | 17 | 0 | 19 |

| Major/Minor | Minor2 | | |
|---|---|---|---|
| Conflicting Flow All | 946 | 927 | 575 |
| Stage 1 | 577 | 577 | - |
| Stage 2 | 369 | 350 | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 241 | 268 | 518 |
| Stage 1 | 502 | 502 | - |
| Stage 2 | 651 | 633 | - |
| Platoon blocked, % | | | |
| Mov Cap-1 Maneuver | 207 | 266 | 518 |
| Mov Cap-2 Maneuver | 207 | 266 | - |
| Stage 1 | 499 | 501 | - |
| Stage 2 | 575 | 629 | - |

| Approach | SB |
|---|---|
| HCM Control Delay, s | 18.4 |
| HCM LOS | C |

Minor Lane/Major Mvmt

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 218 | 3 | 19 | 526 | 12 | 72 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 237 | 3 | 21 | 572 | 13 | 78 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 240 | 0 | 852 | 239 |
| Stage 1 | - | - | - | - | 239 | - |
| Stage 2 | - | - | - | - | 613 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1327 | - | 330 | 800 |
| Stage 1 | - | - | - | - | 801 | - |
| Stage 2 | - | - | - | - | 541 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1327 | - | 322 | 800 |
| Mov Cap-2 Maneuver | - | - | - | - | 322 | - |
| Stage 1 | - | - | - | - | 801 | - |
| Stage 2 | - | - | - | - | 529 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.3 | 11.3 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 660 | - | - | 1327 | - |
| HCM Lane V/C Ratio | 0.138 | - | - | 0.016 | - |
| HCM Control Delay (s) | 11.3 | - | - | 7.8 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.5 | - | - | 0 | - |

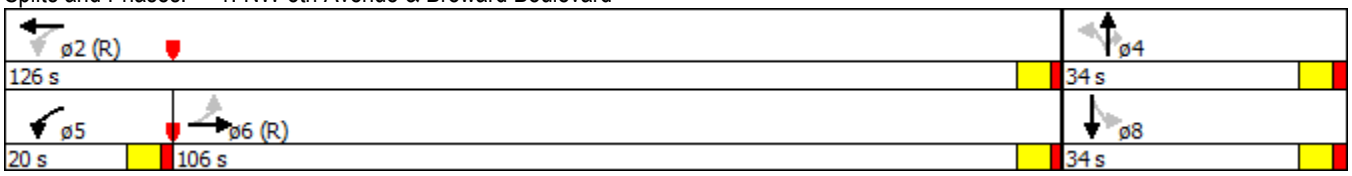
# Future Total Conditions with NW 2nd Street Railroad Crossing Closure and NW 2nd Avenue Connector

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | |
| Volume (vph) | 29 | 2658 | 45 | 1266 | 23 | 2 | 42 | 2 | 1 |
| Turn Type | Perm | NA | pm+pt | NA | Perm | NA | Perm | Perm | NA |
| Protected Phases | | 6 | 5 | 2 | | 4 | | | 8 |
| Permitted Phases | 6 | | 2 | | 4 | | 4 | 8 | |
| Detector Phase | 6 | 6 | 5 | 2 | 4 | 4 | 4 | 8 | 8 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 15.0 | 15.0 | 4.0 | 15.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Minimum Split (s) | 26.5 | 26.5 | 9.5 | 26.5 | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 |
| Total Split (s) | 106.0 | 106.0 | 20.0 | 126.0 | 34.0 | 34.0 | 34.0 | 34.0 | 34.0 |
| Total Split (%) | 66.3% | 66.3% | 12.5% | 78.8% | 21.3% | 21.3% | 21.3% | 21.3% | 21.3% |
| 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) | 1.5 | 1.5 | 1.5 | 1.5 | 2.0 | 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) | 5.5 | 5.5 | 5.5 | 5.5 | 6.0 | 6.0 | 6.0 | | 6.0 |
| Lead/Lag | Lag | Lag | Lead | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | | | | | | |
| Recall Mode | C-Min | C-Min | None | C-Min | Max | Max | Max | Max | Max |

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 43 (27%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 1: NW 5th Avenue & Broward Boulevard



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 29 | 2658 | 91 | 45 | 1266 | 3 | 23 | 2 | 42 | 2 | 1 | 19 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 | 1863 | 1863 | 1863 | 1900 | 1863 | 1900 |
| Adj Flow Rate, veh/h | 32 | 2921 | 100 | 49 | 1391 | 3 | 25 | 2 | 46 | 2 | 1 | 21 |
| Adj No. of Lanes | 1 | 3 | 0 | 1 | 3 | 0 | 1 | 1 | 1 | 0 | 1 | 0 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 310 | 3440 | 116 | 106 | 3878 | 8 | 285 | 343 | 292 | 36 | 26 | 257 |
| Arrive On Green | 0.68 | 0.68 | 0.68 | 0.05 | 1.00 | 1.00 | 0.18 | 0.18 | 0.18 | 0.18 | 0.18 | 0.18 |
| Sat Flow, veh/h | 386 | 5052 | 171 | 1774 | 5240 | 11 | 1384 | 1863 | 1583 | 58 | 141 | 1395 |
| Grp Volume(v), veh/h | 32 | 1950 | 1071 | 49 | 900 | 494 | 25 | 2 | 46 | 24 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 386 | 1695 | 1833 | 1774 | 1695 | 1861 | 1384 | 1863 | 1583 | 1594 | 0 | 0 |
| Q Serve(g_s), s | 4.4 | 65.6 | 68.2 | 1.2 | 0.0 | 0.0 | 2.3 | 0.1 | 3.7 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 4.4 | 65.6 | 68.2 | 1.2 | 0.0 | 0.0 | 4.2 | 0.1 | 3.7 | 1.9 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.09 | 1.00 | | 0.01 | 1.00 | | 1.00 | 0.08 | | 0.87 |
| Lane Grp Cap(c), veh/h | 310 | 2309 | 1248 | 106 | 2509 | 1377 | 285 | 343 | 292 | 319 | 0 | 0 |
| V/C Ratio(X) | 0.10 | 0.84 | 0.86 | 0.46 | 0.36 | 0.36 | 0.09 | 0.01 | 0.16 | 0.08 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 310 | 2309 | 1248 | 235 | 2688 | 1475 | 285 | 343 | 292 | 319 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 8.4 | 18.2 | 18.6 | 35.4 | 0.0 | 0.0 | 53.1 | 50.6 | 52.1 | 51.3 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.7 | 4.0 | 7.8 | 1.2 | 0.4 | 0.7 | 0.6 | 0.0 | 1.2 | 0.5 | 0.0 | 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 | 0.5 | 31.6 | 36.9 | 1.4 | 0.1 | 0.3 | 0.9 | 0.1 | 1.7 | 0.9 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 9.1 | 22.2 | 26.4 | 36.6 | 0.4 | 0.7 | 53.7 | 50.7 | 53.2 | 51.8 | 0.0 | 0.0 |
| LnGrp LOS | A | C | C | D | A | A | D | D | D | D | | |
| Approach Vol, veh/h | | 3053 | | | 1443 | | | 73 | | | 24 | |
| Approach Delay, s/veh | | 23.6 | | | 1.7 | | | 53.3 | | | 51.8 | |
| Approach LOS | | C | | | A | | | D | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 126.0 | | 34.0 | 9.0 | 117.0 | | 34.0 |
| Change Period (Y+Rc), s | | 5.5 | | 6.0 | 5.5 | 5.5 | | 6.0 |
| Max Green Setting (Gmax), s | | 120.5 | | 28.0 | 14.5 | 100.5 | | 28.0 |
| Max Q Clear Time (g_c+I1), s | | 2.0 | | 6.2 | 3.2 | 70.2 | | 3.9 |
| Green Ext Time (p_c), s | | 110.5 | | 0.2 | 0.0 | 29.7 | | 0.2 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 17.3 |
| HCM 2010 LOS | B |

Intersection

Int Delay, s/veh 1.3

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 124 | 2598 | 13 | 0 | 1265 | 91 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None |
| Storage Length | 205 | - | - | - | - | - | - | - | 0 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 136 | 2855 | 14 | 0 | 1390 | 100 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1490 | 0 | 0 | 2869 | 0 | 0 | 3691 | 4625 | 1435 |
| Stage 1 | - | - | - | - | - | - | 3135 | 3135 | - |
| Stage 2 | - | - | - | - | - | - | 556 | 1490 | - |
| Critical Hdwy | 5.34 | - | - | 5.34 | - | - | 6.44 | 6.54 | 7.14 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 7.34 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.74 | 5.54 | - |
| Follow-up Hdwy | 3.12 | - | - | 3.12 | - | - | 3.82 | 4.02 | 3.92 |
| Pot Cap-1 Maneuver | 225 | - | - | 44 | - | - | 5 | 1 | 105 |
| Stage 1 | - | - | - | - | - | - | 5 | 26 | - |
| Stage 2 | - | - | - | - | - | - | 441 | 186 | - |
| Platoon blocked, % | | - | - | | - | - | | | |
| Mov Cap-1 Maneuver | 225 | - | - | 44 | - | - | 2 | 0 | 105 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 2 | 0 | - |
| Stage 1 | - | - | - | - | - | - | 2 | 10 | - |
| Stage 2 | - | - | - | - | - | - | 414 | 186 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 1.9 | 0 | 0 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | 225 | - | - | 44 | - | - | 306 |
| HCM Lane V/C Ratio | - | 0.606 | - | - | - | - | - | 0.061 |
| HCM Control Delay (s) | 0 | 42.9 | - | - | 0 | - | - | 17.5 |
| HCM Lane LOS | A | E | - | - | A | - | - | C |
| HCM 95th %tile Q(veh) | - | 3.5 | - | - | 0 | - | - | 0.2 |

Intersection

Int Delay, s/veh

| Movement | SBL | SBT | SBR |
|---|---|---|---|
| Vol, veh/h | 0 | 0 | 17 |
| Conflicting Peds, #/hr | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop |
| RT Channelized | - | - | None |
| Storage Length | - | - | 0 |
| Veh in Median Storage, # | - | 0 | - |
| Grade, % | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 19 |

| Major/Minor | Minor2 | | |
|---|---|---|---|
| Conflicting Flow All | 2855 | 4582 | 745 |
| Stage 1 | 1440 | 1440 | - |
| Stage 2 | 1415 | 3142 | - |
| Critical Hdwy | 6.44 | 6.54 | 7.14 |
| Critical Hdwy Stg 1 | 7.34 | 5.54 | - |
| Critical Hdwy Stg 2 | 6.74 | 5.54 | - |
| Follow-up Hdwy | 3.82 | 4.02 | 3.92 |
| Pot Cap-1 Maneuver | 18 | 1 | 306 |
| Stage 1 | 98 | 196 | - |
| Stage 2 | 129 | 26 | - |
| Platoon blocked, % | | | |
| Mov Cap-1 Maneuver | 9 | 0 | 306 |
| Mov Cap-2 Maneuver | 9 | 0 | - |
| Stage 1 | 39 | 196 | - |
| Stage 2 | 51 | 10 | - |

| Approach | SB |
|---|---|
| HCM Control Delay, s | 17.5 |
| HCM LOS | C |

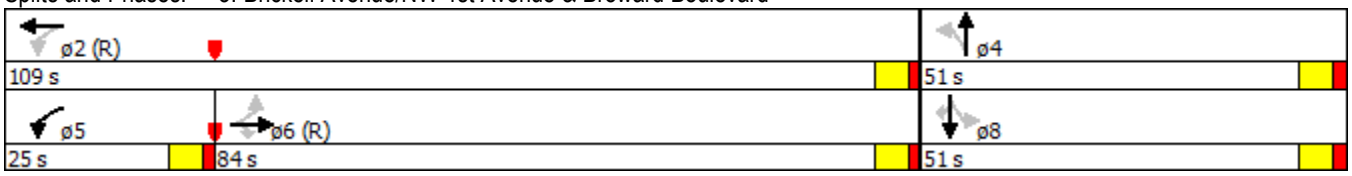
Minor Lane/Major Mvmt

| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Volume (vph) | 67 | 2266 | 213 | 108 | 1253 | 23 | 1 | 33 | 113 | 75 |
| Turn Type | Perm | NA | Perm | pm+pt | NA | Perm | NA | Perm | NA | Perm |
| Protected Phases | | 6 | | 5 | 2 | | 4 | | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | 4 | | 8 | | 8 |
| Detector Phase | 6 | 6 | 6 | 5 | 2 | 4 | 4 | 8 | 8 | 8 |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 4.0 | 7.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Minimum Split (s) | 34.5 | 34.5 | 34.5 | 9.5 | 34.5 | 45.0 | 45.0 | 49.0 | 49.0 | 49.0 |
| Total Split (s) | 84.0 | 84.0 | 84.0 | 25.0 | 109.0 | 51.0 | 51.0 | 51.0 | 51.0 | 51.0 |
| Total Split (%) | 52.5% | 52.5% | 52.5% | 15.6% | 68.1% | 31.9% | 31.9% | 31.9% | 31.9% | 31.9% |
| 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) | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 2.0 | 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) | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | Lag | Lag | Lag | Lead | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | | | | | | |
| Recall Mode | C-Max | C-Max | C-Max | None | C-Max | None | None | None | None | None |

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 87 (54%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated

Splits and Phases: 3: Brickell Avenue/NW 1st Avenue & Broward Boulevard



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 67 | 2266 | 213 | 108 | 1253 | 4 | 23 | 1 | 15 | 33 | 113 | 75 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1863 | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 | 1863 | 1863 | 1863 |
| Adj Flow Rate, veh/h | 71 | 2411 | 227 | 115 | 1333 | 4 | 24 | 1 | 16 | 35 | 120 | 80 |
| Adj No. of Lanes | 1 | 3 | 1 | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 355 | 3731 | 1162 | 194 | 4226 | 13 | 105 | 10 | 155 | 186 | 192 | 163 |
| Arrive On Green | 1.00 | 1.00 | 1.00 | 0.03 | 0.81 | 0.81 | 0.10 | 0.10 | 0.10 | 0.10 | 0.10 | 0.10 |
| Sat Flow, veh/h | 407 | 5085 | 1583 | 1774 | 5234 | 16 | 1178 | 94 | 1503 | 1390 | 1863 | 1583 |
| Grp Volume(v), veh/h | 71 | 2411 | 227 | 115 | 863 | 474 | 24 | 0 | 17 | 35 | 120 | 80 |
| Grp Sat Flow(s),veh/h/ln | 407 | 1695 | 1583 | 1774 | 1695 | 1860 | 1178 | 0 | 1597 | 1390 | 1863 | 1583 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 2.0 | 8.4 | 8.4 | 2.6 | 0.0 | 1.2 | 3.0 | 7.9 | 6.1 |
| Cycle Q Clear(g_c), s | 0.0 | 0.0 | 0.0 | 2.0 | 8.4 | 8.4 | 10.5 | 0.0 | 1.2 | 4.2 | 7.9 | 6.1 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.01 | 1.00 | | 0.94 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 355 | 3731 | 1162 | 194 | 2737 | 1502 | 105 | 0 | 164 | 186 | 192 | 163 |
| V/C Ratio(X) | 0.20 | 0.65 | 0.20 | 0.59 | 0.32 | 0.32 | 0.23 | 0.00 | 0.10 | 0.19 | 0.63 | 0.49 |
| Avail Cap(c_a), veh/h | 355 | 3731 | 1162 | 410 | 2737 | 1502 | 397 | 0 | 561 | 531 | 654 | 556 |
| HCM Platoon Ratio | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 0.0 | 0.0 | 5.1 | 3.2 | 3.2 | 60.2 | 0.0 | 52.1 | 54.1 | 55.1 | 54.3 |
| Incr Delay (d2), s/veh | 1.3 | 0.9 | 0.4 | 1.1 | 0.3 | 0.6 | 0.4 | 0.0 | 0.1 | 0.2 | 1.3 | 0.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 0.3 | 0.1 | 3.1 | 4.0 | 4.4 | 0.8 | 0.0 | 0.6 | 1.2 | 4.1 | 2.7 |
| LnGrp Delay(d),s/veh | 1.3 | 0.9 | 0.4 | 6.2 | 3.5 | 3.7 | 60.6 | 0.0 | 52.2 | 54.2 | 56.4 | 55.2 |
| LnGrp LOS | A | A | A | A | A | A | E | | D | D | E | E |
| Approach Vol, veh/h | | 2709 | | | 1452 | | | 41 | | | 235 | |
| Approach Delay, s/veh | | 0.8 | | | 3.8 | | | 57.1 | | | 55.7 | |
| Approach LOS | | A | | | A | | | E | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 140.8 | | 19.2 | 9.5 | 131.4 | | 19.2 |
| Change Period (Y+Rc), s | | 5.5 | | 6.0 | 5.5 | 5.5 | | 6.0 |
| Max Green Setting (Gmax), s | | 103.5 | | 45.0 | 19.5 | 78.5 | | 45.0 |
| Max Q Clear Time (g_c+I1), s | | 10.4 | | 12.5 | 4.0 | 2.0 | | 9.9 |
| Green Ext Time (p_c), s | | 11.5 | | 0.7 | 0.1 | 11.5 | | 0.7 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 5.2 |
| HCM 2010 LOS | A |

Intersection

Int Delay, s/veh 1.3

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 1 | 285 | 3 | 10 | 131 | 5 | 0 | 5 | 21 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 324 | 3 | 11 | 149 | 6 | 0 | 6 | 24 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 155 | 0 | 0 | 327 | 0 | 0 | 509 | 505 | 326 |
| Stage 1 | - | - | - | - | - | - | 328 | 328 | - |
| Stage 2 | - | - | - | - | - | - | 181 | 177 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1425 | - | - | 1233 | - | - | 475 | 470 | 715 |
| Stage 1 | - | - | - | - | - | - | 685 | 647 | - |
| Stage 2 | - | - | - | - | - | - | 821 | 753 | - |
| Platoon blocked, % | | - | - | | - | - | | | |
| Mov Cap-1 Maneuver | 1425 | - | - | 1233 | - | - | 462 | 465 | 715 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 462 | 465 | - |
| Stage 1 | - | - | - | - | - | - | 684 | 646 | - |
| Stage 2 | - | - | - | - | - | - | 799 | 745 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.5 | 10.8 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 648 | 1425 | - | - | 1233 | - | - | 465 |
| HCM Lane V/C Ratio | 0.046 | 0.001 | - | - | 0.009 | - | - | 0.054 |
| HCM Control Delay (s) | 10.8 | 7.5 | 0 | - | 7.9 | 0 | - | 13.2 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.2 |

Intersection

Int Delay, s/veh

| Movement | SBL | SBT | SBR |
|---|---|---|---|
| Vol, veh/h | 11 | 10 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop |
| RT Channelized | - | - | None |
| Storage Length | - | - | - |
| Veh in Median Storage, # | - | 0 | - |
| Grade, % | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 |
| Mvmt Flow | 12 | 11 | 1 |

| Major/Minor | Minor2 | | |
|---|---|---|---|
| Conflicting Flow All | 517 | 504 | 152 |
| Stage 1 | 174 | 174 | - |
| Stage 2 | 343 | 330 | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 469 | 470 | 894 |
| Stage 1 | 828 | 755 | - |
| Stage 2 | 672 | 646 | - |
| Platoon blocked, % | | | |
| Mov Cap-1 Maneuver | 445 | 465 | 894 |
| Mov Cap-2 Maneuver | 445 | 465 | - |
| Stage 1 | 827 | 747 | - |
| Stage 2 | 643 | 645 | - |

| Approach | SB |
|---|---|
| HCM Control Delay, s | 13.2 |
| HCM LOS | B |

Minor Lane/Major Mvmt

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 10.4 |
| Intersection LOS | B |

| Movement | EBU | EBL | EBR | NBU | NBL | NBT | SBU | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 0 | 230 | 5 | 0 | 43 | 144 | 0 | 5 | 138 |
| Peak Hour Factor | 0.92 | 0.82 | 0.82 | 0.92 | 0.82 | 0.82 | 0.92 | 0.82 | 0.82 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 280 | 6 | 0 | 52 | 176 | 0 | 6 | 168 |
| Number of Lanes | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |

| Approach | EB | NB | SB |
|---|---|---|---|
| Opposing Approach | | SB | NB |
| Opposing Lanes | 0 | 1 | 1 |
| Conflicting Approach Left | SB | EB | |
| Conflicting Lanes Left | 1 | 1 | 0 |
| Conflicting Approach Right | NB | | EB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 11.5 | 10.2 | 8.7 |
| HCM LOS | B | B | A |

| Lane | NBLn1 | EBLn1 | SBLn1 |
|---|---|---|---|
| Vol Left, % | 23% | 98% | 0% |
| Vol Thru, % | 77% | 0% | 3% |
| Vol Right, % | 0% | 2% | 97% |
| Sign Control | Stop | Stop | Stop |
| Traffic Vol by Lane | 187 | 235 | 143 |
| LT Vol | 144 | 0 | 5 |
| Through Vol | 0 | 5 | 138 |
| RT Vol | 43 | 230 | 0 |
| Lane Flow Rate | 228 | 287 | 174 |
| Geometry Grp | 1 | 1 | 1 |
| Degree of Util (X) | 0.312 | 0.401 | 0.213 |
| Departure Headway (Hd) | 4.929 | 5.034 | 4.394 |
| Convergence, Y/N | Yes | Yes | Yes |
| Cap | 725 | 711 | 811 |
| Service Time | 2.985 | 3.099 | 2.453 |
| HCM Lane V/C Ratio | 0.314 | 0.404 | 0.215 |
| HCM Control Delay | 10.2 | 11.5 | 8.7 |
| HCM Lane LOS | B | B | A |
| HCM 95th-tile Q | 1.3 | 1.9 | 0.8 |

Intersection

Int Delay, s/veh 5.2

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 1 | 17 | 7 | 91 | 0 | 3 | 0 | 17 | 37 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 130 | 85 | - | - | 155 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 20 | 8 | 106 | 0 | 3 | 0 | 20 | 43 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 141 | 161 | 74 | 149 | 139 | 41 | 74 | 0 | 0 |
| Stage 1 | 98 | 98 | - | 41 | 41 | - | - | - | - |
| Stage 2 | 43 | 63 | - | 108 | 98 | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - |
| Pot Cap-1 Maneuver | 829 | 731 | 988 | 819 | 752 | 1030 | 1526 | - | - |
| Stage 1 | 908 | 814 | - | 974 | 861 | - | - | - | - |
| Stage 2 | 971 | 842 | - | 897 | 814 | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - |
| Mov Cap-1 Maneuver | 821 | 725 | 988 | 791 | 746 | 1030 | 1526 | - | - |
| Mov Cap-2 Maneuver | 821 | 725 | - | 791 | 746 | - | - | - | - |
| Stage 1 | 908 | 808 | - | 974 | 861 | - | - | - | - |
| Stage 2 | 968 | 842 | - | 861 | 808 | - | - | - | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 9.7 | 10.2 | 0 |
| HCM LOS | A | B | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1526 | - | - | 730 | 988 | 791 | 1030 | 1540 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.029 | 0.008 | 0.134 | 0.003 | 0.008 | - | - |
| HCM Control Delay (s) | 0 | - | - | 10.1 | 8.7 | 10.3 | 8.5 | 7.4 | - | - |
| HCM Lane LOS | A | - | - | B | A | B | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0 | 0.5 | 0 | 0 | - | - |

Intersection

Int Delay, s/veh

| Movement | SBL | SBT | SBR |
|---|---|---|---|
| Vol, veh/h | 10 | 64 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 |
| Sign Control | Free | Free | Free |
| RT Channelized | - | - | None |
| Storage Length | 175 | - | - |
| Veh in Median Storage, # | - | 0 | - |
| Grade, % | - | 0 | - |
| Peak Hour Factor | 86 | 86 | 86 |
| Heavy Vehicles, % | 2 | 2 | 2 |
| Mvmt Flow | 12 | 74 | 0 |

| Major/Minor | Major2 | | |
|---|---|---|---|
| Conflicting Flow All | 63 | 0 | 0 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | 4.12 | - | - |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | 2.218 | - | - |
| Pot Cap-1 Maneuver | 1540 | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Platoon blocked, % | | - | - |
| Mov Cap-1 Maneuver | 1540 | - | - |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| Approach | SB |
|---|---|
| HCM Control Delay, s | 1 |
| HCM LOS | |

Minor Lane/Major Mvmt

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 162 | 10 | 11 | 89 | 10 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 105 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 83 | 83 | 83 | 83 | 83 | 83 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 195 | 12 | 13 | 107 | 12 | 2 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 207 | 0 | 335 | 201 |
| Stage 1 | - | - | - | - | 201 | - |
| Stage 2 | - | - | - | - | 134 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1364 | - | 660 | 840 |
| Stage 1 | - | - | - | - | 833 | - |
| Stage 2 | - | - | - | - | 892 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1364 | - | 654 | 840 |
| Mov Cap-2 Maneuver | - | - | - | - | 654 | - |
| Stage 1 | - | - | - | - | 833 | - |
| Stage 2 | - | - | - | - | 883 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.8 | 10.4 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 679 | - | - | 1364 | - |
| HCM Lane V/C Ratio | 0.021 | - | - | 0.01 | - |
| HCM Control Delay (s) | 10.4 | - | - | 7.7 | - |
| HCM Lane LOS | B | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 0 | 469 | 3 | 5 | 189 | 0 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 504 | 3 | 5 | 203 | 0 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 203 | 0 | 0 | 508 | 0 | 0 | 721 | 720 | 506 |
| Stage 1 | - | - | - | - | - | - | 506 | 506 | - |
| Stage 2 | - | - | - | - | - | - | 215 | 214 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1369 | - | - | 1057 | - | - | 343 | 354 | 566 |
| Stage 1 | - | - | - | - | - | - | 549 | 540 | - |
| Stage 2 | - | - | - | - | - | - | 787 | 725 | - |
| Platoon blocked, % | | - | - | | - | - | | | |
| Mov Cap-1 Maneuver | 1369 | - | - | 1057 | - | - | 341 | 352 | 566 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 341 | 352 | - |
| Stage 1 | - | - | - | - | - | - | 549 | 540 | - |
| Stage 2 | - | - | - | - | - | - | 782 | 721 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.2 | 0 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | 1369 | - | - | 1057 | - | - | 838 |
| HCM Lane V/C Ratio | - | - | - | - | 0.005 | - | - | 0.001 |
| HCM Control Delay (s) | 0 | 0 | - | - | 8.4 | 0 | - | 9.3 |
| HCM Lane LOS | A | A | - | - | A | A | - | A |
| HCM 95th %tile Q(veh) | - | 0 | - | - | 0 | - | - | 0 |

Intersection

Int Delay, s/veh

| Movement | SBL | SBT | SBR |
|---|---|---|---|
| Vol, veh/h | 0 | 0 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop |
| RT Channelized | - | - | None |
| Storage Length | - | - | - |
| Veh in Median Storage, # | - | 0 | - |
| Grade, % | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 1 |

| Major/Minor | Minor2 | | |
|---|---|---|---|
| Conflicting Flow All | 720 | 722 | 203 |
| Stage 1 | 214 | 214 | - |
| Stage 2 | 506 | 508 | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 343 | 353 | 838 |
| Stage 1 | 788 | 725 | - |
| Stage 2 | 549 | 539 | - |
| Platoon blocked, % | | | |
| Mov Cap-1 Maneuver | 342 | 351 | 838 |
| Mov Cap-2 Maneuver | 342 | 351 | - |
| Stage 1 | 788 | 721 | - |
| Stage 2 | 549 | 539 | - |

| Approach | SB |
|---|---|
| HCM Control Delay, s | 9.3 |
| HCM LOS | A |

Minor Lane/Major Mvmt

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 5 | 429 | 53 | 25 | 163 | 5 | 7 | 4 | 13 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 471 | 58 | 27 | 179 | 5 | 8 | 4 | 14 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 185 | 0 | 0 | 530 | 0 | 0 | 765 | 752 | 501 |
| Stage 1 | - | - | - | - | - | - | 512 | 512 | - |
| Stage 2 | - | - | - | - | - | - | 253 | 240 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1390 | - | - | 1037 | - | - | 320 | 339 | 570 |
| Stage 1 | - | - | - | - | - | - | 545 | 536 | - |
| Stage 2 | - | - | - | - | - | - | 751 | 707 | - |
| Platoon blocked, % | | - | - | | - | - | | | |
| Mov Cap-1 Maneuver | 1390 | - | - | 1037 | - | - | 295 | 328 | 570 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 295 | 328 | - |
| Stage 1 | - | - | - | - | - | - | 542 | 533 | - |
| Stage 2 | - | - | - | - | - | - | 699 | 686 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0.1 | 1.1 | 14.4 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 409 | 1390 | - | - | 1037 | - | - | 466 |
| HCM Lane V/C Ratio | 0.064 | 0.004 | - | - | 0.026 | - | - | 0.083 |
| HCM Control Delay (s) | 14.4 | 7.6 | 0 | - | 8.6 | 0 | - | 13.4 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0.1 | - | - | 0.3 |

Intersection

Int Delay, s/veh

| Movement | SBL | SBT | SBR |
|---|---|---|---|
| Vol, veh/h | 5 | 12 | 18 |
| Conflicting Peds, #/hr | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop |
| RT Channelized | - | - | None |
| Storage Length | - | - | - |
| Veh in Median Storage, # | - | 0 | - |
| Grade, % | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 |
| Mvmt Flow | 5 | 13 | 20 |

| Major/Minor | Minor2 | | |
|---|---|---|---|
| Conflicting Flow All | 758 | 778 | 182 |
| Stage 1 | 237 | 237 | - |
| Stage 2 | 521 | 541 | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 324 | 328 | 861 |
| Stage 1 | 766 | 709 | - |
| Stage 2 | 539 | 521 | - |
| Platoon blocked, % | | | |
| Mov Cap-1 Maneuver | 305 | 317 | 861 |
| Mov Cap-2 Maneuver | 305 | 317 | - |
| Stage 1 | 762 | 688 | - |
| Stage 2 | 519 | 518 | - |

| Approach | SB |
|---|---|
| HCM Control Delay, s | 13.4 |
| HCM LOS | B |

Minor Lane/Major Mvmt

Intersection

Int Delay, s/veh 7.2

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 76 | 7 | 94 | 96 | 5 | 327 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 83 | 8 | 102 | 104 | 5 | 355 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 90 | 0 | 395 | 86 |
| Stage 1 | - | - | - | - | 86 | - |
| Stage 2 | - | - | - | - | 309 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1505 | - | 610 | 973 |
| Stage 1 | - | - | - | - | 937 | - |
| Stage 2 | - | - | - | - | 745 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1505 | - | 566 | 973 |
| Mov Cap-2 Maneuver | - | - | - | - | 566 | - |
| Stage 1 | - | - | - | - | 937 | - |
| Stage 2 | - | - | - | - | 691 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 3.7 | 11 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 963 | - | - | 1505 | - |
| HCM Lane V/C Ratio | 0.375 | - | - | 0.068 | - |
| HCM Control Delay (s) | 11 | - | - | 7.6 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 1.8 | - | - | 0.2 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 68 | 26 | 53 | 264 | 86 | 15 |
| 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 | 74 | 28 | 58 | 287 | 93 | 16 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 504 | 102 | 110 | 0 | - | 0 |
| Stage 1 | 102 | - | - | - | - | - |
| Stage 2 | 402 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 528 | 953 | 1480 | - | - | - |
| Stage 1 | 922 | - | - | - | - | - |
| Stage 2 | 676 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 503 | 953 | 1480 | - | - | - |
| Mov Cap-2 Maneuver | 503 | - | - | - | - | - |
| Stage 1 | 922 | - | - | - | - | - |
| Stage 2 | 644 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 12.5 | 1.3 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1480 | - | 579 | - | - |
| HCM Lane V/C Ratio | 0.039 | - | 0.176 | - | - |
| HCM Control Delay (s) | 7.5 | 0 | 12.5 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.6 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 46 | 31 | 103 | 271 | 112 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 50 | 34 | 112 | 295 | 122 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 640 | 122 | 122 | 0 | - | 0 |
| Stage 1 | 122 | - | - | - | - | - |
| Stage 2 | 518 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 440 | 929 | 1465 | - | - | - |
| Stage 1 | 903 | - | - | - | - | - |
| Stage 2 | 598 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 400 | 929 | 1465 | - | - | - |
| Mov Cap-2 Maneuver | 400 | - | - | - | - | - |
| Stage 1 | 903 | - | - | - | - | - |
| Stage 2 | 544 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 13.3 | 2.1 | 0 |
| HCM LOS | B | | |

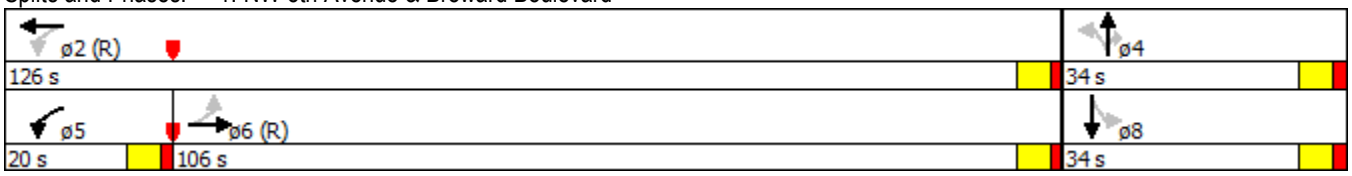
| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1465 | - | 519 | - | - |
| HCM Lane V/C Ratio | 0.076 | - | 0.161 | - | - |
| HCM Control Delay (s) | 7.7 | 0 | 13.3 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | 0.6 | - | - |

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | |
| Volume (vph) | 23 | 1827 | 77 | 1973 | 137 | 24 | 47 | 10 | 5 |
| Turn Type | Perm | NA | pm+pt | NA | Perm | NA | Perm | Perm | NA |
| Protected Phases | | 6 | 5 | 2 | | 4 | | | 8 |
| Permitted Phases | 6 | | 2 | | 4 | | 4 | 8 | |
| Detector Phase | 6 | 6 | 5 | 2 | 4 | 4 | 4 | 8 | 8 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 15.0 | 15.0 | 4.0 | 15.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Minimum Split (s) | 26.5 | 26.5 | 9.5 | 26.5 | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 |
| Total Split (s) | 106.0 | 106.0 | 20.0 | 126.0 | 34.0 | 34.0 | 34.0 | 34.0 | 34.0 |
| Total Split (%) | 66.3% | 66.3% | 12.5% | 78.8% | 21.3% | 21.3% | 21.3% | 21.3% | 21.3% |
| 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) | 1.5 | 1.5 | 1.5 | 1.5 | 2.0 | 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) | 5.5 | 5.5 | 5.5 | 5.5 | 6.0 | 6.0 | 6.0 | | 6.0 |
| Lead/Lag | Lag | Lag | Lead | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | | | | | | |
| Recall Mode | C-Min | C-Min | None | C-Min | Max | Max | Max | Max | Max |

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 78 (49%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 1: NW 5th Avenue & Broward Boulevard



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 23 | 1827 | 31 | 77 | 1973 | 19 | 137 | 24 | 47 | 10 | 5 | 13 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 | 1863 | 1863 | 1863 | 1900 | 1863 | 1900 |
| Adj Flow Rate, veh/h | 23 | 1864 | 32 | 79 | 2013 | 19 | 140 | 24 | 48 | 10 | 5 | 13 |
| Adj No. of Lanes | 1 | 3 | 0 | 1 | 3 | 0 | 1 | 1 | 1 | 0 | 1 | 0 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 187 | 3379 | 58 | 209 | 3752 | 35 | 306 | 367 | 312 | 127 | 70 | 141 |
| Arrive On Green | 0.66 | 0.66 | 0.66 | 0.05 | 1.00 | 1.00 | 0.20 | 0.20 | 0.20 | 0.20 | 0.20 | 0.20 |
| Sat Flow, veh/h | 208 | 5149 | 88 | 1774 | 5195 | 49 | 1389 | 1863 | 1583 | 472 | 355 | 717 |
| Grp Volume(v), veh/h | 23 | 1227 | 669 | 79 | 1313 | 719 | 140 | 24 | 48 | 28 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 208 | 1695 | 1847 | 1774 | 1695 | 1854 | 1389 | 1863 | 1583 | 1543 | 0 | 0 |
| Q Serve(g_s), s | 6.1 | 27.7 | 27.8 | 2.0 | 0.0 | 0.0 | 13.0 | 1.5 | 3.6 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 6.1 | 27.7 | 27.8 | 2.0 | 0.0 | 0.0 | 14.9 | 1.5 | 3.6 | 1.9 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.05 | 1.00 | | 0.03 | 1.00 | | 1.00 | 0.36 | | 0.46 |
| Lane Grp Cap(c), veh/h | 187 | 2224 | 1212 | 209 | 2448 | 1339 | 306 | 367 | 312 | 338 | 0 | 0 |
| V/C Ratio(X) | 0.12 | 0.55 | 0.55 | 0.38 | 0.54 | 0.54 | 0.46 | 0.07 | 0.15 | 0.08 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 197 | 2396 | 1305 | 341 | 2873 | 1571 | 306 | 367 | 312 | 338 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 9.5 | 13.2 | 13.2 | 11.1 | 0.0 | 0.0 | 52.7 | 46.5 | 47.3 | 46.6 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 1.3 | 1.0 | 1.8 | 0.4 | 0.8 | 1.5 | 4.9 | 0.3 | 1.0 | 0.5 | 0.0 | 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 | 0.4 | 13.3 | 14.7 | 1.0 | 0.3 | 0.6 | 5.4 | 0.8 | 1.7 | 0.9 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 10.8 | 14.2 | 15.0 | 11.5 | 0.8 | 1.5 | 57.6 | 46.8 | 48.3 | 47.1 | 0.0 | 0.0 |
| LnGrp LOS | B | B | B | B | A | A | E | D | D | D | | |
| Approach Vol, veh/h | | 1919 | | | 2111 | | | 212 | | | 28 | |
| Approach Delay, s/veh | | 14.4 | | | 1.5 | | | 54.3 | | | 47.1 | |
| Approach LOS | | B | | | A | | | D | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 126.0 | | 34.0 | 9.4 | 116.6 | | 34.0 |
| Change Period (Y+Rc), s | | 5.5 | | 6.0 | 5.5 | 5.5 | | 6.0 |
| Max Green Setting (Gmax), s | | 120.5 | | 28.0 | 14.5 | 100.5 | | 28.0 |
| Max Q Clear Time (g_c+I1), s | | 2.0 | | 16.9 | 4.0 | 29.8 | | 3.9 |
| Green Ext Time (p_c), s | | 99.5 | | 0.3 | 0.0 | 63.5 | | 0.4 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 10.2 |
| HCM 2010 LOS | B |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.4 |

| Movement | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 16 | 68 | 1894 | 11 | 0 | 1994 | 195 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop |
| RT Channelized | - | - | - | None | - | - | None | - | - | None |
| Storage Length | - | 205 | - | - | - | - | - | - | - | 0 |
| Veh in Median Storage, # | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 17 | 75 | 2081 | 12 | 0 | 2191 | 214 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | | Major2 | | | Minor1 | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1777 | 2405 | 0 | 0 | 2093 | 0 | 0 | 3148 | 4677 | 1047 |
| Stage 1 | - | - | - | - | - | - | - | 2272 | 2272 | - |
| Stage 2 | - | - | - | - | - | - | - | 876 | 2405 | - |
| Critical Hdwy | 5.64 | 5.34 | - | - | 5.34 | - | - | 6.44 | 6.54 | 7.14 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | - | 7.34 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | - | 6.74 | 5.54 | - |
| Follow-up Hdwy | 2.32 | 3.12 | - | - | 3.12 | - | - | 3.82 | 4.02 | 3.92 |
| Pot Cap-1 Maneuver | 161 | 78 | - | - | 112 | - | - | 12 | 1 | 193 |
| Stage 1 | - | - | - | - | - | - | - | 24 | 75 | - |
| Stage 2 | - | - | - | - | - | - | - | 281 | 64 | - |
| Platoon blocked, % | | | - | - | | - | - | | | |
| Mov Cap-1 Maneuver | 85 | 85 | - | - | 112 | - | - | 10 | 1 | 193 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | - | 10 | 1 | - |
| Stage 1 | - | - | - | - | - | - | - | 24 | 75 | - |
| Stage 2 | - | - | - | - | - | - | - | 242 | 64 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 8.9 | 0 | 0 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | 85 | - | - | 112 | - | - | 152 |
| HCM Lane V/C Ratio | - | 1.084 | - | - | - | - | - | 0.137 |
| HCM Control Delay (s) | 0 | 210.1 | - | - | 0 | - | - | 32.4 |
| HCM Lane LOS | A | F | - | - | A | - | - | D |
| HCM 95th %tile Q(veh) | - | 6.3 | - | - | 0 | - | - | 0.5 |

Intersection

Int Delay, s/veh

| Movement | SBL | SBT | SBR |
|---|---|---|---|
| Vol, veh/h | 0 | 0 | 19 |
| Conflicting Peds, #/hr | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop |
| RT Channelized | - | - | None |
| Storage Length | - | - | 0 |
| Veh in Median Storage, # | - | 0 | - |
| Grade, % | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 21 |

| Major/Minor | Minor2 | | |
|---|---|---|---|
| Conflicting Flow All | 3315 | 4576 | 1203 |
| Stage 1 | 2298 | 2298 | - |
| Stage 2 | 1017 | 2278 | - |
| Critical Hdwy | 6.44 | 6.54 | 7.14 |
| Critical Hdwy Stg 1 | 7.34 | 5.54 | - |
| Critical Hdwy Stg 2 | 6.74 | 5.54 | - |
| Follow-up Hdwy | 3.82 | 4.02 | 3.92 |
| Pot Cap-1 Maneuver | 9 | 1 | 152 |
| Stage 1 | 23 | 72 | - |
| Stage 2 | 229 | 74 | - |
| Platoon blocked, % | | | |
| Mov Cap-1 Maneuver | 9 | 1 | 152 |
| Mov Cap-2 Maneuver | 9 | 1 | - |
| Stage 1 | 23 | 72 | - |
| Stage 2 | 229 | 74 | - |

| Approach | SB |
|---|---|
| HCM Control Delay, s | 32.4 |
| HCM LOS | D |

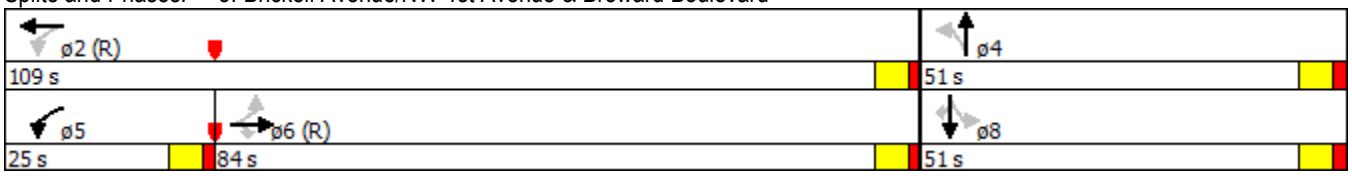
Minor Lane/Major Mvmt

| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Volume (vph) | 85 | 1658 | 83 | 38 | 1970 | 122 | 13 | 18 | 16 | 149 |
| Turn Type | Perm | NA | Perm | pm+pt | NA | Perm | NA | Perm | NA | Perm |
| Protected Phases | | 6 | | 5 | 2 | | 4 | | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | 4 | | 8 | | 8 |
| Detector Phase | 6 | 6 | 6 | 5 | 2 | 4 | 4 | 8 | 8 | 8 |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 4.0 | 7.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Minimum Split (s) | 34.5 | 34.5 | 34.5 | 9.5 | 34.5 | 45.0 | 45.0 | 49.0 | 49.0 | 49.0 |
| Total Split (s) | 84.0 | 84.0 | 84.0 | 25.0 | 109.0 | 51.0 | 51.0 | 51.0 | 51.0 | 51.0 |
| Total Split (%) | 52.5% | 52.5% | 52.5% | 15.6% | 68.1% | 31.9% | 31.9% | 31.9% | 31.9% | 31.9% |
| 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) | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 2.0 | 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) | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | Lag | Lag | Lag | Lead | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | | | | | | |
| Recall Mode | C-Max | C-Max | C-Max | None | C-Max | None | None | None | None | None |

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 51 (32%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 3: Brickell Avenue/NW 1st Avenue & Broward Boulevard



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 85 | 1658 | 83 | 38 | 1970 | 9 | 122 | 13 | 70 | 18 | 16 | 149 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1863 | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 | 1863 | 1863 | 1863 |
| Adj Flow Rate, veh/h | 90 | 1764 | 88 | 40 | 2096 | 10 | 130 | 14 | 74 | 19 | 17 | 159 |
| Adj No. of Lanes | 1 | 3 | 1 | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 176 | 3627 | 1129 | 272 | 4063 | 19 | 208 | 35 | 185 | 166 | 253 | 215 |
| Arrive On Green | 1.00 | 1.00 | 1.00 | 0.02 | 0.78 | 0.78 | 0.14 | 0.14 | 0.14 | 0.14 | 0.14 | 0.14 |
| Sat Flow, veh/h | 193 | 5085 | 1583 | 1774 | 5224 | 25 | 1204 | 258 | 1364 | 1304 | 1863 | 1583 |
| Grp Volume(v), veh/h | 90 | 1764 | 88 | 40 | 1360 | 746 | 130 | 0 | 88 | 19 | 17 | 159 |
| Grp Sat Flow(s),veh/h/ln | 193 | 1695 | 1583 | 1774 | 1695 | 1858 | 1204 | 0 | 1622 | 1304 | 1863 | 1583 |
| Q Serve(g_s), s | 21.2 | 0.0 | 0.0 | 0.8 | 19.8 | 19.8 | 14.1 | 0.0 | 6.6 | 1.8 | 1.1 | 12.8 |
| Cycle Q Clear(g_c), s | 32.4 | 0.0 | 0.0 | 0.8 | 19.8 | 19.8 | 15.1 | 0.0 | 6.6 | 8.4 | 1.1 | 12.8 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.01 | 1.00 | | 0.84 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 176 | 3627 | 1129 | 272 | 2637 | 1445 | 208 | 0 | 220 | 166 | 253 | 215 |
| V/C Ratio(X) | 0.51 | 0.49 | 0.08 | 0.15 | 0.52 | 0.52 | 0.63 | 0.00 | 0.40 | 0.11 | 0.07 | 0.74 |
| Avail Cap(c_a), veh/h | 176 | 3627 | 1129 | 491 | 2637 | 1445 | 452 | 0 | 549 | 430 | 630 | 535 |
| HCM Platoon Ratio | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 1.9 | 0.0 | 0.0 | 4.2 | 5.5 | 5.5 | 56.7 | 0.0 | 52.5 | 56.4 | 50.2 | 55.2 |
| Incr Delay (d2), s/veh | 10.3 | 0.5 | 0.1 | 0.1 | 0.7 | 1.3 | 1.2 | 0.0 | 0.4 | 0.1 | 0.0 | 1.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.5 | 0.2 | 0.0 | 0.4 | 9.3 | 10.5 | 4.8 | 0.0 | 3.0 | 0.7 | 0.6 | 5.7 |
| LnGrp Delay(d),s/veh | 12.2 | 0.5 | 0.1 | 4.3 | 6.2 | 6.8 | 57.9 | 0.0 | 53.0 | 56.5 | 50.2 | 57.1 |
| LnGrp LOS | B | A | A | A | A | A | E | | D | E | D | E |
| Approach Vol, veh/h | | 1942 | | | 2146 | | | 218 | | | 195 | |
| Approach Delay, s/veh | | 1.0 | | | 6.4 | | | 55.9 | | | 56.5 | |
| Approach LOS | | A | | | A | | | E | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 135.9 | | 24.1 | 8.6 | 127.3 | | 24.1 |
| Change Period (Y+Rc), s | | 5.5 | | 6.0 | 5.5 | 5.5 | | 6.0 |
| Max Green Setting (Gmax), s | | 103.5 | | 45.0 | 19.5 | 78.5 | | 45.0 |
| Max Q Clear Time (g_c+I1), s | | 21.8 | | 17.1 | 2.8 | 34.4 | | 14.8 |
| Green Ext Time (p_c), s | | 14.6 | | 1.0 | 0.0 | 13.8 | | 1.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 8.6 |
| HCM 2010 LOS | A |

Intersection

Int Delay, s/veh 2

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 2 | 95 | 12 | 17 | 426 | 21 | 16 | 23 | 15 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 127 | 16 | 23 | 568 | 28 | 21 | 31 | 20 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 596 | 0 | 0 | 143 | 0 | 0 | 773 | 781 | 135 |
| Stage 1 | - | - | - | - | - | - | 140 | 140 | - |
| Stage 2 | - | - | - | - | - | - | 633 | 641 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 980 | - | - | 1440 | - | - | 316 | 326 | 914 |
| Stage 1 | - | - | - | - | - | - | 863 | 781 | - |
| Stage 2 | - | - | - | - | - | - | 468 | 469 | - |
| Platoon blocked, % | | - | - | | - | - | | | |
| Mov Cap-1 Maneuver | 980 | - | - | 1440 | - | - | 302 | 317 | 914 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 302 | 317 | - |
| Stage 1 | - | - | - | - | - | - | 860 | 779 | - |
| Stage 2 | - | - | - | - | - | - | 447 | 458 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0.2 | 0.3 | 16.7 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 380 | 980 | - | - | 1440 | - | - | 317 |
| HCM Lane V/C Ratio | 0.189 | 0.003 | - | - | 0.016 | - | - | 0.055 |
| HCM Control Delay (s) | 16.7 | 8.7 | 0 | - | 7.5 | 0 | - | 17 |
| HCM Lane LOS | C | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 0.7 | 0 | - | - | 0 | - | - | 0.2 |

Intersection

Int Delay, s/veh

| Movement | SBL | SBT | SBR |
|---|---|---|---|
| Vol, veh/h | 5 | 6 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop |
| RT Channelized | - | - | None |
| Storage Length | - | - | - |
| Veh in Median Storage, # | - | 0 | - |
| Grade, % | - | 0 | - |
| Peak Hour Factor | 75 | 75 | 75 |
| Heavy Vehicles, % | 2 | 2 | 2 |
| Mvmt Flow | 7 | 8 | 3 |

| Major/Minor | Minor2 | | |
|---|---|---|---|
| Conflicting Flow All | 792 | 775 | 582 |
| Stage 1 | 627 | 627 | - |
| Stage 2 | 165 | 148 | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 307 | 329 | 513 |
| Stage 1 | 471 | 476 | - |
| Stage 2 | 837 | 775 | - |
| Platoon blocked, % | | | |
| Mov Cap-1 Maneuver | 272 | 320 | 513 |
| Mov Cap-2 Maneuver | 272 | 320 | - |
| Stage 1 | 470 | 465 | - |
| Stage 2 | 784 | 773 | - |

| Approach | SB |
|---|---|
| HCM Control Delay, s | 17 |
| HCM LOS | C |

Minor Lane/Major Mvmt

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 12.4 |
| Intersection LOS | B |

| Movement | EBU | EBL | EBR | NBU | NBL | NBT | SBU | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 0 | 146 | 0 | 0 | 129 | 144 | 0 | 5 | 346 |
| Peak Hour Factor | 0.92 | 0.79 | 0.79 | 0.92 | 0.79 | 0.79 | 0.92 | 0.79 | 0.79 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 185 | 0 | 0 | 163 | 182 | 0 | 6 | 438 |
| Number of Lanes | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |

| Approach | EB | NB | SB |
|---|---|---|---|
| Opposing Approach | | SB | NB |
| Opposing Lanes | 0 | 1 | 1 |
| Conflicting Approach Left | SB | EB | |
| Conflicting Lanes Left | 1 | 1 | 0 |
| Conflicting Approach Right | NB | | EB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 11.5 | 12.9 | 12.3 |
| HCM LOS | B | B | B |

| Lane | NBLn1 | EBLn1 | SBLn1 |
|---|---|---|---|
| Vol Left, % | 47% | 100% | 0% |
| Vol Thru, % | 53% | 0% | 1% |
| Vol Right, % | 0% | 0% | 99% |
| Sign Control | Stop | Stop | Stop |
| Traffic Vol by Lane | 273 | 146 | 351 |
| LT Vol | 144 | 0 | 5 |
| Through Vol | 0 | 0 | 346 |
| RT Vol | 129 | 146 | 0 |
| Lane Flow Rate | 346 | 185 | 444 |
| Geometry Grp | 1 | 1 | 1 |
| Degree of Util (X) | 0.484 | 0.305 | 0.533 |
| Departure Headway (Hd) | 5.145 | 5.948 | 4.315 |
| Convergence, Y/N | Yes | Yes | Yes |
| Cap | 705 | 608 | 822 |
| Service Time | 3.145 | 3.948 | 2.404 |
| HCM Lane V/C Ratio | 0.491 | 0.304 | 0.54 |
| HCM Control Delay | 12.9 | 11.5 | 12.3 |
| HCM Lane LOS | B | B | B |
| HCM 95th-tile Q | 2.7 | 1.3 | 3.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 3 | 12 | 4 | 106 | 0 | 3 | 0 | 53 | 58 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 130 | 85 | - | - | 155 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 4 | 16 | 5 | 138 | 0 | 4 | 0 | 69 | 75 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 178 | 214 | 49 | 184 | 176 | 106 | 49 | 0 | 0 |
| Stage 1 | 70 | 70 | - | 106 | 106 | - | - | - | - |
| Stage 2 | 108 | 144 | - | 78 | 70 | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - |
| Pot Cap-1 Maneuver | 784 | 684 | 1020 | 777 | 717 | 948 | 1558 | - | - |
| Stage 1 | 940 | 837 | - | 900 | 807 | - | - | - | - |
| Stage 2 | 897 | 778 | - | 931 | 837 | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - |
| Mov Cap-1 Maneuver | 777 | 679 | 1020 | 755 | 712 | 948 | 1558 | - | - |
| Mov Cap-2 Maneuver | 777 | 679 | - | 755 | 712 | - | - | - | - |
| Stage 1 | 940 | 831 | - | 900 | 807 | - | - | - | - |
| Stage 2 | 893 | 778 | - | 903 | 831 | - | - | - | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 9.9 | 10.7 | 0 |
| HCM LOS | A | B | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1558 | - | - | 697 | 1020 | 755 | 948 | 1438 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.028 | 0.005 | 0.182 | 0.004 | 0.007 | - | - |
| HCM Control Delay (s) | 0 | - | - | 10.3 | 8.5 | 10.8 | 8.8 | 7.5 | - | - |
| HCM Lane LOS | A | - | - | B | A | B | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0 | 0.7 | 0 | 0 | - | - |

Intersection

Int Delay, s/veh

| Movement | SBL | SBT | SBR |
|---|---|---|---|
| Vol, veh/h | 8 | 38 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 |
| Sign Control | Free | Free | Free |
| RT Channelized | - | - | None |
| Storage Length | 175 | - | - |
| Veh in Median Storage, # | - | 0 | - |
| Grade, % | - | 0 | - |
| Peak Hour Factor | 77 | 77 | 77 |
| Heavy Vehicles, % | 2 | 2 | 2 |
| Mvmt Flow | 10 | 49 | 0 |

| Major/Minor | Major2 | | |
|---|---|---|---|
| Conflicting Flow All | 144 | 0 | 0 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | 4.12 | - | - |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | 2.218 | - | - |
| Pot Cap-1 Maneuver | 1438 | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Platoon blocked, % | | - | - |
| Mov Cap-1 Maneuver | 1438 | - | - |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| Approach | SB |
|---|---|
| HCM Control Delay, s | 1.3 |
| HCM LOS | |

Minor Lane/Major Mvmt

Intersection

Int Delay, s/veh 1.6

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 74 | 5 | 8 | 288 | 43 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 105 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 68 | 68 | 68 | 68 | 68 | 68 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 109 | 7 | 12 | 424 | 63 | 6 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 116 | 0 | 560 | 113 |
| Stage 1 | - | - | - | - | 113 | - |
| Stage 2 | - | - | - | - | 447 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1473 | - | 489 | 940 |
| Stage 1 | - | - | - | - | 912 | - |
| Stage 2 | - | - | - | - | 644 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1473 | - | 485 | 940 |
| Mov Cap-2 Maneuver | - | - | - | - | 485 | - |
| Stage 1 | - | - | - | - | 912 | - |
| Stage 2 | - | - | - | - | 639 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.2 | 13.2 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 506 | - | - | 1473 | - |
| HCM Lane V/C Ratio | 0.137 | - | - | 0.008 | - |
| HCM Control Delay (s) | 13.2 | - | - | 7.5 | - |
| HCM Lane LOS | B | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.5 | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 0 | 290 | 0 | 2 | 545 | 0 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 358 | 0 | 2 | 673 | 0 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 673 | 0 | 0 | 358 | 0 | 0 | 1037 | 1036 | 358 |
| Stage 1 | - | - | - | - | - | - | 358 | 358 | - |
| Stage 2 | - | - | - | - | - | - | 679 | 678 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 918 | - | - | 1201 | - | - | 209 | 232 | 686 |
| Stage 1 | - | - | - | - | - | - | 660 | 628 | - |
| Stage 2 | - | - | - | - | - | - | 441 | 452 | - |
| Platoon blocked, % | | - | - | | - | - | | | |
| Mov Cap-1 Maneuver | 918 | - | - | 1201 | - | - | 207 | 231 | 686 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 207 | 231 | - |
| Stage 1 | - | - | - | - | - | - | 660 | 628 | - |
| Stage 2 | - | - | - | - | - | - | 437 | 451 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | 918 | - | - | 1201 | - | - | 268 |
| HCM Lane V/C Ratio | - | - | - | - | 0.002 | - | - | 0.023 |
| HCM Control Delay (s) | 0 | 0 | - | - | 8 | 0 | - | 18.7 |
| HCM Lane LOS | A | A | - | - | A | A | - | C |
| HCM 95th %tile Q(veh) | - | 0 | - | - | 0 | - | - | 0.1 |

Intersection

Int Delay, s/veh

| Movement | SBL | SBT | SBR |
|---|---|---|---|
| Vol, veh/h | 3 | 0 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop |
| RT Channelized | - | - | None |
| Storage Length | - | - | - |
| Veh in Median Storage, # | - | 0 | - |
| Grade, % | - | 0 | - |
| Peak Hour Factor | 81 | 81 | 81 |
| Heavy Vehicles, % | 2 | 2 | 2 |
| Mvmt Flow | 4 | 0 | 2 |

| Major/Minor | Minor2 | | |
|---|---|---|---|
| Conflicting Flow All | 1036 | 1036 | 673 |
| Stage 1 | 678 | 678 | - |
| Stage 2 | 358 | 358 | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 210 | 232 | 455 |
| Stage 1 | 442 | 452 | - |
| Stage 2 | 660 | 628 | - |
| Platoon blocked, % | | | |
| Mov Cap-1 Maneuver | 210 | 231 | 455 |
| Mov Cap-2 Maneuver | 210 | 231 | - |
| Stage 1 | 442 | 451 | - |
| Stage 2 | 660 | 628 | - |

| Approach | SB |
|---|---|
| HCM Control Delay, s | 18.7 |
| HCM LOS | C |

Minor Lane/Major Mvmt

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 4 | 263 | 37 | 1 | 322 | 12 | 36 | 18 | 52 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 299 | 42 | 1 | 366 | 14 | 41 | 20 | 59 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 380 | 0 | 0 | 341 | 0 | 0 | 714 | 711 | 320 |
| Stage 1 | - | - | - | - | - | - | 329 | 329 | - |
| Stage 2 | - | - | - | - | - | - | 385 | 382 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1178 | - | - | 1218 | - | - | 346 | 358 | 721 |
| Stage 1 | - | - | - | - | - | - | 684 | 646 | - |
| Stage 2 | - | - | - | - | - | - | 638 | 613 | - |
| Platoon blocked, % | | - | - | | - | - | | | |
| Mov Cap-1 Maneuver | 1178 | - | - | 1218 | - | - | 335 | 356 | 721 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 335 | 356 | - |
| Stage 1 | - | - | - | - | - | - | 681 | 643 | - |
| Stage 2 | - | - | - | - | - | - | 619 | 612 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0.1 | 0 | 15.5 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 461 | 1178 | - | - | 1218 | - | - | 415 |
| HCM Lane V/C Ratio | 0.261 | 0.004 | - | - | 0.001 | - | - | 0.088 |
| HCM Control Delay (s) | 15.5 | 8.1 | 0 | - | 8 | 0 | - | 14.5 |
| HCM Lane LOS | C | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 1 | 0 | - | - | 0 | - | - | 0.3 |

Intersection

Int Delay, s/veh

| Movement | SBL | SBT | SBR |
|---|---|---|---|
| Vol, veh/h | 15 | 0 | 17 |
| Conflicting Peds, #/hr | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop |
| RT Channelized | - | - | None |
| Storage Length | - | - | - |
| Veh in Median Storage, # | - | 0 | - |
| Grade, % | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 |
| Mvmt Flow | 17 | 0 | 19 |

| Major/Minor | Minor2 | | |
|---|---|---|---|
| Conflicting Flow All | 744 | 725 | 373 |
| Stage 1 | 375 | 375 | - |
| Stage 2 | 369 | 350 | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 331 | 352 | 673 |
| Stage 1 | 646 | 617 | - |
| Stage 2 | 651 | 633 | - |
| Platoon blocked, % | | | |
| Mov Cap-1 Maneuver | 289 | 350 | 673 |
| Mov Cap-2 Maneuver | 289 | 350 | - |
| Stage 1 | 643 | 616 | - |
| Stage 2 | 576 | 630 | - |

| Approach | SB |
|---|---|
| HCM Control Delay, s | 14.5 |
| HCM LOS | B |

Minor Lane/Major Mvmt

Intersection

Int Delay, s/veh 5.5

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 151 | 3 | 283 | 274 | 12 | 213 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 164 | 3 | 308 | 298 | 13 | 232 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 167 | 0 | 1079 | 166 |
| Stage 1 | - | - | - | - | 166 | - |
| Stage 2 | - | - | - | - | 913 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1411 | - | 242 | 878 |
| Stage 1 | - | - | - | - | 863 | - |
| Stage 2 | - | - | - | - | 391 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1411 | - | 179 | 878 |
| Mov Cap-2 Maneuver | - | - | - | - | 179 | - |
| Stage 1 | - | - | - | - | 863 | - |
| Stage 2 | - | - | - | - | 289 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 4.2 | 12.4 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 727 | - | - | 1411 | - |
| HCM Lane V/C Ratio | 0.336 | - | - | 0.218 | - |
| HCM Control Delay (s) | 12.4 | - | - | 8.3 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 1.5 | - | - | 0.8 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.6 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 60 | 27 | 46 | 165 | 264 | 22 |
| 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 | 65 | 29 | 50 | 179 | 287 | 24 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 578 | 299 | 311 | 0 | - | 0 |
| Stage 1 | 299 | - | - | - | - | - |
| Stage 2 | 279 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 478 | 741 | 1249 | - | - | - |
| Stage 1 | 752 | - | - | - | - | - |
| Stage 2 | 768 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 457 | 741 | 1249 | - | - | - |
| Mov Cap-2 Maneuver | 457 | - | - | - | - | - |
| Stage 1 | 752 | - | - | - | - | - |
| Stage 2 | 734 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 13.5 | 1.7 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1249 | - | 519 | - | - |
| HCM Lane V/C Ratio | 0.04 | - | 0.182 | - | - |
| HCM Control Delay (s) | 8 | 0 | 13.5 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.7 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.9 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 24 | 60 | 103 | 187 | 291 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 26 | 65 | 112 | 203 | 316 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 743 | 316 | 316 | 0 | - | 0 |
| Stage 1 | 316 | - | - | - | - | - |
| Stage 2 | 427 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 383 | 724 | 1244 | - | - | - |
| Stage 1 | 739 | - | - | - | - | - |
| Stage 2 | 658 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 344 | 724 | 1244 | - | - | - |
| Mov Cap-2 Maneuver | 344 | - | - | - | - | - |
| Stage 1 | 739 | - | - | - | - | - |
| Stage 2 | 592 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 12.8 | 2.9 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1244 | - | 550 | - | - |
| HCM Lane V/C Ratio | 0.09 | - | 0.166 | - | - |
| HCM Control Delay (s) | 8.2 | 0 | 12.8 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.3 | - | 0.6 | - | - |