

# *Traffic Impact Analysis*

## All Aboard Florida – Miami Station City of Miami, Florida



**Kimley»Horn**

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## ***Traffic Impact Analysis***

# **All Aboard Florida – Miami Station City of Miami, Florida**

*Prepared for:*

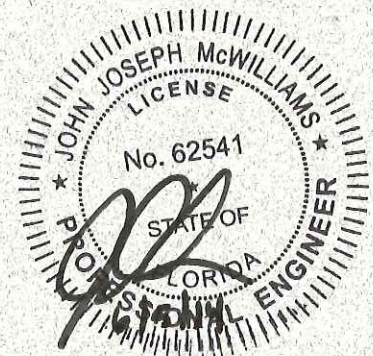
**All Aboard Florida – Operations LLC**  
Miami, Florida

*Prepared by:*

**Kimley-Horn and Associates, Inc.**  
Plantation, Florida

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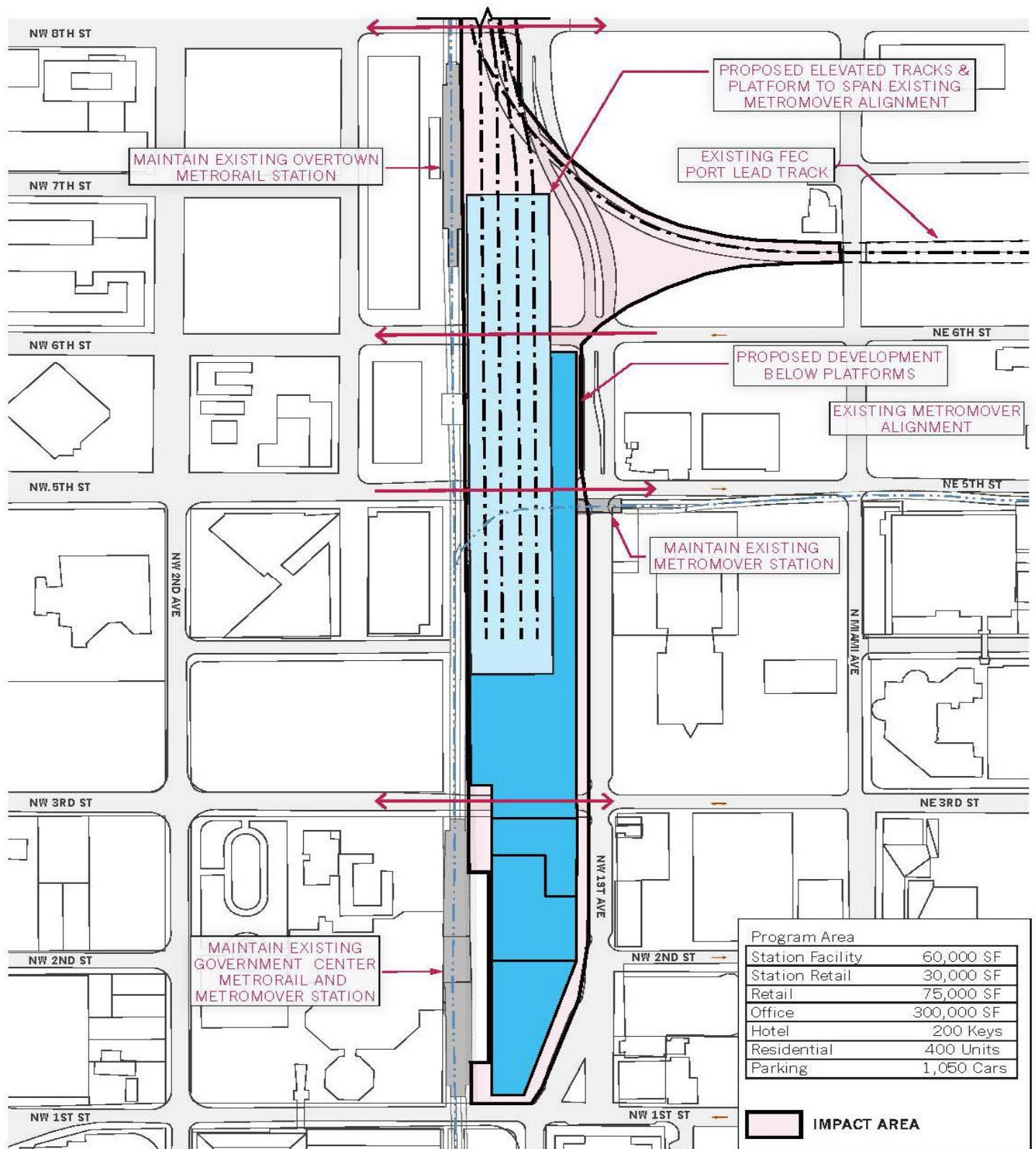
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## INTRODUCTION

All Aboard Florida, LLC is proposing a new passenger rail station in the City of Miami as part of a passenger rail service linking Miami, Fort Lauderdale, and West Palm Beach. The proposed rail station is located south of NW 8<sup>th</sup> Street, north of NW 3<sup>rd</sup> Street, west of NW 1<sup>st</sup> Avenue, and east of NW 2<sup>nd</sup> Avenue. Currently, the proposed development parcel is vacant. The project includes a grade-separated All Aboard Florida (AAF) train station platform. Access to the proposed passenger rail station is provided along NW 6<sup>th</sup> Street between NW 1<sup>st</sup> Court and NW 1<sup>st</sup> Avenue and along NW 1<sup>st</sup> Avenue between NW 6<sup>th</sup> Street and NW 8<sup>th</sup> Street. Figure 1 illustrates the site's location. A site plan is provided in Appendix A.

The purpose of this traffic impact study is to assess the project's impact on the surrounding transportation network and determine if adequate capacity is available to support future demand.

This report summarizes the data collection, project trip generation and distribution, and capacity analyses.



## PROJECT TRAFFIC

Project traffic is defined as the vehicle trips expected to be generated by the project, and the distribution and assignment of this traffic over the roadway network.

### Existing and Proposed Land Uses

The project site parcel is currently vacant. The proposed development consists of a grade-separated AAF train station platform.

### Project Access

The station's parking is located on-site with access along NW 6<sup>th</sup> Street between NW 1<sup>st</sup> Court and NW 1<sup>st</sup> Avenue and along NW 1<sup>st</sup> Avenue between NW 6<sup>th</sup> Street and NW 8<sup>th</sup> Street.

### Trip Generation

Trip generation calculations for the proposed passenger rail station were performed using boarding and alighting ridership data provided in the AAF ridership information. Table 1 summarizes the project's forecast trip generation for the weekday A.M. and weekday P.M. peak hours. As shown in Table 1, this project is expected to generate 340 gross trips during the A.M. and P.M. peak hours. Detailed trip generation information (including AAF ridership data) is included in Appendix B.

### ***Multimodal Reduction***

The City of Miami's Development of Regional Impact (DRI) Increment I and II provides multimodal reduction factors to be applied to certain parts of the city. For the Central Business District (CBD), an average reduction of 23 percent (23%) is recommended. It is expected that a portion of visitors to the site as well as employees will utilize transit. Miami-Dade County Transit (MDT) provides bus service via seven (7) routes in the vicinity of the site, in addition to the Metromover and Metrorail. The following transit services are provided:

- **Route 2** operates with 20 minute headways.

- **Route 21** operates with 30 minute headways.
- **Route 95 Express** operates with 10 minute headways.
- **Route 207/208** operates with 20 minute headways.
- **Route 208** operates with 15 minute headways.
- **Route 211** operates with 45 minute headways.
- **Route 243** operates with 30 minute headways.
- **Metrorail** operates with 8 minute headways.
- **Metromover** operates with 1.5 minute headways.

Detailed route information and headway data is provided in Appendix C.

#### ***Vehicle Occupancy Reduction***

The Institute of Transportation Engineers (ITE) trip generation assumes a vehicle occupancy rate of 1.2 persons per vehicle; however, the City of Miami has determined that 1.4 persons per vehicle are more appropriate for the local area. Therefore, vehicular trips were reduced by 16 percent (16.0%) to adjust for these vehicle occupancy assumptions.

#### ***Net New Trips***

Net new project trips are equal to the gross project trips minus the internal capture, multimodal reduction, vehicle occupancy reduction, and existing development trips. The net new project trips represent additional vehicles on the roadway network. As shown in Table 1, this project is expected to generate 198 net new trips during the A.M. and P.M. peak hours.

| Table 1: Trip Generation               |                            |                            |                            |                                 |                          |                            |                            |                            |                                 |                          |                           |                           |                            |
|----------------------------------------|----------------------------|----------------------------|----------------------------|---------------------------------|--------------------------|----------------------------|----------------------------|----------------------------|---------------------------------|--------------------------|---------------------------|---------------------------|----------------------------|
| Proposed Land Use                      | Gross Trips                |                            |                            | 23% Multimodal Reduction Factor |                          | External Trips             |                            |                            | 10% Pedestrian Reduction Factor |                          | New Project Trips         |                           |                            |
|                                        | Enter                      | Exit                       | Total                      | Percent                         | PB Trips                 | Enter                      | Exit                       | Total                      | Percent                         | Ped Trips                | Enter                     | Exit                      | Total                      |
| <i>A.M. Peak Hour (P.M. Peak Hour)</i> |                            |                            |                            |                                 |                          |                            |                            |                            |                                 |                          |                           |                           |                            |
| Train Station                          | 136<br>(204)               | 204<br>(136)               | 340<br>(340)               | 23.0%<br>(23.0%)                | 78<br>(78)               | 105<br>(157)               | 157<br>(105)               | 262<br>(262)               | 10.0%<br>(10.0%)                | 26<br>(26)               | 95<br>(141)               | 141<br>(95)               | 236<br>(236)               |
| <i>Subtotal</i>                        | <i>136</i><br><i>(204)</i> | <i>204</i><br><i>(136)</i> | <i>340</i><br><i>(340)</i> | <i>23.0%</i><br><i>(23.0%)</i>  | <i>78</i><br><i>(78)</i> | <i>105</i><br><i>(157)</i> | <i>157</i><br><i>(105)</i> | <i>262</i><br><i>(262)</i> | <i>10.0%</i><br><i>(10.0%)</i>  | <i>26</i><br><i>(26)</i> | <i>95</i><br><i>(141)</i> | <i>141</i><br><i>(95)</i> | <i>236</i><br><i>(236)</i> |
|                                        |                            |                            |                            |                                 |                          |                            |                            |                            | 16% VOF Reduction               |                          | 15<br>(23)                | 23<br>(15)                | 38<br>(38)                 |
|                                        |                            |                            |                            |                                 |                          |                            |                            |                            | Net New Vehicle Trips           |                          | 80<br>(118)               | 118<br>(80)               | 198<br>(198)               |

### Trip Distribution and Assignment

The likely distribution of project traffic was forecast for trips expected to be generated by the project. The trip distribution was based on a cardinal trip distribution obtained from the *2035 Cost Feasible Plan* for the area's traffic analysis zones (TAZ 515, 518, 526, 527, 528, 531, 532, and 533). The average cardinal trip distribution for all TAZ's is provided in Table 2. The detailed cardinal distribution is included in Appendix D.

**Table 2: Cardinal Trip Distribution**

| Cardinal Direction | Percentage of Trips |
|--------------------|---------------------|
| North-Northeast    | 14%                 |
| East-Northeast     | 13%                 |
| East-Southeast     | 4%                  |
| South-Southeast    | 9%                  |
| South-Southwest    | 11%                 |
| West-Southwest     | 17%                 |
| West-Northwest     | 16%                 |
| North-Northwest    | 16%                 |
| <b>Total</b>       | <b>100%</b>         |

Project trips were then distributed and assigned to the roadway network based on the likely routes by inbound and outbound traffic from the proposed development. Figures 2 and 3 show the project distribution and assignment for the A.M. and P.M. peak hours.



- Legend**
- Study Roadway
  - Study Intersection
  - XX% Entering Trip Distribution
  - (XX)% Exiting Trips Distribution

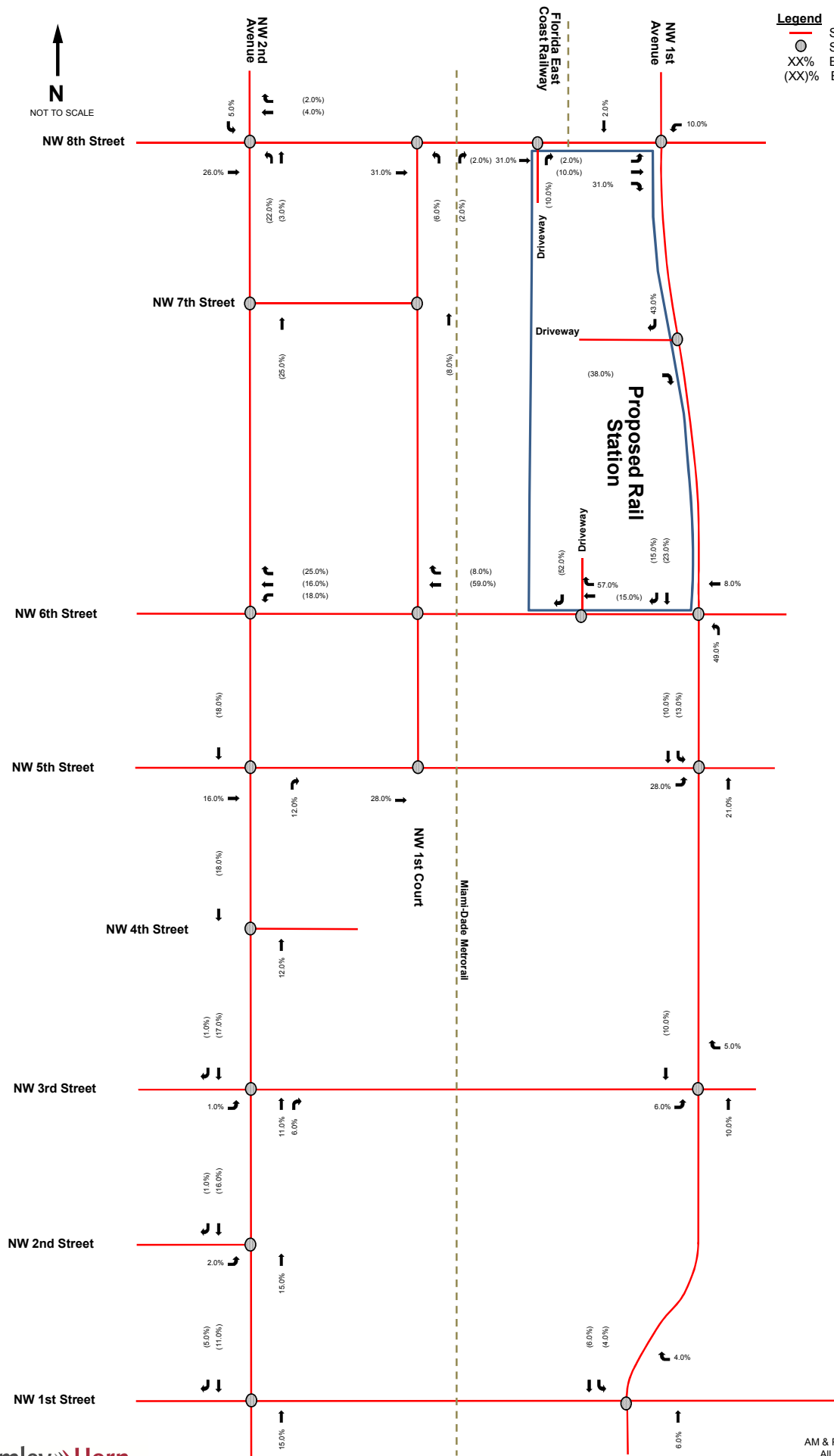
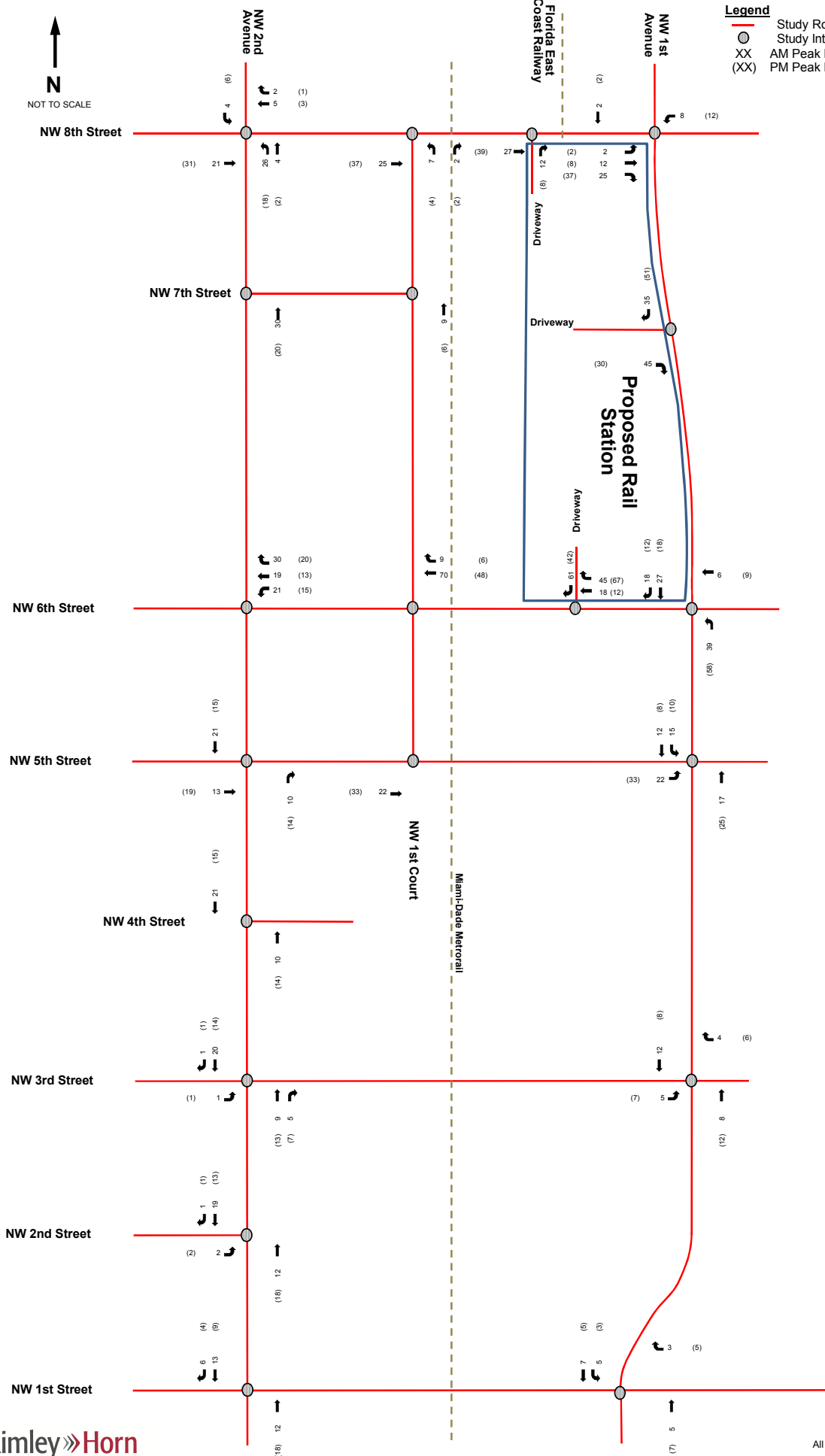


Figure 2  
AM & PM Peak Hour Trip Distribution  
All Aboard Florida - Miami Station  
City of Miami, Florida



- Legend**
- Study Roadway
  - Study Intersection
  - XX AM Peak Hour Trip Assignment
  - (XX) PM Peak Hour Trip Assignment



## EXISTING TRAFFIC

Turning movement counts for the A.M. peak period were selected from 7:30 A.M. to 9:30 A.M. based on the downtown and business district characteristics of the general area as well as input from City of Miami transportation staff. Turning movement counts for the P.M. peak period were selected from 4:00 P.M. to 6:00 P.M. Turning movement counts were collected at the following intersections:

- NW 8<sup>th</sup> Street and NW 2<sup>nd</sup> Avenue
- NW 8<sup>th</sup> Street and NW 1<sup>st</sup> Court
- NW 8<sup>th</sup> Street and NW 1<sup>st</sup> Avenue
- NW 7<sup>th</sup> Street and NW 2<sup>nd</sup> Avenue
- NW 7<sup>th</sup> Street and NW 1<sup>st</sup> Court
- NW 6<sup>th</sup> Street and NW 2<sup>nd</sup> Avenue
- NW 6<sup>th</sup> Street and NW 1<sup>st</sup> Court
- NW 6<sup>th</sup> Street and NW 1<sup>st</sup> Avenue
- NW 5<sup>th</sup> Street and NW 2<sup>nd</sup> Avenue
- NW 5<sup>th</sup> Street and NW 1<sup>st</sup> Court
- NW 5<sup>th</sup> Street and NW 1<sup>st</sup> Avenue
- NW 4<sup>th</sup> Street and NW 2<sup>nd</sup> Avenue
- NW 3<sup>rd</sup> Street and NW 2<sup>nd</sup> Avenue
- NW 3<sup>rd</sup> Street and NW 1<sup>st</sup> Avenue
- NW 2<sup>nd</sup> Street and NW 2<sup>nd</sup> Avenue
- NW 1<sup>st</sup> Street and NW 2<sup>nd</sup> Avenue
- NW 1<sup>st</sup> Street and NW 1<sup>st</sup> Avenue

The volumes were collected in 15-minute intervals and the peak hour was determined for each intersection. Additionally, the Florida Department of Transportation (FDOT) peak season conversion factor for the time period when data was collected was reviewed and determined to be 1.0. As a result, the FDOT peak season conversion factor does not alter the raw turning movement counts.

The turning movement counts, FDOT peak season factory category report, and signal timing data are included in Appendix E. Figures 4 and 5 present the existing turning movement volumes at the study intersections during the A.M. and P.M. peak hours.



- Legend**
- Study Roadway
  - Study Intersection
  - XX AM Peak Hour Traffic
  - (XX) PM Peak Hour Traffic

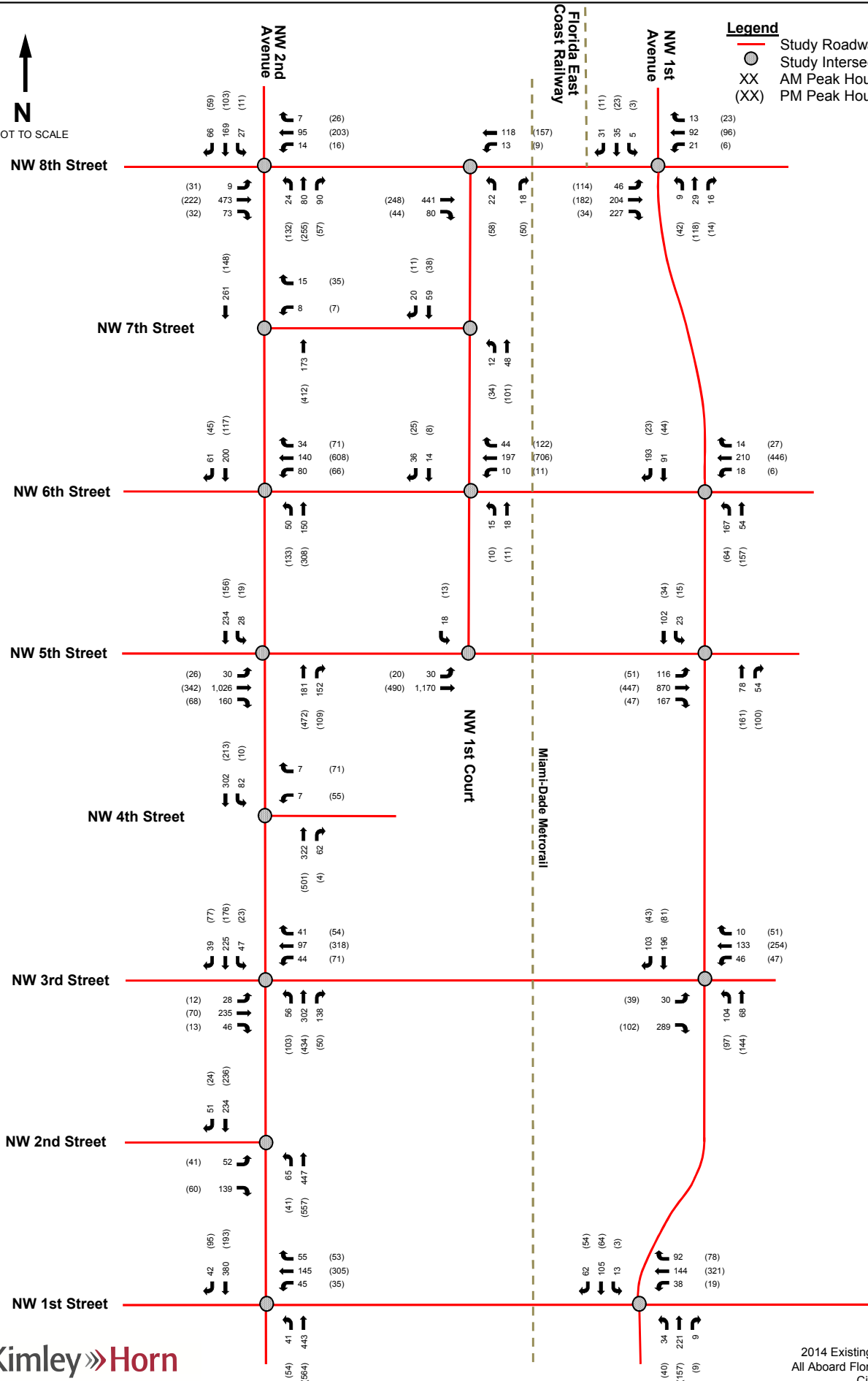


Figure 4  
2014 Existing Peak Hour Traffic  
All Aboard Florida - Miami Station  
City of Miami, Florida

## **FUTURE BACKGROUND TRAFFIC**

Future background traffic conditions are defined as expected traffic conditions on the roadway network in the year 2016 without the construction of the development. Future background traffic volumes used in the analysis are the sum of the existing traffic and an additional amount of traffic generated by growth in the study area. Refer to Figure 5 for the year 2016 peak hour background traffic volumes during the weekday A.M. and P.M. peak hours.

### **Background Area Growth**

Future traffic growth on the transportation network was determined based upon historic growth trends, at nearby FDOT traffic count stations. The following FDOT traffic count stations were referenced for this analysis:

- FDOT count station no. 7044 located on NW 10<sup>th</sup> Street, 350 feet east of NW 3<sup>rd</sup> Avenue
- FDOT count station no. 7062 located on NW 2<sup>nd</sup> Avenue, 100 feet south of NW 8<sup>th</sup> Street

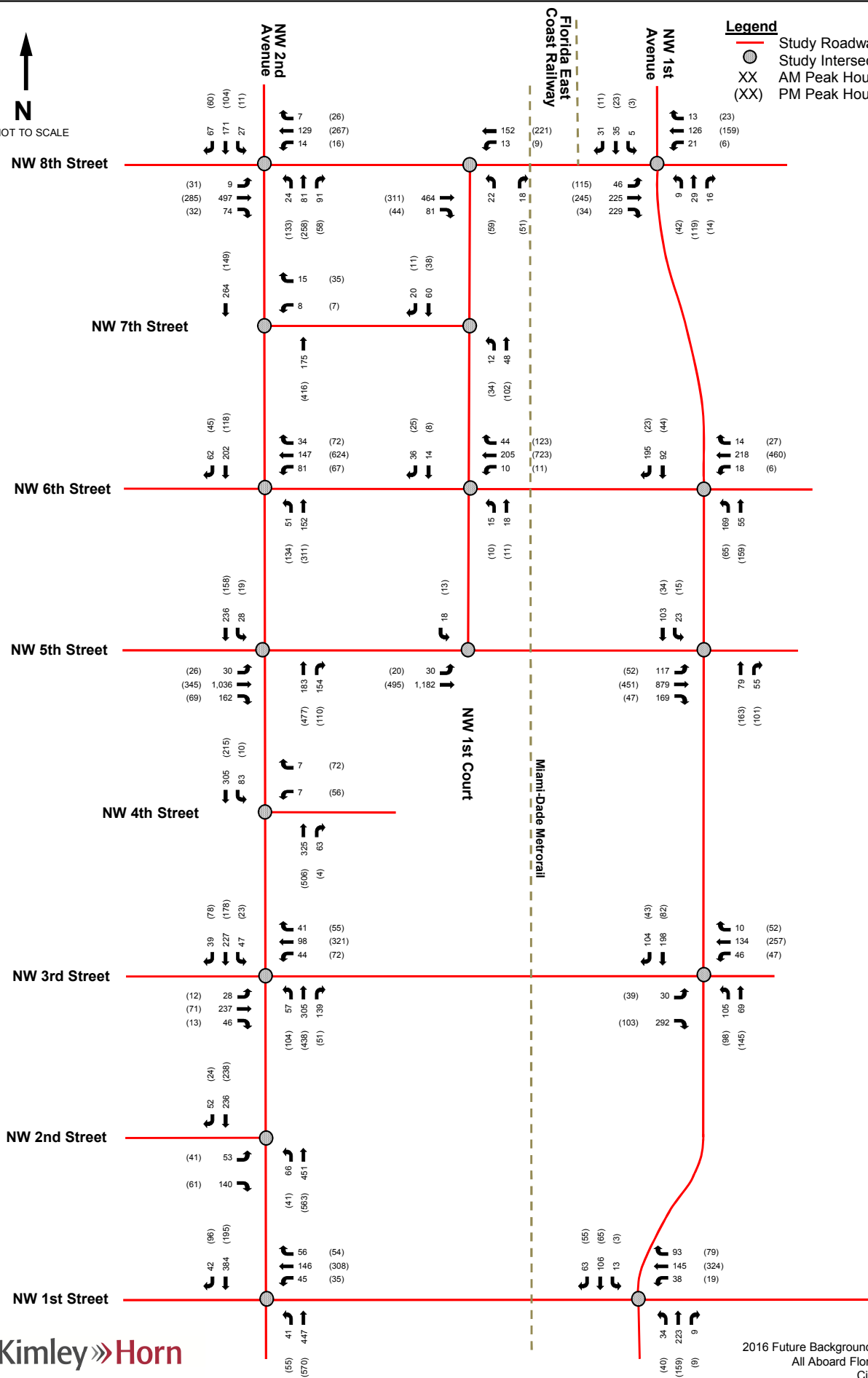
The 5-year trend analysis determined the average growth rate to be negative 7.07 percent (-7.07%). In order to provide a conservative analysis, a growth rate of 0.50 percent (0.50%) was used in the analysis. Historical traffic count data and growth trend calculations are included in Appendix F.

### **Committed Development**

Miami World Center was identified as a committed (not yet built) development and is included in the analysis. Therefore, traffic projected from this development was added to background A.M. and P.M. peak hour traffic. Corresponding traffic assignments and site plans are included in Appendix G.



- Legend**
- Study Roadway
  - Study Intersection
  - XX AM Peak Hour Traffic
  - (XX) PM Peak Hour Traffic

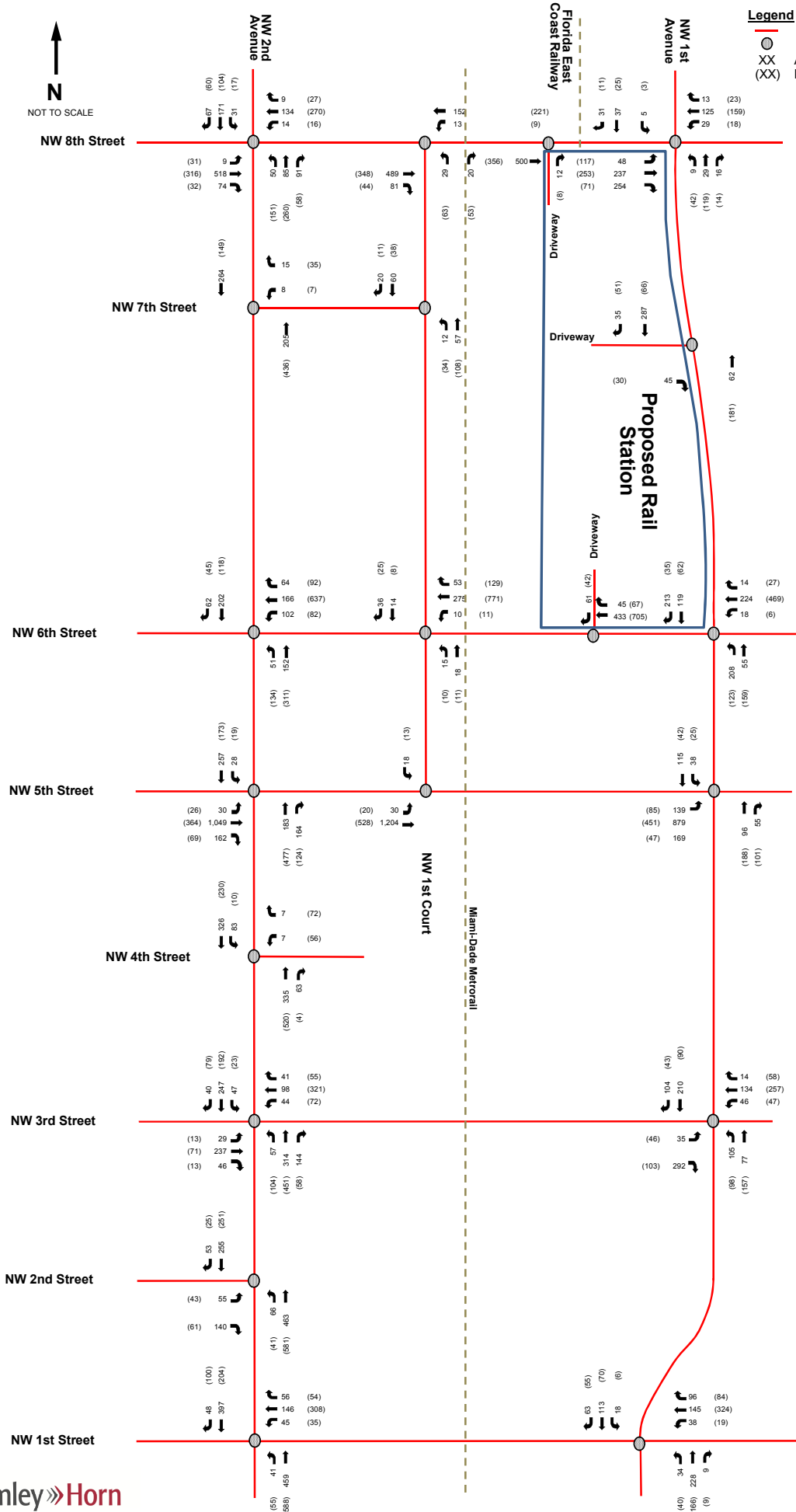


## **FUTURE TOTAL TRAFFIC**

Future total traffic conditions are defined as the expected traffic conditions in the year 2016 with the proposed train station operational. Total traffic volumes considered in the analysis for this project are the sum of the year 2016 background traffic volumes and the expected project traffic volumes. The peak hour future traffic volumes for the A.M. and P.M. peak hours are shown in Figure 6. Volume development worksheets for the study intersections are included in Appendix H.



- Legend**
- Study Roadway
  - Study Intersection
  - XX AM Peak Hour Traffic
  - (XX) PM Peak Hour Traffic



## INTERSECTION CAPACITY ANALYSIS

The operating conditions were analyzed for the study intersections. Three (3) scenarios (existing conditions, future background conditions, and future total conditions) were analyzed using Trafficware's *SYNCHRO 8.0* Software, which applies methodologies outlined in the Transportation Research Board's (TRB's) *Highway Capacity Manual*, 2000/2010 Edition. Synchro worksheets for the study intersections are included in Appendix I. A summary of the intersection and driveway analyses for the A.M. and P.M. peak hours is presented in Table 3. As Table 3 indicates, all study intersections are expected to operate at adopted levels of service (LOS E or better) during the A.M. and P.M. peak hours under all analysis conditions.

| Table 3: A.M. Intersection Capacity Analysis            |                           |                                            |                 |                 |                 |                 |
|---------------------------------------------------------|---------------------------|--------------------------------------------|-----------------|-----------------|-----------------|-----------------|
| Intersection                                            | Traffic Control           | Overall LOS/Delay                          | Approach LOS    |                 |                 |                 |
|                                                         |                           |                                            | EB              | WB              | NB              | SB              |
| Existing Conditions (Future Background) [Future Total]  |                           |                                            |                 |                 |                 |                 |
| NW 8 <sup>th</sup> Street and NW 2 <sup>nd</sup> Avenue | Signalized                | C/24.5 sec<br>(C/24.9 sec)<br>[C/25.8 sec] | C<br>(C)<br>[C] | B<br>(B)<br>[B] | C<br>(C)<br>[C] | B<br>(B)<br>[B] |
| NW 8 <sup>th</sup> Street and NW 1 <sup>st</sup> Court  | Unsignalized              | (1)                                        | (2)             | (2)             | B<br>(B)<br>[B] | N/A             |
| NW 8 <sup>th</sup> Street and NW 1 <sup>st</sup> Avenue | Unsignalized              | (1)                                        | (2)             | (2)             | B<br>(B)<br>[C] | B<br>(B)<br>[C] |
| NW 7 <sup>th</sup> Street and NW 2 <sup>nd</sup> Avenue | Unsignalized              | (1)                                        | N/A             | B<br>(B)<br>[B] | (2)             | (2)             |
| NW 7 <sup>th</sup> Street and NW 1 <sup>st</sup> Court  | Unsignalized              | (3)                                        | (3)             | (3)             | (3)             | (3)             |
| NW 6 <sup>th</sup> Street and NW 2 <sup>nd</sup> Avenue | Signalized                | C/25.8 sec<br>(C/26.0 sec)<br>[C/26.3 sec] | N/A             | C<br>(C)<br>[C] | C<br>(C)<br>[C] | C<br>(C)<br>[C] |
| NW 6 <sup>th</sup> Street and NW 1 <sup>st</sup> Court  | Unsignalized              | (1)                                        | (2)             | (2)             | B<br>(B)<br>[B] | B<br>(B)<br>[B] |
| NW 6 <sup>th</sup> Street and NW 1 <sup>st</sup> Avenue | Unsignalized              | (1)                                        | (2)             | (2)             | D<br>(D)<br>[E] | B<br>(B)<br>[B] |
| NW 5 <sup>th</sup> Street and NW 2 <sup>nd</sup> Avenue | Signalized                | C/22.6 sec<br>(C/22.8 sec)<br>[C/23.1 sec] | C<br>(C)<br>[C] | N/A             | A<br>(A)<br>[A] | C<br>(C)<br>[C] |
| NW 5 <sup>th</sup> Street and NW 1 <sup>st</sup> Court  | Unsignalized              | (1)                                        | (2)             | N/A             | N/A             | A<br>(A)<br>[A] |
| NW 5 <sup>th</sup> Street and NW 1 <sup>st</sup> Avenue | Signalized                | C/34.3 sec<br>(C/34.4 sec)<br>[C/34.4 sec] | D<br>(D)<br>[D] | N/A             | B<br>(B)<br>[B] | B<br>(B)<br>[B] |
| NW 4 <sup>th</sup> Street and NW 2 <sup>nd</sup> Avenue | Unsignalized              | (1)                                        | N/A             | B<br>(B)<br>[B] | (2)             | (2)             |
| NW 3 <sup>rd</sup> Street and NW 2 <sup>nd</sup> Avenue | Signalized                | B/17.6 sec<br>(B/17.7 sec)<br>[B/17.3 sec] | D<br>(D)<br>[D] | D<br>(D)<br>[D] | A<br>(A)<br>[A] | A<br>(A)<br>[A] |
| NW 3 <sup>rd</sup> Street and NW 1 <sup>st</sup> Avenue | Signalized                | C/23.3 sec<br>(C/23.3 sec)<br>[C/23.9 sec] | B<br>(B)<br>[B] | B<br>(B)<br>[B] | C<br>(C)<br>[C] | D<br>(D)<br>[D] |
| NW 2 <sup>nd</sup> Street and NW 2 <sup>nd</sup> Avenue | Signalized <sup>(4)</sup> | B/12.8 sec<br>(B/12.8 sec)<br>[B/12.8 sec] | C<br>(C)<br>[C] | N/A             | A<br>(A)<br>[A] | A<br>(A)<br>[A] |
| NW 1 <sup>st</sup> Street and NW 2 <sup>nd</sup> Avenue | Signalized                | B/12.0 sec<br>(B/12.1 sec)<br>[B/12.1 sec] | N/A             | B<br>(B)<br>[B] | B<br>(B)<br>[B] | A<br>(A)<br>[A] |
| NW 1 <sup>st</sup> Street and NW 1 <sup>st</sup> Avenue | Signalized                | B/17.5 sec<br>(B/17.5 sec)<br>[B/17.5 sec] | N/A             | C<br>(C)<br>[C] | B<br>(B)<br>[B] | B<br>(B)<br>[B] |
| Project Driveway and NW 6 <sup>th</sup> Street          | Unsignalized              | (1)                                        | N/A             | (2)             | N/A             | [B]             |
| Project Driveway and NW 1 <sup>st</sup> Avenue          | Unsignalized              | (1)                                        | [A]             | N/A             | (2)             | (2)             |

| Table 3 (Continued): A.M. Intersection Capacity Analysis |                 |                      |              |     |     |     |
|----------------------------------------------------------|-----------------|----------------------|--------------|-----|-----|-----|
| Intersection                                             | Traffic Control | Overall<br>LOS/Delay | Approach LOS |     |     |     |
|                                                          |                 |                      | EB           | WB  | NB  | SB  |
| Existing Conditions (Future Background) [Future Total]   |                 |                      |              |     |     |     |
| Project Driveway and<br>NW 8 <sup>th</sup> Street        | Unsignalized    | (1)                  | (2)          | (2) | [B] | N/A |

Notes:

- (1) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.  
 (2) Approach operates under free-flow conditions; therefore, no level of service is provided  
 (3) No results provided as intersection operates as free-flow  
 (4) Due to intersection geometry, HCM 2010 can't be used. Therefore, HCM 2000 results are provided.

| Table 4: P.M. Intersection Capacity Analysis               |                           |                                            |                 |                 |                 |                 |
|------------------------------------------------------------|---------------------------|--------------------------------------------|-----------------|-----------------|-----------------|-----------------|
| Intersection                                               | Traffic Control           | Overall<br>LOS/Delay                       | Approach LOS    |                 |                 |                 |
|                                                            |                           |                                            | EB              | WB              | NB              | SB              |
| Existing Conditions (Future Background) [Future Total]     |                           |                                            |                 |                 |                 |                 |
| NW 8 <sup>th</sup> Street and<br>NW 2 <sup>nd</sup> Avenue | Signalized                | C/27.7 sec<br>(C/29.3 sec)<br>[C/30.5 sec] | C<br>(C)<br>[C] | C<br>(C)<br>[C] | C<br>(C)<br>[D] | B<br>(B)<br>[B] |
| NW 8 <sup>th</sup> Street and<br>NW 1 <sup>st</sup> Court  | Unsignalized              | (1)                                        | (2)             | (2)             | B<br>(B)<br>[B] | N/A             |
| NW 8 <sup>th</sup> Street and<br>NW 1 <sup>st</sup> Avenue | Unsignalized              | (1)                                        | (2)             | (2)             | C<br>(C)<br>[C] | B<br>(C)<br>[C] |
| NW 7 <sup>th</sup> Street and<br>NW 2 <sup>nd</sup> Avenue | Unsignalized              | (1)                                        | N/A             | B<br>(B)<br>[B] | (2)             | (2)             |
| NW 7 <sup>th</sup> Street and<br>NW 1 <sup>st</sup> Court  | Unsignalized              | (3)                                        | (3)             | (3)             | (3)             | (3)             |
| NW 6 <sup>th</sup> Street and<br>NW 2 <sup>nd</sup> Avenue | Signalized                | D/36.4 sec<br>(D/38.7 sec)<br>[D/47.2 sec] | N/A             | E<br>(E)<br>[E] | A<br>(A)<br>[A] | B<br>(B)<br>[B] |
| NW 6 <sup>th</sup> Street and<br>NW 1 <sup>st</sup> Court  | Unsignalized              | (1)                                        | (2)             | (2)             | C<br>(C)<br>[C] | C<br>(C)<br>[C] |
| NW 6 <sup>th</sup> Street and<br>NW 1 <sup>st</sup> Avenue | Unsignalized              | (1)                                        | (2)             | (2)             | B<br>(B)<br>[C] | B<br>(B)<br>[B] |
| NW 5 <sup>th</sup> Street and<br>NW 2 <sup>nd</sup> Avenue | Signalized                | B/12.1 sec<br>(B/12.2 sec)<br>[B/12.4 sec] | C<br>(C)<br>[C] | N/A             | A<br>(A)<br>[A] | A<br>(A)<br>[A] |
| NW 5 <sup>th</sup> Street and<br>NW 1 <sup>st</sup> Court  | Unsignalized              | (1)                                        | (2)             | N/A             | N/A             | B<br>(B)<br>[B] |
| NW 5 <sup>th</sup> Street and<br>NW 1 <sup>st</sup> Avenue | Signalized                | C/26.0 sec<br>(C/26.1 sec)<br>[C/26.6 sec] | C<br>(C)<br>[C] | N/A             | D<br>(D)<br>[D] | C<br>(C)<br>[C] |
| NW 4 <sup>th</sup> Street and<br>NW 2 <sup>nd</sup> Avenue | Unsignalized              | (1)                                        | N/A             | C<br>(C)<br>[C] | (2)             | (2)             |
| NW 3 <sup>rd</sup> Street and<br>NW 2 <sup>nd</sup> Avenue | Signalized                | B/15.4 sec<br>(B/15.5 sec)<br>[B/18.4 sec] | C<br>(C)<br>[C] | D<br>(D)<br>[D] | A<br>(A)<br>[A] | A<br>(A)<br>[A] |
| NW 3 <sup>rd</sup> Street and<br>NW 1 <sup>st</sup> Avenue | Signalized                | B/18.3 sec<br>(B/18.3 sec)<br>[B/18.7 sec] | A<br>(A)<br>[A] | A<br>(A)<br>[A] | C<br>(C)<br>[C] | C<br>(C)<br>[C] |
| NW 2 <sup>nd</sup> Street and<br>NW 2 <sup>nd</sup> Avenue | Signalized <sup>(4)</sup> | A/4.9 sec<br>(A/4.9 sec)<br>[A/4.9 sec]    | C<br>(C)<br>[C] | N/A             | A<br>(A)<br>[A] | A<br>(A)<br>[A] |
| NW 1 <sup>st</sup> Street and<br>NW 2 <sup>nd</sup> Avenue | Signalized                | B/18.4 sec<br>(B/18.4 sec)<br>[B/18.4 sec] | N/A             | C<br>(C)<br>[C] | B<br>(B)<br>[B] | A<br>(A)<br>[A] |
| NW 1 <sup>st</sup> Street and<br>NW 1 <sup>st</sup> Avenue | Signalized                | C/20.9 sec<br>(C/21.0 sec)<br>[C/21.0 sec] | N/A             | C<br>(C)<br>[C] | B<br>(B)<br>[B] | B<br>(B)<br>[B] |
| Project Driveway and<br>NW 6 <sup>th</sup> Street          | Unsignalized              | (1)                                        | N/A             | (2)             | N/A             | [B]             |
| Project Driveway and<br>NW 1 <sup>st</sup> Avenue          | Unsignalized              | (1)                                        | [A]             | N/A             | (2)             | (2)             |

| Table 4 (Continued): P.M. Intersection Capacity Analysis |                 |                      |              |     |     |     |
|----------------------------------------------------------|-----------------|----------------------|--------------|-----|-----|-----|
| Intersection                                             | Traffic Control | Overall<br>LOS/Delay | Approach LOS |     |     |     |
|                                                          |                 |                      | EB           | WB  | NB  | SB  |
| Existing Conditions (Future Background) [Future Total]   |                 |                      |              |     |     |     |
| Project Driveway and<br>NW 8 <sup>th</sup> Street        | Unsignalized    | (1)                  | (2)          | (2) | [B] | N/A |

Notes:

- (1) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
- (2) Approach operates under free-flow conditions; therefore, no level of service is provided
- (3) No results provided as intersection operates as free-flow
- (4) Due to intersection geometry, HCM 2010 can't be used. Therefore, HCM 2000 results are provided.

## CONCLUSION

This traffic impact study assessed the impacts of the proposed new passenger rail station in Miami as part of a passenger rail service linking Miami, Fort Lauderdale, and West Palm Beach. The proposed development includes a grade-separated AAF train station platform.

Trip generation calculations indicate that the project is expected to generate 198 net new vehicular trips during both the A.M. and P.M. peak hours.

Intersection capacity analyses were performed for existing conditions and for future conditions with and without project traffic. Results of the analyses demonstrate that study intersections in the vicinity of the project site operate at adopted levels of service during both the A.M. and P.M. peak hours under all analysis conditions, including existing, background (future without project), and future total (with project) conditions.

## **APPENDIX A:**

### **Site Plan**



## **APPENDIX B:**

### **Trip Generation**

## 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            |
| <b>Total Annual Ridership:</b>                                                             |           | <b>1,944,500</b> |

| <b>All Aboard Florida Train Station Trip Generation Development</b>                                    |  |          |           |       |
|--------------------------------------------------------------------------------------------------------|--|----------|-----------|-------|
|                                                                                                        |  | Boarding | Alighting | Total |
| Miami Station 2019 Daily Boarding and Alighting Data <sup>(1)</sup>                                    |  | 1,753    | 1,651     | 3,404 |
| A.M. Peak Hour Boarding and Alighting<br>(assume 10 percent of daily, 40% boarding and 60% alighting): |  | 136      | 204       | 340   |
| P.M. Peak Hour Boarding and Alighting<br>(assume 10 percent of daily, 60% boarding and 40% alighting): |  | 204      | 136       | 340   |

Note: <sup>(1)</sup> Based on All Aboard Florida Ridership and Revenue Data Report Base Case Forecast, April 2014.

### PROPOSED AM PEAK HOUR TRIP GENERATION

|                       | ITE TRIP GENERATION CHARACTERISTICS |             |          |       |           | DIRECTIONAL DISTRIBUTION |     | GROSS PROJECT TRIPS |     |       | MULTIMODAL REDUCTION <sup>(1)</sup> |          | VOLUMES |     |       | 10% PEDESTRIAN REDUCTION FACTOR <sup>(2)</sup> |       | VOLUMES |     |       | INTERNAL CAPTURE |          | NET NEW PROJECT TRIPS |     |       |
|-----------------------|-------------------------------------|-------------|----------|-------|-----------|--------------------------|-----|---------------------|-----|-------|-------------------------------------|----------|---------|-----|-------|------------------------------------------------|-------|---------|-----|-------|------------------|----------|-----------------------|-----|-------|
|                       | Land Use                            | ITE Edition | ITE Code | Scale | ITE Units | Percent                  |     | In                  | Out | Total | Percent                             | IC Trips | In      | Out | Total | Percent                                        | Trips | In      | Out | Total | Percent          | IC Trips | In                    | Out | Total |
|                       |                                     |             |          |       |           | In                       | Out |                     |     |       |                                     |          |         |     |       |                                                |       |         |     |       |                  |          |                       |     |       |
| 1                     | Train Station                       |             |          |       |           | 40%                      | 60% | 136                 | 204 | 340   | 23.0%                               | 78       | 105     | 157 | 262   | 10.0%                                          | 26    | 95      | 141 | 236   | 0.0%             | 0        | 95                    | 141 | 236   |
| 2                     |                                     |             |          |       |           |                          |     |                     |     |       |                                     |          |         |     |       |                                                |       |         |     |       |                  |          |                       |     |       |
| 3                     |                                     |             |          |       |           |                          |     |                     |     |       |                                     |          |         |     |       |                                                |       |         |     |       |                  |          |                       |     |       |
| 4                     |                                     |             |          |       |           |                          |     |                     |     |       |                                     |          |         |     |       |                                                |       |         |     |       |                  |          |                       |     |       |
| 5                     |                                     |             |          |       |           |                          |     |                     |     |       |                                     |          |         |     |       |                                                |       |         |     |       |                  |          |                       |     |       |
| 6                     |                                     |             |          |       |           |                          |     |                     |     |       |                                     |          |         |     |       |                                                |       |         |     |       |                  |          |                       |     |       |
| 7                     |                                     |             |          |       |           |                          |     |                     |     |       |                                     |          |         |     |       |                                                |       |         |     |       |                  |          |                       |     |       |
| 8                     |                                     |             |          |       |           |                          |     |                     |     |       |                                     |          |         |     |       |                                                |       |         |     |       |                  |          |                       |     |       |
| 9                     |                                     |             |          |       |           |                          |     |                     |     |       |                                     |          |         |     |       |                                                |       |         |     |       |                  |          |                       |     |       |
| 10                    |                                     |             |          |       |           |                          |     |                     |     |       |                                     |          |         |     |       |                                                |       |         |     |       |                  |          |                       |     |       |
| 11                    |                                     |             |          |       |           |                          |     |                     |     |       |                                     |          |         |     |       |                                                |       |         |     |       |                  |          |                       |     |       |
| 12                    |                                     |             |          |       |           |                          |     |                     |     |       |                                     |          |         |     |       |                                                |       |         |     |       |                  |          |                       |     |       |
| Net New Development   |                                     |             |          |       |           |                          |     | 136                 | 204 | 340   | 23.0%                               | 78       | 105     | 157 | 262   | 10.0%                                          | 26    | 95      | 141 | 236   | 0.0%             | 0        | 95                    | 141 | 236   |
| 16% VOF Reduction     |                                     |             |          |       |           |                          |     |                     |     |       |                                     |          |         |     |       |                                                |       |         |     |       |                  |          | 15                    | 23  | 38    |
| Net New Vehicle Trips |                                     |             |          |       |           |                          |     |                     |     |       |                                     |          |         |     |       |                                                |       |         |     |       |                  |          | 80                    | 118 | 198   |

|          |                                  |
|----------|----------------------------------|
| ITE Code | Equation                         |
| Train    | Based on AAF Ridership Data, see |

|               |                                                            |
|---------------|------------------------------------------------------------|
| ITE Code      | Equation                                                   |
| Train Station | Based on AAF Ridership Data, see attached data calculation |

Notes: (1) Based on average DRI CBD Increment I (23.3%) and Increment II (22.6%)  
(2) Based on DRI Increment II Update pedestrian reduction

### PROPOSED PM PEAK HOUR TRIP GENERATION

|                       | ITE TRIP GENERATION CHARACTERISTICS |             |          |       |           | DIRECTIONAL DISTRIBUTION |     | GROSS PROJECT TRIPS |     |       | MULTIMODAL REDUCTION <sup>(1)</sup> |          | VOLUMES |     |       | 10% PEDESTRIAN REDUCTION FACTOR <sup>(2)</sup> |       | VOLUMES |     |       | INTERNAL CAPTURE |          | NET NEW PROJECT TRIPS |     |       |
|-----------------------|-------------------------------------|-------------|----------|-------|-----------|--------------------------|-----|---------------------|-----|-------|-------------------------------------|----------|---------|-----|-------|------------------------------------------------|-------|---------|-----|-------|------------------|----------|-----------------------|-----|-------|
|                       | Land Use                            | ITE Edition | ITE Code | Scale | ITE Units | Percent                  |     | In                  | Out | Total | Percent                             | IC Trips | In      | Out | Total | Percent                                        | Trips | In      | Out | Total | Percent          | IC Trips | In                    | Out | Total |
|                       |                                     |             |          |       |           | In                       | Out |                     |     |       |                                     |          |         |     |       |                                                |       |         |     |       |                  |          |                       |     |       |
| 1                     | Train Station                       |             |          |       |           | 60%                      | 40% | 204                 | 136 | 340   | 23.0%                               | 78       | 157     | 105 | 262   | 10.0%                                          | 26    | 141     | 95  | 236   | 0.0%             | 0        | 141                   | 95  | 236   |
| 2                     |                                     |             |          |       |           |                          |     |                     |     |       |                                     |          |         |     |       |                                                |       |         |     |       |                  |          |                       |     |       |
| 3                     |                                     |             |          |       |           |                          |     |                     |     |       |                                     |          |         |     |       |                                                |       |         |     |       |                  |          |                       |     |       |
| 4                     |                                     |             |          |       |           |                          |     |                     |     |       |                                     |          |         |     |       |                                                |       |         |     |       |                  |          |                       |     |       |
| 5                     |                                     |             |          |       |           |                          |     |                     |     |       |                                     |          |         |     |       |                                                |       |         |     |       |                  |          |                       |     |       |
| 6                     |                                     |             |          |       |           |                          |     |                     |     |       |                                     |          |         |     |       |                                                |       |         |     |       |                  |          |                       |     |       |
| 7                     |                                     |             |          |       |           |                          |     |                     |     |       |                                     |          |         |     |       |                                                |       |         |     |       |                  |          |                       |     |       |
| 8                     |                                     |             |          |       |           |                          |     |                     |     |       |                                     |          |         |     |       |                                                |       |         |     |       |                  |          |                       |     |       |
| 9                     |                                     |             |          |       |           |                          |     |                     |     |       |                                     |          |         |     |       |                                                |       |         |     |       |                  |          |                       |     |       |
| 10                    |                                     |             |          |       |           |                          |     |                     |     |       |                                     |          |         |     |       |                                                |       |         |     |       |                  |          |                       |     |       |
| 11                    |                                     |             |          |       |           |                          |     |                     |     |       |                                     |          |         |     |       |                                                |       |         |     |       |                  |          |                       |     |       |
| 12                    |                                     |             |          |       |           |                          |     |                     |     |       |                                     |          |         |     |       |                                                |       |         |     |       |                  |          |                       |     |       |
| Net New Development   |                                     |             |          |       |           |                          |     | 204                 | 136 | 340   | 23.0%                               | 78       | 157     | 105 | 262   | 10.0%                                          | 26    | 141     | 95  | 236   | 0.0%             | 0        | 141                   | 95  | 236   |
| 16% VOF Reduction     |                                     |             |          |       |           |                          |     |                     |     |       |                                     |          |         |     |       |                                                |       |         |     |       |                  |          | 23                    | 15  | 38    |
| Net New Vehicle Trips |                                     |             |          |       |           |                          |     |                     |     |       |                                     |          |         |     |       |                                                |       |         |     |       |                  |          | 118                   | 80  | 198   |

|          |                                  |
|----------|----------------------------------|
| ITE Code | Equation                         |
| Train    | Based on AAF Ridership Data, see |

|               |                                                            |
|---------------|------------------------------------------------------------|
| ITE Code      | Equation                                                   |
| Train Station | Based on AAF Ridership Data, see attached data calculation |

Notes: (1) Based on average DRI CBD Increment I (23.3%) and Increment II (22.6%)  
(2) Based on DRI Increment II Update pedestrian reduction

## **APPENDIX C:**

### **Transit Data**

# Route 2



## Legend

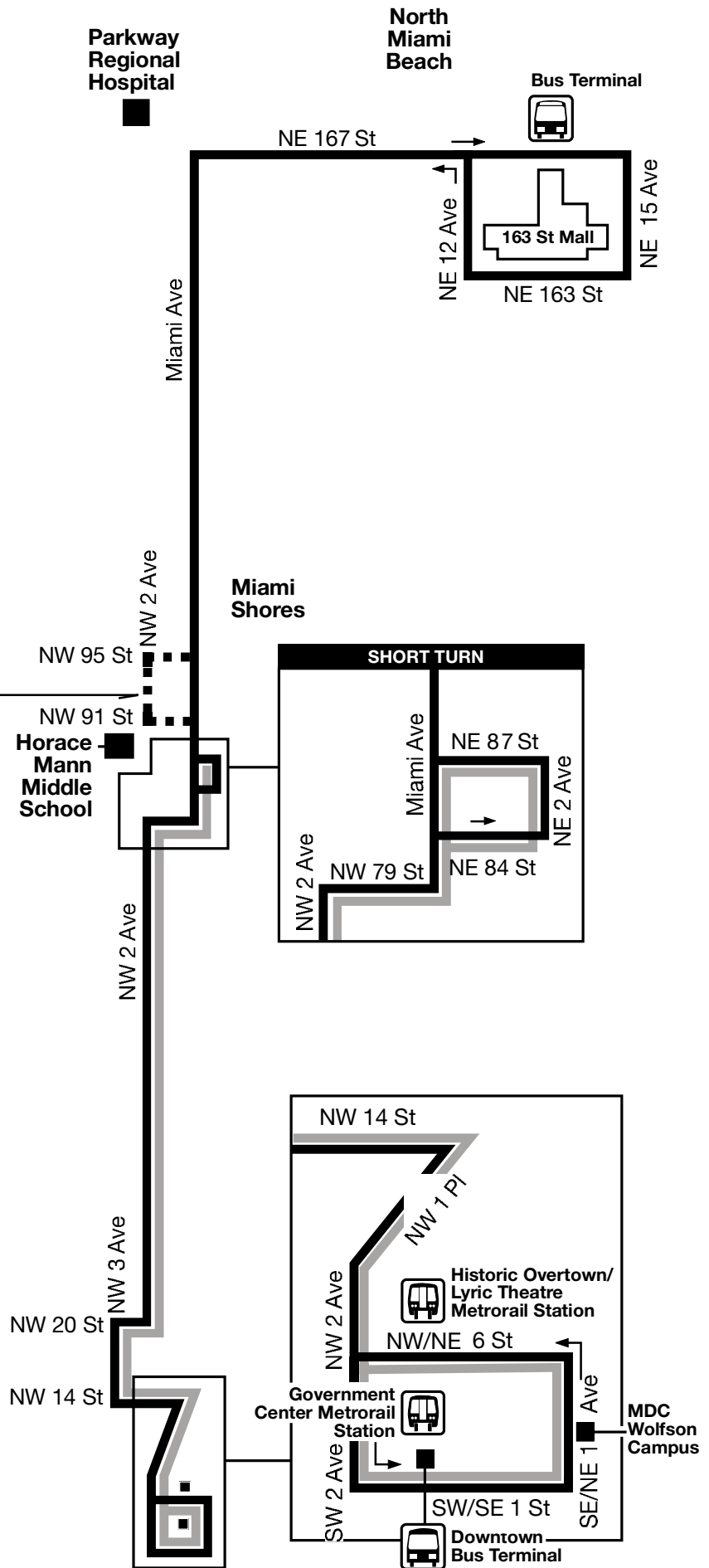
Weekday

Weekend

## Selected

Peak hour trips operate to Horace Mann Middle School. (See schedule)

North  
Map not to scale  
6/08



## Miami-Dade County Miami-Dade Transit

### Routes Schedule

### 2 Schedule

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**Service:** Weekday

**Direction:** Northbound

| NE 1 AV &<br>NE 4 ST | OVERTOWN<br>STA & 550 NW<br>1 AV | NW 2 AV<br>& NW 35<br>ST | NW 2 AV<br>& NW 79<br>ST | NE 84 ST<br>& NE 2 AV | NW 2 AV<br>& NW 91<br>ST | N MIAMI<br>AV & NE<br>119 ST | NE 167 ST<br>& N MIAMI<br>AV | NE 15 AV<br>& NE 165<br>ST |
|----------------------|----------------------------------|--------------------------|--------------------------|-----------------------|--------------------------|------------------------------|------------------------------|----------------------------|
| 05:30AM              | 05:33AM                          | 05:44AM                  | 05:55AM                  | 06:00AM               | -                        | -                            | -                            | -                          |
| 05:55AM              | 05:58AM                          | 06:09AM                  | 06:20AM                  | -                     | -                        | 06:29AM                      | 06:40AM                      | 06:49AM                    |
| 06:25AM              | 06:28AM                          | 06:39AM                  | 06:50AM                  | 06:55AM               | -                        | -                            | -                            | -                          |
| 06:45AM              | 06:48AM                          | 06:59AM                  | 07:14AM                  | -                     | -                        | 07:25AM                      | 07:37AM                      | 07:46AM                    |
| 07:05AM              | 07:09AM                          | 07:22AM                  | 07:37AM                  | 07:42AM               | -                        | -                            | -                            | -                          |
| 07:25AM              | 07:29AM                          | 07:42AM                  | 07:57AM                  | 08:02AM               | -                        | -                            | -                            | -                          |
| 07:45AM              | 07:49AM                          | 08:02AM                  | 08:17AM                  | 08:22AM               | -                        | -                            | -                            | -                          |
| 08:05AM              | 08:09AM                          | 08:22AM                  | 08:37AM                  | -                     | 08:43AM                  | 08:52AM                      | 09:04AM                      | 09:13AM                    |
| 08:25AM              | 08:29AM                          | 08:42AM                  | 08:57AM                  | 09:02AM               | -                        | -                            | -                            | -                          |
| 08:45AM              | 08:49AM                          | 09:02AM                  | 09:16AM                  | 09:21AM               | -                        | -                            | -                            | -                          |
| 09:05AM              | 09:09AM                          | 09:22AM                  | 09:36AM                  | -                     | -                        | 09:46AM                      | 09:58AM                      | 10:07AM                    |
| 09:25AM              | 09:29AM                          | 09:42AM                  | 09:56AM                  | 10:01AM               | -                        | -                            | -                            | -                          |
| 09:45AM              | 09:49AM                          | 10:02AM                  | 10:16AM                  | 10:21AM               | -                        | -                            | -                            | -                          |
| 10:05AM              | 10:09AM                          | 10:22AM                  | 10:36AM                  | -                     | -                        | 10:46AM                      | 10:58AM                      | 11:07AM                    |
| 10:25AM              | 10:29AM                          | 10:42AM                  | 10:56AM                  | 11:01AM               | -                        | -                            | -                            | -                          |
| 10:45AM              | 10:49AM                          | 11:02AM                  | 11:16AM                  | 11:21AM               | -                        | -                            | -                            | -                          |
| 11:05AM              | 11:09AM                          | 11:22AM                  | 11:36AM                  | -                     | -                        | 11:46AM                      | 11:58AM                      | 12:07PM                    |
| 11:25AM              | 11:29AM                          | 11:42AM                  | 11:56AM                  | 12:01PM               | -                        | -                            | -                            | -                          |
| 11:45AM              | 11:49AM                          | 12:02PM                  | 12:16PM                  | 12:21PM               | -                        | -                            | -                            | -                          |
| 12:05PM              | 12:09PM                          | 12:22PM                  | 12:36PM                  | -                     | -                        | 12:46PM                      | 12:58PM                      | 01:08PM                    |
| 12:20PM              | 12:24PM                          | 12:37PM                  | 12:51PM                  | 12:56PM               | -                        | -                            | -                            | -                          |
| 12:40PM              | 12:44PM                          | 12:57PM                  | 01:11PM                  | 01:16PM               | -                        | -                            | -                            | -                          |
| 01:00PM              | 01:04PM                          | 01:19PM                  | 01:33PM                  | -                     | -                        | 01:44PM                      | 01:56PM                      | 02:06PM                    |
| 01:20PM              | 01:24PM                          | 01:39PM                  | 01:53PM                  | 01:58PM               | -                        | -                            | -                            | -                          |
| 01:40PM              | 01:44PM                          | 01:59PM                  | 02:13PM                  | 02:18PM               | -                        | -                            | -                            | -                          |

|         |         |         |         |         |   |         |         |         |
|---------|---------|---------|---------|---------|---|---------|---------|---------|
| 02:00PM | 02:04PM | 02:19PM | 02:33PM | -       | - | 02:44PM | 02:56PM | 03:06PM |
| 02:20PM | 02:24PM | 02:39PM | 02:53PM | 02:58PM | - | -       | -       | -       |
| 02:40PM | 02:44PM | 02:59PM | 03:15PM | 03:21PM | - | -       | -       | -       |
| 03:00PM | 03:04PM | 03:19PM | 03:35PM | -       | - | 03:48PM | 04:00PM | 04:10PM |
| 03:20PM | 03:24PM | 03:39PM | 03:55PM | 04:01PM | - | -       | -       | -       |
| 03:40PM | 03:44PM | 03:59PM | 04:15PM | 04:21PM | - | -       | -       | -       |
| 04:00PM | 04:04PM | 04:19PM | 04:35PM | -       | - | 04:48PM | 05:01PM | 05:12PM |
| 04:25PM | 04:29PM | 04:44PM | 05:00PM | 05:06PM | - | -       | -       | -       |
| 04:45PM | 04:49PM | 05:04PM | 05:19PM | 05:25PM | - | -       | -       | -       |
| 05:05PM | 05:09PM | 05:24PM | 05:39PM | -       | - | 05:51PM | 06:04PM | 06:15PM |
| 05:25PM | 05:29PM | 05:44PM | 05:59PM | 06:05PM | - | -       | -       | -       |
| 05:45PM | 05:49PM | 06:04PM | 06:19PM | 06:25PM | - | -       | -       | -       |
| 06:10PM | 06:14PM | 06:29PM | 06:44PM | -       | - | 06:56PM | 07:09PM | 07:18PM |
| 06:30PM | 06:34PM | 06:49PM | 07:04PM | 07:09PM | - | -       | -       | -       |
| 06:50PM | 06:54PM | 07:09PM | 07:22PM | 07:27PM | - | -       | -       | -       |
| 07:10PM | 07:13PM | 07:25PM | 07:38PM | -       | - | 07:49PM | 08:01PM | 08:10PM |
| 07:35PM | 07:38PM | 07:50PM | 08:03PM | 08:08PM | - | -       | -       | -       |
| 08:05PM | 08:08PM | 08:20PM | 08:33PM | -       | - | 08:44PM | 08:56PM | 09:05PM |
| 08:35PM | 08:38PM | 08:50PM | 09:03PM | 09:08PM | - | -       | -       | -       |
| 09:05PM | 09:08PM | 09:18PM | 09:29PM | 09:34PM | - | -       | -       | -       |
| 09:40PM | 09:43PM | 09:53PM | 10:04PM | 10:09PM | - | -       | -       | -       |
| 10:15PM | 10:18PM | 10:28PM | 10:39PM | 10:44PM | - | -       | -       | -       |
| 11:10PM | 11:13PM | 11:23PM | 11:34PM | 11:39PM | - | -       | -       | -       |

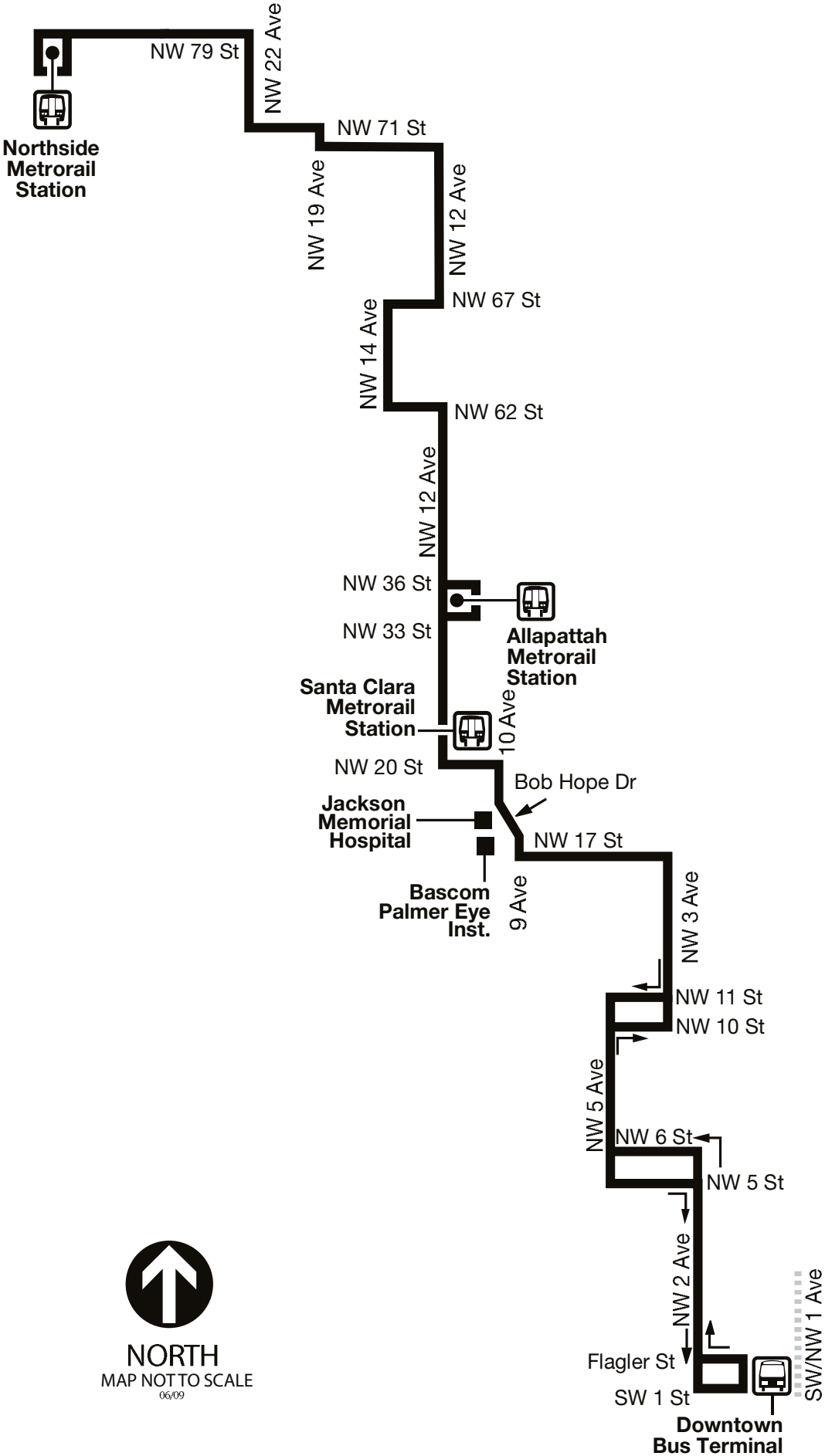
[Back to previous page \(javascript: history.go\(-1\) \)](#)

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<http://www.centerdigitalgov.com/survey/88/2012> )



# Route 21



## Miami-Dade County Miami-Dade Transit

### Routes Schedule

### 21 Schedule

[Back to previous page \(javascript: history.go\(-1\) \)](#)

Service: Weekday

Direction: Northbound

| CBD TERMINAL & SW 1<br>AV OP FEDERAL B | NW 9 AV &<br>NW 17 ST | ALLAPATTAH<br>STATION | NW 71 ST &<br>NW 12 AV | NW 79 ST &<br>NW 27 AV | NORTHSIDE STA &<br>3150 NW 79 ST |
|----------------------------------------|-----------------------|-----------------------|------------------------|------------------------|----------------------------------|
| 05:35AM                                | 05:47AM               | 05:53AM               | 06:07AM                | 06:16AM                | 06:20AM                          |
| 06:05AM                                | 06:19AM               | 06:26AM               | 06:40AM                | 06:49AM                | 06:53AM                          |
| 06:35AM                                | 06:49AM               | 06:56AM               | 07:11AM                | 07:21AM                | 07:25AM                          |
| 07:05AM                                | 07:21AM               | 07:29AM               | 07:44AM                | 07:54AM                | 07:58AM                          |
| 07:35AM                                | 07:51AM               | 07:59AM               | 08:14AM                | 08:24AM                | 08:28AM                          |
| 08:05AM                                | 08:21AM               | 08:29AM               | 08:44AM                | 08:54AM                | 08:58AM                          |
| 08:35AM                                | 08:51AM               | 08:59AM               | 09:14AM                | 09:24AM                | 09:28AM                          |
| 09:05AM                                | 09:21AM               | 09:29AM               | 09:44AM                | 09:54AM                | 09:58AM                          |
| 09:35AM                                | 09:51AM               | 09:59AM               | 10:14AM                | 10:24AM                | 10:28AM                          |
| 10:05AM                                | 10:21AM               | 10:28AM               | 10:43AM                | 10:53AM                | 10:57AM                          |
| 10:35AM                                | 10:51AM               | 10:58AM               | 11:13AM                | 11:23AM                | 11:27AM                          |
| 11:05AM                                | 11:21AM               | 11:28AM               | 11:43AM                | 11:53AM                | 11:57AM                          |
| 11:35AM                                | 11:51AM               | 11:58AM               | 12:13PM                | 12:23PM                | 12:27PM                          |
| 12:05PM                                | 12:21PM               | 12:28PM               | 12:43PM                | 12:53PM                | 12:57PM                          |
| 12:35PM                                | 12:51PM               | 12:58PM               | 01:13PM                | 01:23PM                | 01:27PM                          |
| 01:05PM                                | 01:21PM               | 01:28PM               | 01:43PM                | 01:53PM                | 01:57PM                          |
| 01:35PM                                | 01:51PM               | 01:58PM               | 02:15PM                | 02:27PM                | 02:32PM                          |
| 02:05PM                                | 02:21PM               | 02:28PM               | 02:45PM                | 02:57PM                | 03:02PM                          |
| 02:35PM                                | 02:51PM               | 02:58PM               | 03:15PM                | 03:27PM                | 03:32PM                          |
| 03:05PM                                | 03:21PM               | 03:29PM               | 03:45PM                | 03:57PM                | 04:02PM                          |
| 03:35PM                                | 03:51PM               | 03:59PM               | 04:15PM                | 04:27PM                | 04:32PM                          |
| 04:05PM                                | 04:21PM               | 04:29PM               | 04:44PM                | 04:56PM                | 05:01PM                          |
| 04:35PM                                | 04:51PM               | 04:59PM               | 05:14PM                | 05:25PM                | 05:30PM                          |
| 05:05PM                                | 05:21PM               | 05:29PM               | 05:44PM                | 05:55PM                | 06:00PM                          |
| 05:35PM                                | 05:51PM               | 05:59PM               | 06:14PM                | 06:23PM                | 06:27PM                          |
| 06:05PM                                | 06:19PM               | 06:26PM               | 06:39PM                | 06:48PM                | 06:52PM                          |

|         |         |         |         |         |         |
|---------|---------|---------|---------|---------|---------|
| 06:35PM | 06:49PM | 06:56PM | 07:09PM | 07:18PM | 07:22PM |
| 07:05PM | 07:19PM | 07:26PM | 07:39PM | 07:48PM | 07:52PM |
| 07:54PM | 08:08PM | 08:14PM | 08:26PM | 08:34PM | 08:37PM |
| 08:52PM | 09:05PM | 09:11PM | 09:22PM | 09:30PM | 09:33PM |
| 10:12PM | 10:24PM | 10:30PM | 10:41PM | 10:49PM | 10:52PM |
| 11:38PM | 11:50PM | 11:55PM | 12:06AM | 12:14AM | 12:17AM |

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**DOWNTOWN  
FT. LAUDERDALE**

Broward Blvd.



**Ft. Lauderdale  
Tri-Rail Station**

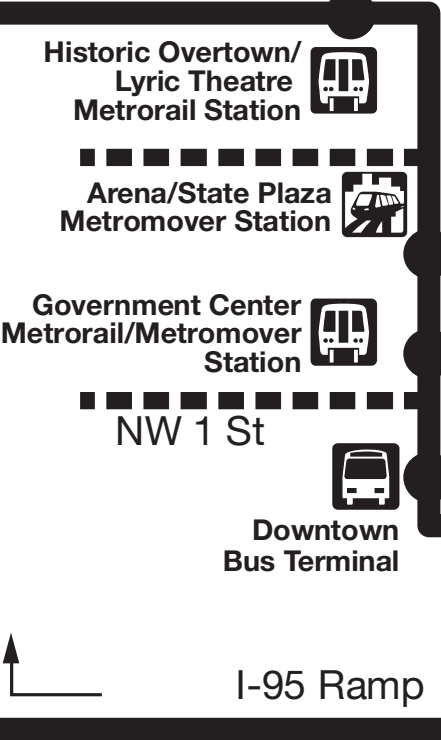
Flyover

**Route I-95  
Dade Broward Express  
Broward Boulevard  
(Ft. Lauderdale Station)**

-----  
**BROWARD COUNTY  
MIAMI-DADE COUNTY**  
-----

I-95

NW 8 St



**Historic Overtown/  
Lyric Theatre  
Metrorail Station**

**Arena/State Plaza  
Metromover Station**

**Government Center  
Metrorail/Metromover  
Station**

NW 1 St

**Downtown  
Bus Terminal**

NW 5 St

NW 1 Ave

**DOWNTOWN  
MIAMI**

SW/SE 1 St

SE 1 Ave

SE 2 Ave

I-95 Ramp



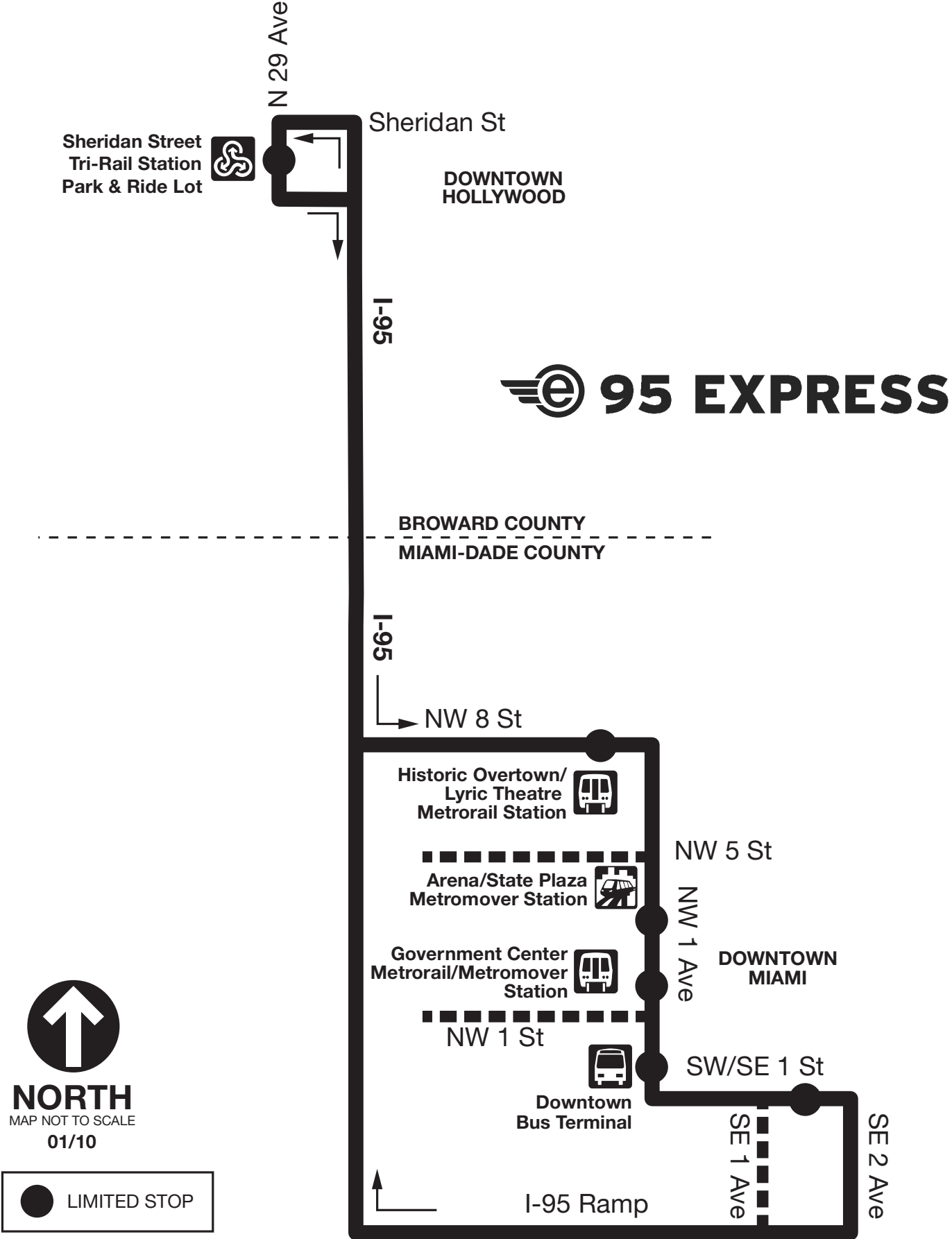
**NORTH**  
MAP NOT TO SCALE  
01/10



LIMITED STOP

# Route I-95 Dade Broward Express

## Sheridan Street



 **95 EXPRESS**



**NORTH**  
MAP NOT TO SCALE  
01/10

 **LIMITED STOP**

## Miami-Dade County Miami-Dade Transit

### Routes Schedule

### 95 Dade-Broward Express Schedule

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Service: Weekday

Direction: Northbound

| NW 8 ST & NW 1<br>AV | SE 1ST & SE 1<br>AV | SHERIDAN STREET TRI-RAIL<br>STATION | FT LAUDERDALE TRI-RAIL<br>STATION |
|----------------------|---------------------|-------------------------------------|-----------------------------------|
| -                    | 06:17AM             | -                                   | 06:51AM                           |
| -                    | 06:28AM             | 06:58AM                             | -                                 |
| -                    | 06:32AM             | -                                   | 07:06AM                           |
| -                    | 06:43AM             | 07:13AM                             | -                                 |
| -                    | 06:47AM             | -                                   | 07:21AM                           |
| -                    | 06:58AM             | 07:28AM                             | -                                 |
| -                    | 07:02AM             | -                                   | 07:36AM                           |
| -                    | 07:13AM             | 07:43AM                             | -                                 |
| -                    | 07:17AM             | -                                   | 07:51AM                           |
| -                    | 07:28AM             | 07:58AM                             | -                                 |
| -                    | 07:32AM             | -                                   | 08:06AM                           |
| -                    | 07:43AM             | 08:13AM                             | -                                 |
| -                    | 07:47AM             | -                                   | 08:21AM                           |
| -                    | 07:58AM             | 08:28AM                             | -                                 |
| 03:35PM              | 03:43PM             | 04:18PM                             | -                                 |
| 03:45PM              | 03:53PM             | -                                   | 04:37PM                           |
| 03:50PM              | 03:58PM             | 04:33PM                             | -                                 |
| 04:00PM              | 04:08PM             | -                                   | 04:52PM                           |
| 04:05PM              | 04:13PM             | 04:48PM                             | -                                 |
| 04:15PM              | 04:23PM             | -                                   | 05:07PM                           |
| 04:20PM              | 04:28PM             | 05:03PM                             | -                                 |
| 04:30PM              | 04:38PM             | -                                   | 05:22PM                           |
| 04:35PM              | 04:43PM             | 05:18PM                             | -                                 |
| 04:45PM              | 04:53PM             | -                                   | 05:37PM                           |
| 04:50PM              | 04:58PM             | 05:33PM                             | -                                 |
| 05:00PM              | 05:08PM             | -                                   | 05:52PM                           |

|         |         |         |         |
|---------|---------|---------|---------|
| 05:05PM | 05:13PM | 05:48PM | -       |
| 05:15PM | 05:23PM | -       | 06:07PM |
| 05:20PM | 05:28PM | 06:03PM | -       |
| 05:30PM | 05:38PM | -       | 06:22PM |
| 05:35PM | 05:43PM | 06:18PM | -       |
| 05:45PM | 05:53PM | -       | 06:37PM |
| 05:50PM | 05:58PM | 06:33PM | -       |
| 06:00PM | 06:08PM | -       | 06:52PM |
| 06:05PM | 06:13PM | 06:48PM | -       |
| 06:20PM | 06:28PM | -       | 07:12PM |
| 06:25PM | 06:33PM | 07:08PM | -       |
| 06:40PM | 06:48PM | -       | 07:32PM |
| 06:45PM | 06:53PM | 07:28PM | -       |
| 07:00PM | 07:08PM | -       | 07:52PM |

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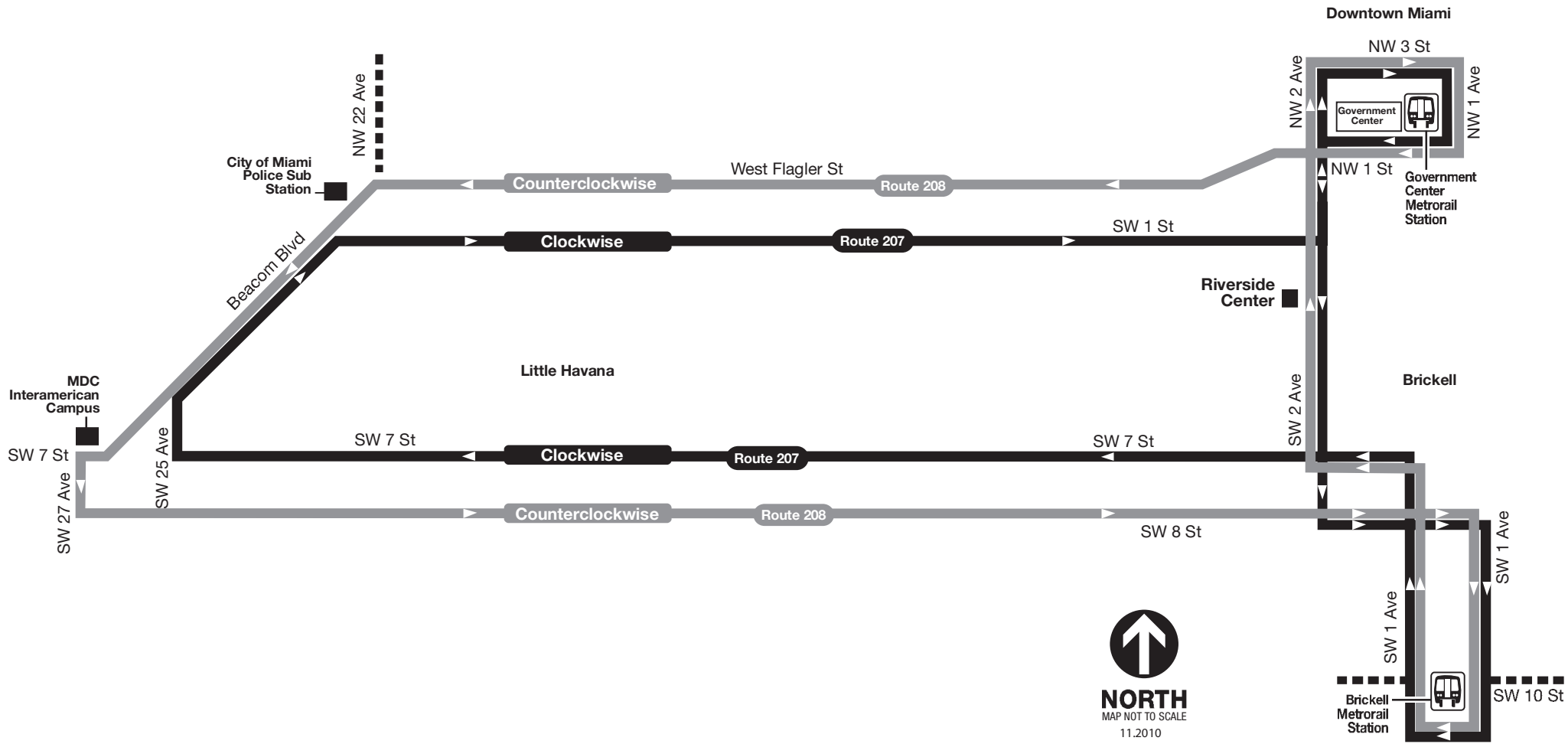
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# Route 207/208

## Little Havana Connection



## Miami-Dade County Miami-Dade Transit

### Routes Schedule

### 207 Little Havana Connection Schedule

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**Service:** Weekday

**Direction:** Clockwise

| NW 1 AV & NW<br>2 ST | BRICKELL STATION & SW 1<br>AV (EAST SIDE | SW 7 ST & SW<br>12 AV | SW 7 ST & SW<br>25 AV | SW 1 ST & SW<br>17 AV | NW 1 AV & NW<br>2 ST |
|----------------------|------------------------------------------|-----------------------|-----------------------|-----------------------|----------------------|
| 06:31AM              | 06:01AM                                  | 06:09AM               | 06:16AM               | 06:21AM               | 06:31AM              |
| 06:46AM              | 06:16AM                                  | 06:24AM               | 06:31AM               | 06:36AM               | 06:46AM              |
| 07:02AM              | 06:31AM                                  | 06:39AM               | 06:46AM               | 06:51AM               | 07:02AM              |
| 06:31AM              | 06:01AM                                  | 06:09AM               | 06:16AM               | 06:21AM               | 06:31AM              |
| 07:22AM              | 06:46AM                                  | 06:54AM               | 07:02AM               | 07:11AM               | 07:22AM              |
| 06:46AM              | 06:16AM                                  | 06:24AM               | 06:31AM               | 06:36AM               | 06:46AM              |
| 07:39AM              | 07:02AM                                  | 07:11AM               | 07:19AM               | 07:28AM               | 07:39AM              |
| 07:02AM              | 06:31AM                                  | 06:39AM               | 06:46AM               | 06:51AM               | 07:02AM              |
| 07:54AM              | 07:17AM                                  | 07:26AM               | 07:34AM               | 07:43AM               | 07:54AM              |
| 07:22AM              | 06:46AM                                  | 06:54AM               | 07:02AM               | 07:11AM               | 07:22AM              |
| 08:09AM              | 07:32AM                                  | 07:41AM               | 07:49AM               | 07:58AM               | 08:09AM              |
| 07:39AM              | 07:02AM                                  | 07:11AM               | 07:19AM               | 07:28AM               | 07:39AM              |
| 08:24AM              | 07:47AM                                  | 07:56AM               | 08:04AM               | 08:13AM               | 08:24AM              |
| 07:54AM              | 07:17AM                                  | 07:26AM               | 07:34AM               | 07:43AM               | 07:54AM              |
| 08:39AM              | 08:02AM                                  | 08:11AM               | 08:19AM               | 08:28AM               | 08:39AM              |
| 08:09AM              | 07:32AM                                  | 07:41AM               | 07:49AM               | 07:58AM               | 08:09AM              |
| 08:54AM              | 08:17AM                                  | 08:26AM               | 08:34AM               | 08:43AM               | 08:54AM              |
| 08:24AM              | 07:47AM                                  | 07:56AM               | 08:04AM               | 08:13AM               | 08:24AM              |
| 09:10AM              | 08:32AM                                  | 08:41AM               | 08:49AM               | 08:58AM               | 09:10AM              |
| 08:39AM              | 08:02AM                                  | 08:11AM               | 08:19AM               | 08:28AM               | 08:39AM              |
| 09:23AM              | 08:47AM                                  | 08:56AM               | 09:04AM               | 09:11AM               | 09:23AM              |
| 08:54AM              | 08:17AM                                  | 08:26AM               | 08:34AM               | 08:43AM               | 08:54AM              |
| 09:38AM              | 09:02AM                                  | 09:11AM               | 09:19AM               | 09:26AM               | 09:38AM              |
| 09:10AM              | 08:32AM                                  | 08:41AM               | 08:49AM               | 08:58AM               | 09:10AM              |
| 09:58AM              | 09:22AM                                  | 09:31AM               | 09:39AM               | 09:46AM               | 09:58AM              |
| 09:23AM              | 08:47AM                                  | 08:56AM               | 09:04AM               | 09:11AM               | 09:23AM              |

|         |         |         |         |         |         |
|---------|---------|---------|---------|---------|---------|
| 10:18AM | 09:42AM | 09:51AM | 09:59AM | 10:06AM | 10:18AM |
| 09:38AM | 09:02AM | 09:11AM | 09:19AM | 09:26AM | 09:38AM |
| 10:38AM | 10:02AM | 10:11AM | 10:19AM | 10:26AM | 10:38AM |
| 09:58AM | 09:22AM | 09:31AM | 09:39AM | 09:46AM | 09:58AM |
| 10:58AM | 10:22AM | 10:31AM | 10:39AM | 10:46AM | 10:58AM |
| 10:18AM | 09:42AM | 09:51AM | 09:59AM | 10:06AM | 10:18AM |
| 11:18AM | 10:42AM | 10:51AM | 10:59AM | 11:06AM | 11:18AM |
| 10:38AM | 10:02AM | 10:11AM | 10:19AM | 10:26AM | 10:38AM |
| 11:38AM | 11:02AM | 11:11AM | 11:19AM | 11:26AM | 11:38AM |
| 10:58AM | 10:22AM | 10:31AM | 10:39AM | 10:46AM | 10:58AM |
| 11:58AM | 11:22AM | 11:31AM | 11:39AM | 11:46AM | 11:58AM |
| 11:18AM | 10:42AM | 10:51AM | 10:59AM | 11:06AM | 11:18AM |
| 12:18PM | 11:42AM | 11:51AM | 11:59AM | 12:06PM | 12:18PM |
| 11:38AM | 11:02AM | 11:11AM | 11:19AM | 11:26AM | 11:38AM |
| 12:38PM | 12:02PM | 12:11PM | 12:19PM | 12:26PM | 12:38PM |
| 11:58AM | 11:22AM | 11:31AM | 11:39AM | 11:46AM | 11:58AM |
| 12:58PM | 12:22PM | 12:31PM | 12:39PM | 12:46PM | 12:58PM |
| 12:18PM | 11:42AM | 11:51AM | 11:59AM | 12:06PM | 12:18PM |
| 01:18PM | 12:42PM | 12:51PM | 12:59PM | 01:06PM | 01:18PM |
| 12:38PM | 12:02PM | 12:11PM | 12:19PM | 12:26PM | 12:38PM |
| 01:38PM | 01:02PM | 01:11PM | 01:19PM | 01:26PM | 01:38PM |
| 12:58PM | 12:22PM | 12:31PM | 12:39PM | 12:46PM | 12:58PM |
| 01:58PM | 01:22PM | 01:31PM | 01:39PM | 01:46PM | 01:58PM |
| 01:18PM | 12:42PM | 12:51PM | 12:59PM | 01:06PM | 01:18PM |
| 02:18PM | 01:42PM | 01:51PM | 01:59PM | 02:06PM | 02:18PM |
| 01:38PM | 01:02PM | 01:11PM | 01:19PM | 01:26PM | 01:38PM |
| 02:38PM | 02:02PM | 02:11PM | 02:19PM | 02:26PM | 02:38PM |
| 01:58PM | 01:22PM | 01:31PM | 01:39PM | 01:46PM | 01:58PM |
| 02:58PM | 02:22PM | 02:31PM | 02:39PM | 02:46PM | 02:58PM |
| 02:18PM | 01:42PM | 01:51PM | 01:59PM | 02:06PM | 02:18PM |
| 03:18PM | 02:42PM | 02:51PM | 02:59PM | 03:06PM | 03:18PM |
| 02:38PM | 02:02PM | 02:11PM | 02:19PM | 02:26PM | 02:38PM |
| 03:42PM | 03:04PM | 03:15PM | 03:23PM | 03:30PM | 03:42PM |

|         |         |         |         |         |         |
|---------|---------|---------|---------|---------|---------|
| 02:58PM | 02:22PM | 02:31PM | 02:39PM | 02:46PM | 02:58PM |
| 04:02PM | 03:24PM | 03:35PM | 03:43PM | 03:50PM | 04:02PM |
| 03:18PM | 02:42PM | 02:51PM | 02:59PM | 03:06PM | 03:18PM |
| 04:22PM | 03:44PM | 03:55PM | 04:03PM | 04:10PM | 04:22PM |
| 03:42PM | 03:04PM | 03:15PM | 03:23PM | 03:30PM | 03:42PM |
| 04:42PM | 04:04PM | 04:15PM | 04:23PM | 04:30PM | 04:42PM |
| 04:02PM | 03:24PM | 03:35PM | 03:43PM | 03:50PM | 04:02PM |
| 04:57PM | 04:19PM | 04:30PM | 04:38PM | 04:45PM | 04:57PM |
| 04:22PM | 03:44PM | 03:55PM | 04:03PM | 04:10PM | 04:22PM |
| 05:12PM | 04:34PM | 04:45PM | 04:53PM | 05:00PM | 05:12PM |
| 05:27PM | 04:49PM | 05:00PM | 05:08PM | 05:15PM | 05:27PM |
| 04:42PM | 04:04PM | 04:15PM | 04:23PM | 04:30PM | 04:42PM |
| 05:42PM | 05:04PM | 05:15PM | 05:23PM | 05:30PM | 05:42PM |
| 04:57PM | 04:19PM | 04:30PM | 04:38PM | 04:45PM | 04:57PM |
| 05:57PM | 05:19PM | 05:30PM | 05:38PM | 05:45PM | 05:57PM |
| 05:12PM | 04:34PM | 04:45PM | 04:53PM | 05:00PM | 05:12PM |
| 06:11PM | 05:34PM | 05:45PM | 05:53PM | 06:00PM | 06:11PM |
| 05:27PM | 04:49PM | 05:00PM | 05:08PM | 05:15PM | 05:27PM |
| 06:23PM | 05:49PM | 06:00PM | 06:07PM | 06:12PM | 06:23PM |
| 05:42PM | 05:04PM | 05:15PM | 05:23PM | 05:30PM | 05:42PM |
| 06:36PM | 06:04PM | 06:13PM | 06:20PM | 06:25PM | 06:36PM |
| 05:57PM | 05:19PM | 05:30PM | 05:38PM | 05:45PM | 05:57PM |
| 06:49PM | 06:17PM | 06:26PM | 06:33PM | 06:38PM | 06:49PM |
| 06:11PM | 05:34PM | 05:45PM | 05:53PM | 06:00PM | 06:11PM |
| 06:23PM | 05:49PM | 06:00PM | 06:07PM | 06:12PM | 06:23PM |
| 07:04PM | 06:32PM | 06:41PM | 06:48PM | 06:53PM | 07:04PM |
| 06:36PM | 06:04PM | 06:13PM | 06:20PM | 06:25PM | 06:36PM |
| 07:19PM | 06:47PM | 06:56PM | 07:03PM | 07:08PM | 07:19PM |
| 06:49PM | 06:17PM | 06:26PM | 06:33PM | 06:38PM | 06:49PM |
| 07:34PM | 07:02PM | 07:11PM | 07:18PM | 07:23PM | 07:34PM |
| 07:04PM | 06:32PM | 06:41PM | 06:48PM | 06:53PM | 07:04PM |
| 07:54PM | 07:22PM | 07:31PM | 07:38PM | 07:43PM | 07:54PM |
| 07:19PM | 06:47PM | 06:56PM | 07:03PM | 07:08PM | 07:19PM |

|         |         |         |         |         |         |
|---------|---------|---------|---------|---------|---------|
| 07:34PM | 07:02PM | 07:11PM | 07:18PM | 07:23PM | 07:34PM |
| 08:14PM | 07:42PM | 07:51PM | 07:58PM | 08:03PM | 08:14PM |
| 07:54PM | 07:22PM | 07:31PM | 07:38PM | 07:43PM | 07:54PM |
| 08:34PM | 08:02PM | 08:11PM | 08:18PM | 08:23PM | 08:34PM |
| 08:14PM | 07:42PM | 07:51PM | 07:58PM | 08:03PM | 08:14PM |
| 08:34PM | 08:02PM | 08:11PM | 08:18PM | 08:23PM | 08:34PM |

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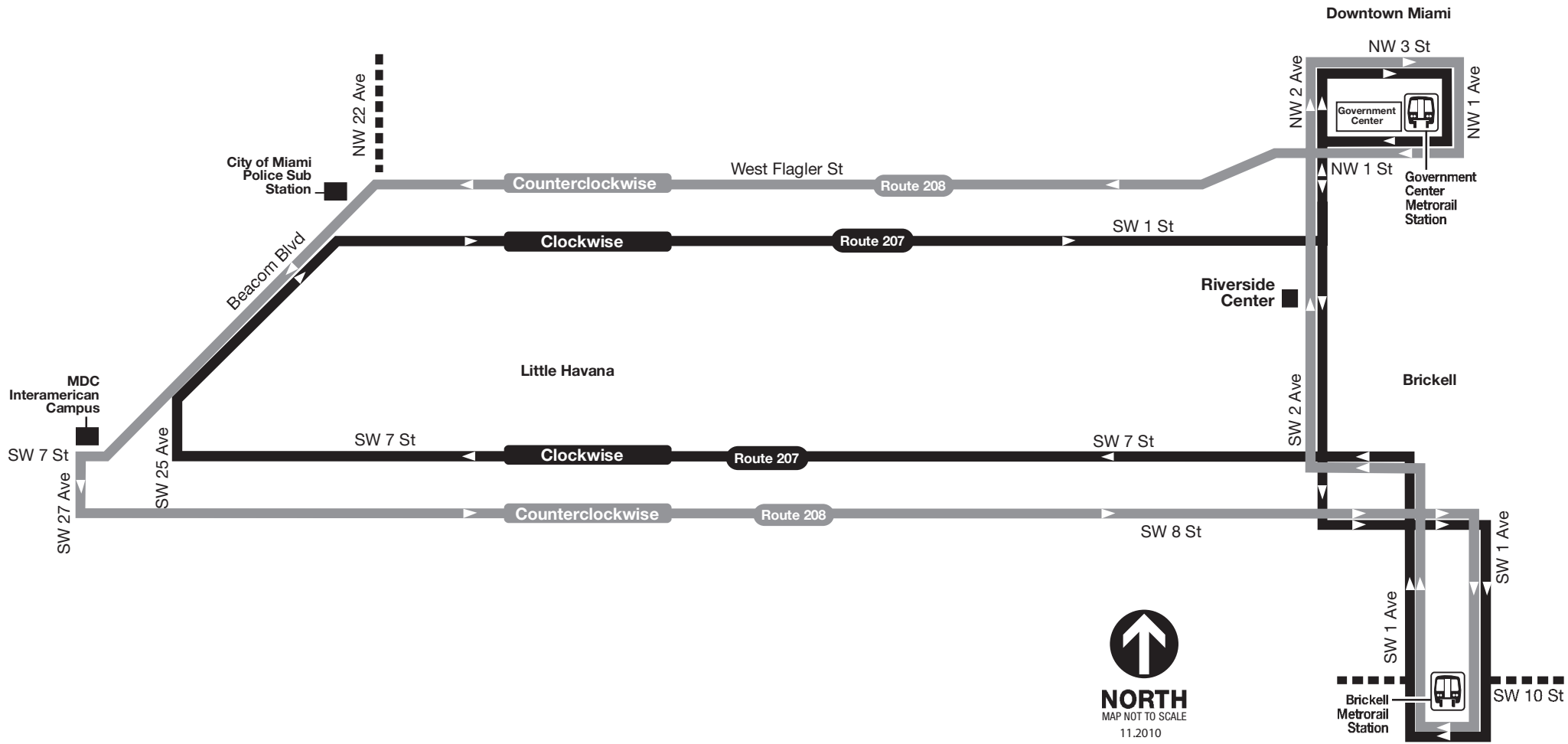
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# Route 207/208

## Little Havana Connection



## Miami-Dade County Miami-Dade Transit

### Routes Schedule

### 208 Little Havana Connection Schedule

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Service: Weekday

Direction: CntrClockwise

| NW 1 AV & NW<br>2 ST | Flagler St & 17<br>Ave | SW 8 St & 27<br>Ave | SW 8 ST & SW<br>12 AV | BRICKELL STATION & SW 1<br>AV (EAST SIDE | NW 1 AV & NW<br>2 ST |
|----------------------|------------------------|---------------------|-----------------------|------------------------------------------|----------------------|
| 06:40AM              | 06:13AM                | 06:19AM             | 06:27AM               | 06:33AM                                  | 06:40AM              |
| 06:55AM              | 06:28AM                | 06:34AM             | 06:42AM               | 06:48AM                                  | 06:55AM              |
| 07:12AM              | 06:43AM                | 06:49AM             | 06:57AM               | 07:05AM                                  | 07:12AM              |
| 06:40AM              | 06:13AM                | 06:19AM             | 06:27AM               | 06:33AM                                  | 06:40AM              |
| 07:30AM              | 06:58AM                | 07:05AM             | 07:15AM               | 07:23AM                                  | 07:30AM              |
| 06:55AM              | 06:28AM                | 06:34AM             | 06:42AM               | 06:48AM                                  | 06:55AM              |
| 07:46AM              | 07:14AM                | 07:21AM             | 07:31AM               | 07:39AM                                  | 07:46AM              |
| 07:12AM              | 06:43AM                | 06:49AM             | 06:57AM               | 07:05AM                                  | 07:12AM              |
| 08:01AM              | 07:29AM                | 07:36AM             | 07:46AM               | 07:54AM                                  | 08:01AM              |
| 07:30AM              | 06:58AM                | 07:05AM             | 07:15AM               | 07:23AM                                  | 07:30AM              |
| 08:16AM              | 07:44AM                | 07:51AM             | 08:01AM               | 08:09AM                                  | 08:16AM              |
| 07:46AM              | 07:14AM                | 07:21AM             | 07:31AM               | 07:39AM                                  | 07:46AM              |
| 08:31AM              | 07:59AM                | 08:06AM             | 08:16AM               | 08:24AM                                  | 08:31AM              |
| 08:01AM              | 07:29AM                | 07:36AM             | 07:46AM               | 07:54AM                                  | 08:01AM              |
| 08:46AM              | 08:14AM                | 08:21AM             | 08:31AM               | 08:39AM                                  | 08:46AM              |
| 08:16AM              | 07:44AM                | 07:51AM             | 08:01AM               | 08:09AM                                  | 08:16AM              |
| 09:01AM              | 08:29AM                | 08:36AM             | 08:46AM               | 08:54AM                                  | 09:01AM              |
| 08:31AM              | 07:59AM                | 08:06AM             | 08:16AM               | 08:24AM                                  | 08:31AM              |
| 09:16AM              | 08:44AM                | 08:51AM             | 09:01AM               | 09:09AM                                  | 09:16AM              |
| 08:46AM              | 08:14AM                | 08:21AM             | 08:31AM               | 08:39AM                                  | 08:46AM              |
| 09:31AM              | 08:59AM                | 09:06AM             | 09:16AM               | 09:24AM                                  | 09:31AM              |
| 09:01AM              | 08:29AM                | 08:36AM             | 08:46AM               | 08:54AM                                  | 09:01AM              |
| 09:48AM              | 09:16AM                | 09:23AM             | 09:33AM               | 09:41AM                                  | 09:48AM              |
| 09:16AM              | 08:44AM                | 08:51AM             | 09:01AM               | 09:09AM                                  | 09:16AM              |
| 10:08AM              | 09:36AM                | 09:43AM             | 09:53AM               | 10:01AM                                  | 10:08AM              |
| 09:31AM              | 08:59AM                | 09:06AM             | 09:16AM               | 09:24AM                                  | 09:31AM              |

|         |         |         |         |         |         |
|---------|---------|---------|---------|---------|---------|
| 10:28AM | 09:56AM | 10:03AM | 10:13AM | 10:21AM | 10:28AM |
| 09:48AM | 09:16AM | 09:23AM | 09:33AM | 09:41AM | 09:48AM |
| 10:48AM | 10:16AM | 10:23AM | 10:33AM | 10:41AM | 10:48AM |
| 10:08AM | 09:36AM | 09:43AM | 09:53AM | 10:01AM | 10:08AM |
| 11:08AM | 10:36AM | 10:43AM | 10:53AM | 11:01AM | 11:08AM |
| 10:28AM | 09:56AM | 10:03AM | 10:13AM | 10:21AM | 10:28AM |
| 11:28AM | 10:56AM | 11:03AM | 11:13AM | 11:21AM | 11:28AM |
| 10:48AM | 10:16AM | 10:23AM | 10:33AM | 10:41AM | 10:48AM |
| 11:48AM | 11:16AM | 11:23AM | 11:33AM | 11:41AM | 11:48AM |
| 11:08AM | 10:36AM | 10:43AM | 10:53AM | 11:01AM | 11:08AM |
| 12:08PM | 11:36AM | 11:43AM | 11:53AM | 12:01PM | 12:08PM |
| 11:28AM | 10:56AM | 11:03AM | 11:13AM | 11:21AM | 11:28AM |
| 12:28PM | 11:56AM | 12:03PM | 12:13PM | 12:21PM | 12:28PM |
| 11:48AM | 11:16AM | 11:23AM | 11:33AM | 11:41AM | 11:48AM |
| 12:48PM | 12:16PM | 12:23PM | 12:33PM | 12:41PM | 12:48PM |
| 12:08PM | 11:36AM | 11:43AM | 11:53AM | 12:01PM | 12:08PM |
| 01:08PM | 12:36PM | 12:43PM | 12:53PM | 01:01PM | 01:08PM |
| 12:28PM | 11:56AM | 12:03PM | 12:13PM | 12:21PM | 12:28PM |
| 01:28PM | 12:56PM | 01:03PM | 01:13PM | 01:21PM | 01:28PM |
| 12:48PM | 12:16PM | 12:23PM | 12:33PM | 12:41PM | 12:48PM |
| 01:48PM | 01:16PM | 01:23PM | 01:33PM | 01:41PM | 01:48PM |
| 01:08PM | 12:36PM | 12:43PM | 12:53PM | 01:01PM | 01:08PM |
| 02:08PM | 01:36PM | 01:43PM | 01:53PM | 02:01PM | 02:08PM |
| 01:28PM | 12:56PM | 01:03PM | 01:13PM | 01:21PM | 01:28PM |
| 02:28PM | 01:56PM | 02:03PM | 02:13PM | 02:21PM | 02:28PM |
| 01:48PM | 01:16PM | 01:23PM | 01:33PM | 01:41PM | 01:48PM |
| 02:48PM | 02:16PM | 02:23PM | 02:33PM | 02:41PM | 02:48PM |
| 02:08PM | 01:36PM | 01:43PM | 01:53PM | 02:01PM | 02:08PM |
| 03:08PM | 02:36PM | 02:43PM | 02:53PM | 03:01PM | 03:08PM |
| 02:28PM | 01:56PM | 02:03PM | 02:13PM | 02:21PM | 02:28PM |
| 03:29PM | 02:56PM | 03:03PM | 03:14PM | 03:22PM | 03:29PM |
| 02:48PM | 02:16PM | 02:23PM | 02:33PM | 02:41PM | 02:48PM |
| 03:50PM | 03:17PM | 03:24PM | 03:35PM | 03:43PM | 03:50PM |

|         |         |         |         |         |         |
|---------|---------|---------|---------|---------|---------|
| 03:08PM | 02:36PM | 02:43PM | 02:53PM | 03:01PM | 03:08PM |
| 04:10PM | 03:37PM | 03:44PM | 03:55PM | 04:03PM | 04:10PM |
| 03:29PM | 02:56PM | 03:03PM | 03:14PM | 03:22PM | 03:29PM |
| 04:30PM | 03:57PM | 04:04PM | 04:15PM | 04:23PM | 04:30PM |
| 03:50PM | 03:17PM | 03:24PM | 03:35PM | 03:43PM | 03:50PM |
| 04:48PM | 04:15PM | 04:22PM | 04:33PM | 04:41PM | 04:48PM |
| 04:10PM | 03:37PM | 03:44PM | 03:55PM | 04:03PM | 04:10PM |
| 05:03PM | 04:30PM | 04:37PM | 04:48PM | 04:56PM | 05:03PM |
| 04:30PM | 03:57PM | 04:04PM | 04:15PM | 04:23PM | 04:30PM |
| 05:18PM | 04:45PM | 04:52PM | 05:03PM | 05:11PM | 05:18PM |
| 04:48PM | 04:15PM | 04:22PM | 04:33PM | 04:41PM | 04:48PM |
| 05:33PM | 05:00PM | 05:07PM | 05:18PM | 05:26PM | 05:33PM |
| 05:48PM | 05:15PM | 05:22PM | 05:33PM | 05:41PM | 05:48PM |
| 05:03PM | 04:30PM | 04:37PM | 04:48PM | 04:56PM | 05:03PM |
| 05:18PM | 04:45PM | 04:52PM | 05:03PM | 05:11PM | 05:18PM |
| 06:03PM | 05:30PM | 05:37PM | 05:48PM | 05:56PM | 06:03PM |
| 06:16PM | 05:45PM | 05:52PM | 06:03PM | 06:09PM | 06:16PM |
| 05:33PM | 05:00PM | 05:07PM | 05:18PM | 05:26PM | 05:33PM |
| 05:48PM | 05:15PM | 05:22PM | 05:33PM | 05:41PM | 05:48PM |
| 06:28PM | 06:00PM | 06:06PM | 06:15PM | 06:21PM | 06:28PM |
| 06:03PM | 05:30PM | 05:37PM | 05:48PM | 05:56PM | 06:03PM |
| 06:41PM | 06:13PM | 06:19PM | 06:28PM | 06:34PM | 06:41PM |
| 06:16PM | 05:45PM | 05:52PM | 06:03PM | 06:09PM | 06:16PM |
| 06:56PM | 06:28PM | 06:34PM | 06:43PM | 06:49PM | 06:56PM |
| 06:28PM | 06:00PM | 06:06PM | 06:15PM | 06:21PM | 06:28PM |
| 07:11PM | 06:43PM | 06:49PM | 06:58PM | 07:04PM | 07:11PM |
| 06:41PM | 06:13PM | 06:19PM | 06:28PM | 06:34PM | 06:41PM |
| 07:26PM | 06:58PM | 07:04PM | 07:13PM | 07:19PM | 07:26PM |
| 06:56PM | 06:28PM | 06:34PM | 06:43PM | 06:49PM | 06:56PM |
| 07:43PM | 07:15PM | 07:21PM | 07:30PM | 07:36PM | 07:43PM |
| 07:11PM | 06:43PM | 06:49PM | 06:58PM | 07:04PM | 07:11PM |
| 08:03PM | 07:35PM | 07:41PM | 07:50PM | 07:56PM | 08:03PM |
| 07:26PM | 06:58PM | 07:04PM | 07:13PM | 07:19PM | 07:26PM |

|         |         |         |         |         |         |
|---------|---------|---------|---------|---------|---------|
| 07:43PM | 07:15PM | 07:21PM | 07:30PM | 07:36PM | 07:43PM |
| 08:23PM | 07:55PM | 08:01PM | 08:10PM | 08:16PM | 08:23PM |
| 08:03PM | 07:35PM | 07:41PM | 07:50PM | 07:56PM | 08:03PM |
| 08:43PM | 08:15PM | 08:21PM | 08:30PM | 08:36PM | 08:43PM |
| 08:23PM | 07:55PM | 08:01PM | 08:10PM | 08:16PM | 08:23PM |
| 08:43PM | 08:15PM | 08:21PM | 08:30PM | 08:36PM | 08:43PM |

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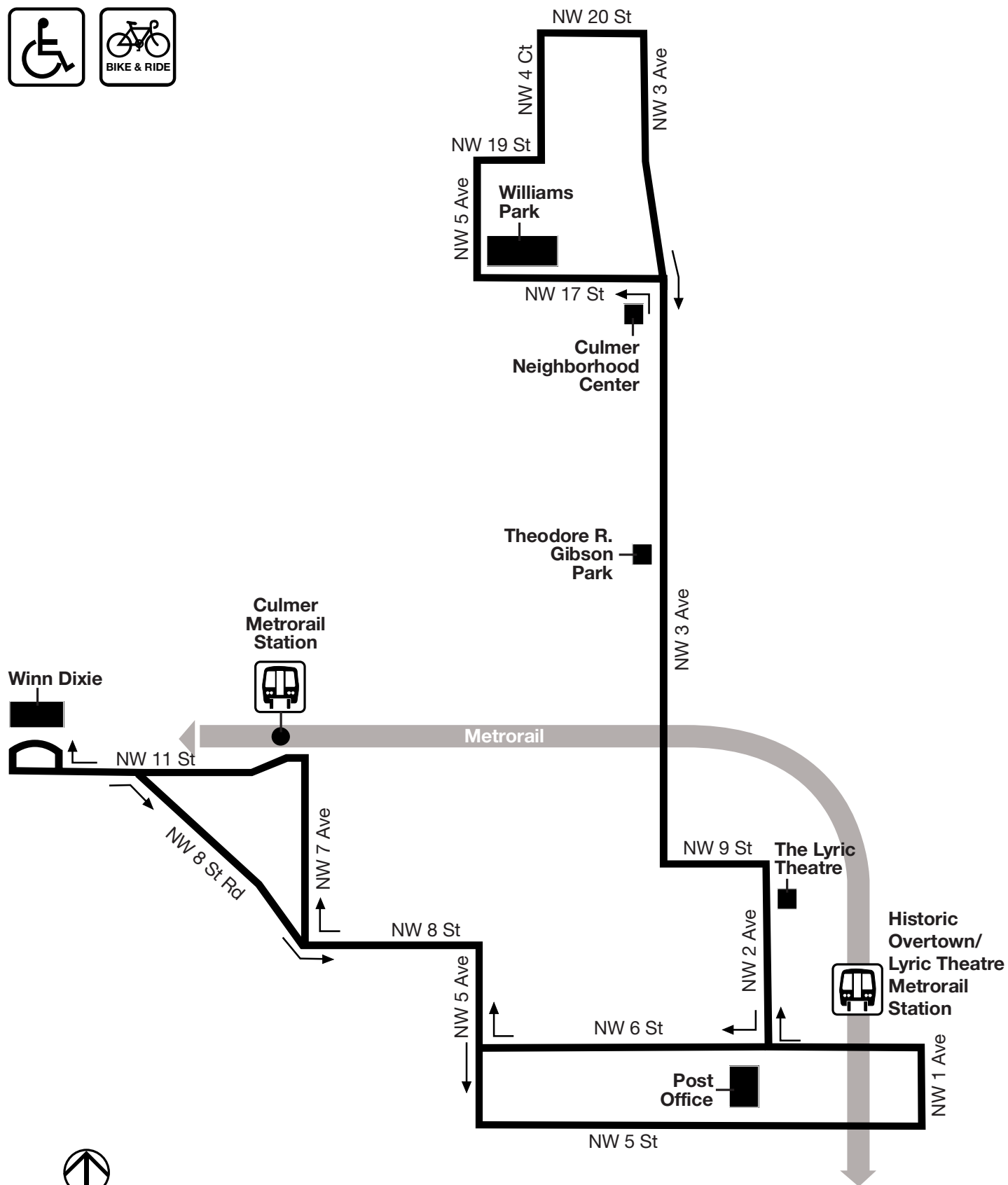
Page Last Edited: Tue Apr 1, 2014 6:53:30 PM

<http://www.centerdigitalgov.com/survey/88/2012> )



# Route 211

## Overtown Circulator



North  
Map not to scale  
10/07

## Miami-Dade County Miami-Dade Transit

### Routes Schedule

### 211 Overtown Circulator Schedule

[Back to previous page \(javascript: history.go\(-1\) \)](#)

**Service:** Weekday      **Direction:** Eastbound

| NW 11 ST & NW 11 AV | NW 2 AV & NW 6 ST | NW 17 ST & NW 4 AV |
|---------------------|-------------------|--------------------|
| 10:00AM             | 10:10AM           | 10:16AM            |
| 10:45AM             | 10:55AM           | 11:01AM            |
| 11:30AM             | 11:40AM           | 11:46AM            |
| 12:15PM             | 12:25PM           | 12:31PM            |
| 01:15PM             | 01:25PM           | 01:31PM            |
| 02:15PM             | 02:25PM           | 02:31PM            |
| 03:00PM             | 03:10PM           | 03:16PM            |
| 03:45PM             | 03:55PM           | 04:01PM            |
| 04:30PM             | 04:40PM           | 04:46PM            |
| 05:15PM             | 05:25PM           | 05:31PM            |

[Back to previous page \(javascript: history.go\(-1\) \)](#)

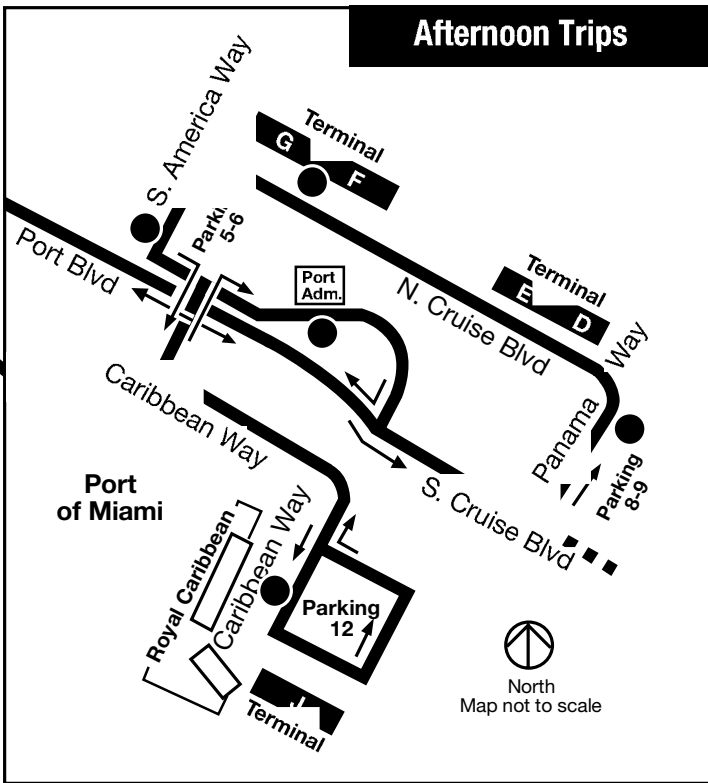
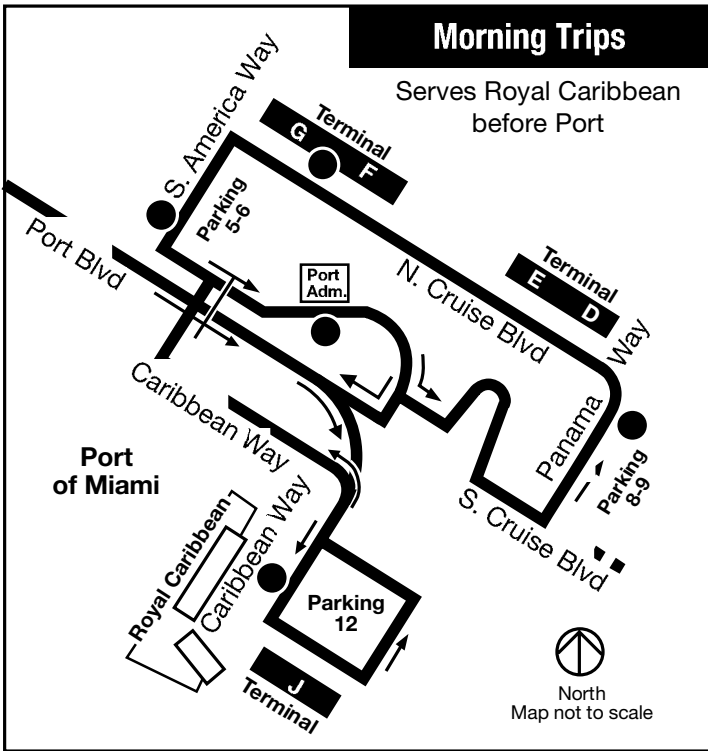
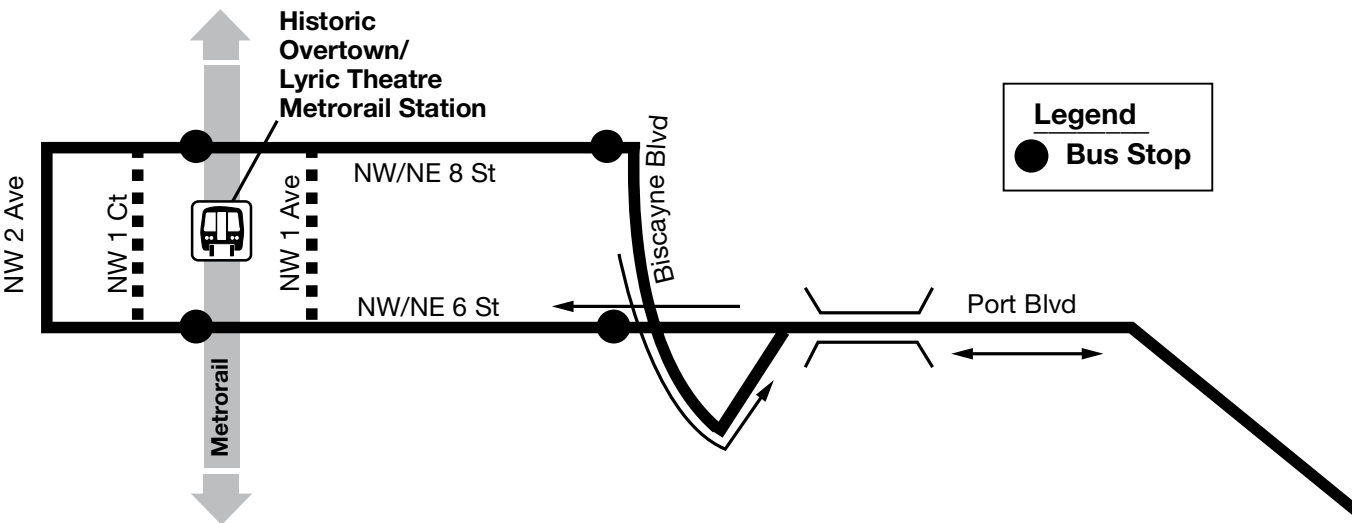
Page Last Edited: Tue Apr 1, 2014 6:53:30 PM

<http://www.centerdigitalgov.com/survey/88/2012>



# Route 243

## Seaport Connection



## Miami-Dade County Miami-Dade Transit

### Routes Schedule

#### 243 Seaport Connection Schedule

[Back to previous page \(javascript: history.go\(-1\) \)](#)

**Service:** Weekday

**Direction:** Eastbound

##### NW 8 ST & NW 1 AV

##### ROYAL CARIBBEAN & TERMINAL J

##### N AMERICA WAY & PORT ADMIN BLDG

|         |         |         |
|---------|---------|---------|
| 06:34AM | 06:40AM | 06:42AM |
| 07:04AM | 07:10AM | 07:12AM |
| 07:34AM | 07:40AM | 07:42AM |
| 08:04AM | 08:10AM | 08:12AM |
| 08:34AM | 08:40AM | 08:42AM |
| 09:04AM | 09:10AM | 09:12AM |
| 03:04PM | 03:14PM | 03:16PM |
| 03:34PM | 03:44PM | 03:46PM |
| 04:04PM | 04:14PM | 04:16PM |
| 04:34PM | 04:44PM | 04:46PM |
| 05:04PM | 05:14PM | 05:16PM |
| 05:34PM | 05:44PM | 05:46PM |
| 06:04PM | 06:14PM | 06:16PM |

[Back to previous page \(javascript: history.go\(-1\) \)](#)

Page Last Edited: Tue Apr 1, 2014 6:53:30 PM

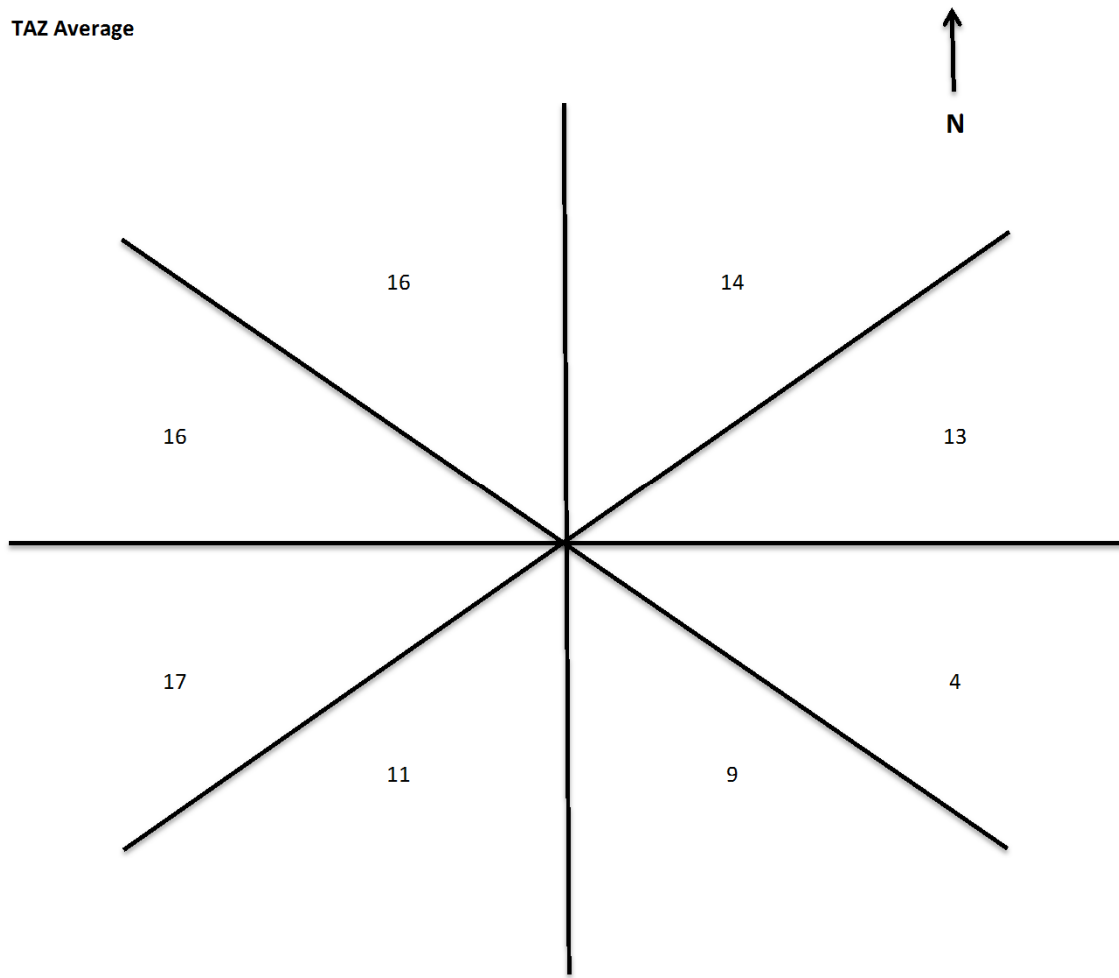
<http://www.centerdigitalgov.com/survey/88/2012>



## **APPENDIX D:**

### **Trip Distribution**

TAZ Average



MIAMI-DADE 2035 DIRECTIONAL DISTRIBUTION SUMMARY

|             |      |         | CARDINAL DIRECTIONS |       |       |       |       |       |       |       |        |  |
|-------------|------|---------|---------------------|-------|-------|-------|-------|-------|-------|-------|--------|--|
| ORIGIN ZONE |      |         | NNE                 | ENE   | ESE   | SSE   | SSW   | WSW   | WNW   | NNW   | TOTAL  |  |
|             |      | PERCENT | 7.28                | 6.43  | 10.18 | 5.06  | 14.35 | 16.3  | 26.79 | 13.61 |        |  |
| 511         | 3211 | TRIPS   | 31                  | 45    | 48    | 59    | 62    | 48    | 52    | 40    | 385    |  |
|             |      | PERCENT | 8.05                | 11.69 | 12.47 | 15.32 | 16.1  | 12.47 | 13.51 | 10.39 |        |  |
| 512         | 3212 | TRIPS   | 42                  | 23    | 14    | 44    | 47    | 54    | 56    | 57    | 337    |  |
|             |      | PERCENT | 12.46               | 6.82  | 4.15  | 13.06 | 13.95 | 16.02 | 16.62 | 16.91 |        |  |
| 513         | 3213 | TRIPS   | 631                 | 295   | 294   | 577   | 538   | 739   | 739   | 680   | 4,493  |  |
|             |      | PERCENT | 14.04               | 6.57  | 6.54  | 12.84 | 11.97 | 16.45 | 16.45 | 15.13 |        |  |
| 514         | 3214 | TRIPS   | 476                 | 255   | 563   | 445   | 390   | 593   | 896   | 543   | 4,161  |  |
|             |      | PERCENT | 11.44               | 6.13  | 13.53 | 10.69 | 9.37  | 14.25 | 21.53 | 13.05 |        |  |
| 515         | 3215 | TRIPS   | 189                 | 85    | 107   | 206   | 168   | 289   | 375   | 270   | 1,689  |  |
|             |      | PERCENT | 11.19               | 5.03  | 6.34  | 12.2  | 9.95  | 17.11 | 22.2  | 15.99 |        |  |
| 516         | 3216 | TRIPS   | 24                  | 14    | 10    | 28    | 37    | 38    | 39    | 30    | 220    |  |
|             |      | PERCENT | 10.91               | 6.36  | 4.55  | 12.73 | 16.82 | 17.27 | 17.73 | 13.64 |        |  |
| 517         | 3217 | TRIPS   | 568                 | 325   | 458   | 688   | 456   | 775   | 1073  | 732   | 5,075  |  |
|             |      | PERCENT | 11.19               | 6.4   | 9.02  | 13.56 | 8.99  | 15.27 | 21.14 | 14.42 |        |  |
| 518         | 3218 | TRIPS   | 104                 | 44    | 37    | 62    | 107   | 149   | 160   | 123   | 786    |  |
|             |      | PERCENT | 13.23               | 5.6   | 4.71  | 7.89  | 13.61 | 18.96 | 20.36 | 15.65 |        |  |
| 519         | 3219 | TRIPS   | 77                  | 45    | 17    | 44    | 168   | 196   | 168   | 156   | 871    |  |
|             |      | PERCENT | 8.84                | 5.17  | 1.95  | 5.05  | 19.29 | 22.5  | 19.29 | 17.91 |        |  |
| 520         | 3220 | TRIPS   | 442                 | 484   | 43    | 26    | 40    | 835   | 1358  | 579   | 3,807  |  |
|             |      | PERCENT | 11.61               | 12.71 | 1.13  | 0.68  | 1.05  | 21.93 | 35.67 | 15.21 |        |  |
| 521         | 3221 | TRIPS   | 3452                | 1428  | 525   | 804   | 5642  | 8964  | 6730  | 8599  | 36,144 |  |
|             |      | PERCENT | 9.55                | 3.95  | 1.45  | 2.22  | 15.61 | 24.8  | 18.62 | 23.79 |        |  |
| 522         | 3222 | TRIPS   | 409                 | 279   | 45    | 108   | 534   | 882   | 672   | 688   | 3,617  |  |
|             |      | PERCENT | 11.31               | 7.71  | 1.24  | 2.99  | 14.76 | 24.38 | 18.58 | 19.02 |        |  |
| 523         | 3223 | TRIPS   | 57                  | 50    | 34    | 65    | 75    | 134   | 160   | 86    | 661    |  |
|             |      | PERCENT | 8.62                | 7.56  | 5.14  | 9.83  | 11.35 | 20.27 | 24.21 | 13.01 |        |  |
| 524         | 3224 | TRIPS   | 2420                | 1248  | 399   | 853   | 2308  | 3484  | 2713  | 4468  | 17,893 |  |
|             |      | PERCENT | 13.52               | 6.97  | 2.23  | 4.77  | 12.9  | 19.47 | 15.16 | 24.97 |        |  |
| 525         | 3225 | TRIPS   | 316                 | 185   | 74    | 170   | 264   | 497   | 410   | 426   | 2,342  |  |
|             |      | PERCENT | 13.49               | 7.9   | 3.16  | 7.26  | 11.27 | 21.22 | 17.51 | 18.19 |        |  |
| 526         | 3226 | TRIPS   | 1                   | 2     | 0     | 0     | 0     | 0     | 0     | 1     | 4      |  |
|             |      | PERCENT | 25                  | 50    | 0     | 0     | 0     | 0     | 0     | 25    |        |  |
| 527         | 3227 | TRIPS   | 1                   | 1     | 0     | 3     | 3     | 2     | 3     | 0     | 13     |  |
|             |      | PERCENT | 7.69                | 7.69  | 0     | 23.08 | 23.08 | 15.38 | 23.08 | 0     |        |  |
| 528         | 3228 | TRIPS   | 489                 | 236   | 198   | 183   | 345   | 607   | 500   | 595   | 3,153  |  |
|             |      | PERCENT | 15.51               | 7.48  | 6.28  | 5.8   | 10.94 | 19.25 | 15.86 | 18.87 |        |  |
| 529         | 3229 | TRIPS   | 309                 | 157   | 121   | 114   | 206   | 365   | 326   | 331   | 1,929  |  |
|             |      | PERCENT | 16.02               | 8.14  | 6.27  | 5.91  | 10.68 | 18.92 | 16.9  | 17.16 |        |  |
| 530         | 3230 | TRIPS   | 54                  | 35    | 33    | 27    | 37    | 71    | 78    | 66    | 401    |  |
|             |      | PERCENT | 13.47               | 8.73  | 8.23  | 6.73  | 9.23  | 17.71 | 19.45 | 16.46 |        |  |
| 531         | 3231 | TRIPS   | 992                 | 473   | 248   | 391   | 809   | 1460  | 1282  | 1449  | 7,104  |  |
|             |      | PERCENT | 13.96               | 6.66  | 3.49  | 5.5   | 11.39 | 20.55 | 18.05 | 20.4  |        |  |
| 532         | 3232 | TRIPS   | 355                 | 185   | 99    | 165   | 287   | 560   | 429   | 446   | 2,526  |  |
|             |      | PERCENT | 14.05               | 7.32  | 3.92  | 6.53  | 11.36 | 22.17 | 16.98 | 17.66 |        |  |
| 533         | 3233 | TRIPS   | 12                  | 11    | 6     | 10    | 11    | 26    | 13    | 12    | 101    |  |
|             |      | PERCENT | 11.88               | 10.89 | 5.94  | 9.9   | 10.89 | 25.74 | 12.87 | 11.88 |        |  |
| 534         | 3234 | TRIPS   | 84                  | 36    | 45    | 74    | 67    | 109   | 106   | 110   | 631    |  |
|             |      | PERCENT | 13.31               | 5.71  | 7.13  | 11.73 | 10.62 | 17.27 | 16.8  | 17.43 |        |  |
| 535         | 3235 | TRIPS   | 276                 | 183   | 68    | 145   | 305   | 622   | 488   | 514   | 2,601  |  |
|             |      | PERCENT | 10.61               | 7.04  | 2.61  | 5.57  | 11.73 | 23.91 | 18.76 | 19.76 |        |  |
| 536         | 3236 | TRIPS   | 44                  | 34    | 7     | 40    | 55    | 89    | 77    | 65    | 411    |  |
|             |      | PERCENT | 10.71               | 8.27  | 1.7   | 9.73  | 13.38 | 21.65 | 18.73 | 15.82 |        |  |
| 537         | 3237 | TRIPS   | 27                  | 16    | 3     | 7     | 36    | 50    | 37    | 29    | 205    |  |
|             |      | PERCENT | 13.17               | 7.8   | 1.46  | 3.41  | 17.56 | 24.39 | 18.05 | 14.15 |        |  |
| 538         | 3238 | TRIPS   | 114                 | 62    | 17    | 53    | 98    | 167   | 207   | 117   | 835    |  |
|             |      | PERCENT | 13.65               | 7.43  | 2.04  | 6.35  | 11.74 | 20    | 24.79 | 14.01 |        |  |
| 539         | 3239 | TRIPS   | 303                 | 185   | 98    | 96    | 409   | 962   | 1016  | 812   | 3,881  |  |
|             |      | PERCENT | 7.81                | 4.77  | 2.53  | 2.47  | 10.54 | 24.79 | 26.18 | 20.92 |        |  |
| 540         | 3240 | TRIPS   | 215                 | 192   | 120   | 74    | 238   | 440   | 513   | 349   | 2,141  |  |
|             |      | PERCENT | 10.04               | 8.97  | 5.6   | 3.46  | 11.12 | 20.55 | 23.96 | 16.3  |        |  |
| 541         | 3241 | TRIPS   | 1792                | 781   | 224   | 333   | 1553  | 3052  | 2645  | 2931  | 13,311 |  |
|             |      | PERCENT | 13.46               | 5.87  | 1.68  | 2.5   | 11.67 | 22.93 | 19.87 | 22.02 |        |  |
| 542         | 3242 | TRIPS   | 692                 | 270   | 146   | 254   | 608   | 1282  | 1134  | 1064  | 5,450  |  |
|             |      | PERCENT | 12.7                | 4.95  | 2.68  | 4.66  | 11.16 | 23.52 | 20.81 | 19.52 |        |  |
| 543         | 3243 | TRIPS   | 135                 | 63    | 31    | 57    | 113   | 231   | 207   | 188   | 1,025  |  |
|             |      | PERCENT | 13.17               | 6.15  | 3.02  | 5.56  | 11.02 | 22.54 | 20.2  | 18.34 |        |  |
| 544         | 3244 | TRIPS   | 256                 | 155   | 67    | 106   | 222   | 405   | 376   | 368   | 1,955  |  |

ORIGIN-DESTINATION MATRIX

| TAZ     | NNE | ENE | ESE | SSE | SSW | WSW | WNW | NNW | Total |
|---------|-----|-----|-----|-----|-----|-----|-----|-----|-------|
| 515     | 11  | 5   | 6   | 13  | 10  | 17  | 22  | 16  | 100   |
| 518     | 13  | 5   | 5   | 8   | 14  | 19  | 20  | 16  | 100   |
| 526     | 25  | 50  | 0   | 0   | 0   | 0   | 0   | 25  | 100   |
| 527     | 8   | 8   | 0   | 23  | 23  | 15  | 23  | 0   | 100   |
| 528     | 16  | 7   | 6   | 6   | 11  | 19  | 16  | 19  | 100   |
| 531     | 14  | 7   | 3   | 6   | 11  | 21  | 18  | 20  | 100   |
| 532     | 14  | 7   | 4   | 7   | 11  | 22  | 17  | 18  | 100   |
| 533     | 12  | 11  | 6   | 10  | 11  | 25  | 13  | 12  | 100   |
| Average | 14  | 13  | 4   | 9   | 11  | 17  | 16  | 16  | 100   |

## **APPENDIX E:**

### **Traffic Data**

2013 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 8700 MIAMI-DADE NORTH

MOCF: 0.97  
 PSCF

| WEEK | DATES                   | SF   | PSCF |
|------|-------------------------|------|------|
| 1    | 01/01/2013 - 01/05/2013 | 1.03 | 1.06 |
| 2    | 01/06/2013 - 01/12/2013 | 1.03 | 1.06 |
| 3    | 01/13/2013 - 01/19/2013 | 1.03 | 1.06 |
| 4    | 01/20/2013 - 01/26/2013 | 1.01 | 1.04 |
| 5    | 01/27/2013 - 02/02/2013 | 1.00 | 1.03 |
| 6    | 02/03/2013 - 02/09/2013 | 0.99 | 1.02 |
| * 7  | 02/10/2013 - 02/16/2013 | 0.97 | 1.00 |
| * 8  | 02/17/2013 - 02/23/2013 | 0.96 | 0.99 |
| * 9  | 02/24/2013 - 03/02/2013 | 0.96 | 0.99 |
| *10  | 03/03/2013 - 03/09/2013 | 0.96 | 0.99 |
| *11  | 03/10/2013 - 03/16/2013 | 0.96 | 0.99 |
| *12  | 03/17/2013 - 03/23/2013 | 0.97 | 1.00 |
| *13  | 03/24/2013 - 03/30/2013 | 0.97 | 1.00 |
| *14  | 03/31/2013 - 04/06/2013 | 0.97 | 1.00 |
| *15  | 04/07/2013 - 04/13/2013 | 0.98 | 1.01 |
| *16  | 04/14/2013 - 04/20/2013 | 0.98 | 1.01 |
| *17  | 04/21/2013 - 04/27/2013 | 0.98 | 1.01 |
| *18  | 04/28/2013 - 05/04/2013 | 0.99 | 1.02 |
| *19  | 05/05/2013 - 05/11/2013 | 0.99 | 1.02 |
| 20   | 05/12/2013 - 05/18/2013 | 1.00 | 1.03 |
| 21   | 05/19/2013 - 05/25/2013 | 1.00 | 1.03 |
| 22   | 05/26/2013 - 06/01/2013 | 1.00 | 1.03 |
| 23   | 06/02/2013 - 06/08/2013 | 1.01 | 1.04 |
| 24   | 06/09/2013 - 06/15/2013 | 1.01 | 1.04 |
| 25   | 06/16/2013 - 06/22/2013 | 1.02 | 1.05 |
| 26   | 06/23/2013 - 06/29/2013 | 1.02 | 1.05 |
| 27   | 06/30/2013 - 07/06/2013 | 1.03 | 1.06 |
| 28   | 07/07/2013 - 07/13/2013 | 1.04 | 1.07 |
| 29   | 07/14/2013 - 07/20/2013 | 1.05 | 1.08 |
| 30   | 07/21/2013 - 07/27/2013 | 1.04 | 1.07 |
| 31   | 07/28/2013 - 08/03/2013 | 1.03 | 1.06 |
| 32   | 08/04/2013 - 08/10/2013 | 1.03 | 1.06 |
| 33   | 08/11/2013 - 08/17/2013 | 1.02 | 1.05 |
| 34   | 08/18/2013 - 08/24/2013 | 1.02 | 1.05 |
| 35   | 08/25/2013 - 08/31/2013 | 1.02 | 1.05 |
| 36   | 09/01/2013 - 09/07/2013 | 1.02 | 1.05 |
| 37   | 09/08/2013 - 09/14/2013 | 1.02 | 1.05 |
| 38   | 09/15/2013 - 09/21/2013 | 1.02 | 1.05 |
| 39   | 09/22/2013 - 09/28/2013 | 1.02 | 1.05 |
| 40   | 09/29/2013 - 10/05/2013 | 1.01 | 1.04 |
| 41   | 10/06/2013 - 10/12/2013 | 1.01 | 1.04 |
| 42   | 10/13/2013 - 10/19/2013 | 1.01 | 1.04 |
| 43   | 10/20/2013 - 10/26/2013 | 1.01 | 1.04 |
| 44   | 10/27/2013 - 11/02/2013 | 1.01 | 1.04 |
| 45   | 11/03/2013 - 11/09/2013 | 1.01 | 1.04 |
| 46   | 11/10/2013 - 11/16/2013 | 1.01 | 1.04 |
| 47   | 11/17/2013 - 11/23/2013 | 1.02 | 1.05 |
| 48   | 11/24/2013 - 11/30/2013 | 1.02 | 1.05 |
| 49   | 12/01/2013 - 12/07/2013 | 1.02 | 1.05 |
| 50   | 12/08/2013 - 12/14/2013 | 1.02 | 1.05 |
| 51   | 12/15/2013 - 12/21/2013 | 1.03 | 1.06 |
| 52   | 12/22/2013 - 12/28/2013 | 1.03 | 1.06 |
| 53   | 12/29/2013 - 12/31/2013 | 1.03 | 1.06 |

\* PEAK SEASON

18-FEB-2014 08:46:31

830UPD

6\_8700\_PKSEASON.TXT

NW 11TH STREET & NW 2ND AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: WAYNE ASSAM  
 SIGNALIZED

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

Site Code : 00140065  
 Start Date: 03/19/14  
 File I.D. : 11ST\_2AV  
 Page : 1

ALL VEHICLES

| NW 2ND AVENUE |      |      |       |    | NW 11TH STREET |      |      |       | NW 2ND AVENUE |       |      |      | NW 11TH STREET |   |       |      |      |       |       |
|---------------|------|------|-------|----|----------------|------|------|-------|---------------|-------|------|------|----------------|---|-------|------|------|-------|-------|
| From North    |      |      |       |    | From East      |      |      |       | From South    |       |      |      | From West      |   |       |      |      |       |       |
| UTurn         | Left | Thru | Right |    | UTurn          | Left | Thru | Right |               | UTurn | Left | Thru | Right          |   | UTurn | Left | Thru | Right | Total |
| Date 03/19/14 |      |      |       |    |                |      |      |       |               |       |      |      |                |   |       |      |      |       |       |
| 07:30         | 0    | 0    | 23    | 0  | 0              | 3    | 8    | 4     | 0             | 3     | 19   | 0    | 0              | 0 | 0     | 0    | 0    | 0     | 60    |
| 07:45         | 0    | 0    | 19    | 0  | 0              | 4    | 6    | 2     | 0             | 3     | 19   | 0    | 0              | 0 | 0     | 0    | 0    | 0     | 53    |
| 08:00         | 0    | 0    | 27    | 1  | 0              | 1    | 9    | 1     | 0             | 1     | 28   | 0    | 0              | 0 | 0     | 0    | 0    | 0     | 68    |
| 08:15         | 0    | 0    | 25    | 2  | 0              | 2    | 6    | 4     | 0             | 4     | 19   | 0    | 0              | 0 | 0     | 0    | 0    | 0     | 62    |
| Hr Total      | 0    | 0    | 94    | 3  | 0              | 10   | 29   | 11    | 0             | 11    | 85   | 0    | 0              | 0 | 0     | 0    | 0    | 0     | 243   |
|               |      |      |       |    |                |      |      |       |               |       |      |      |                |   |       |      |      |       |       |
| 08:30         | 0    | 0    | 26    | 1  | 0              | 13   | 6    | 0     | 0             | 0     | 30   | 0    | 0              | 0 | 0     | 0    | 0    | 0     | 76    |
| 08:45         | 0    | 0    | 17    | 2  | 0              | 10   | 1    | 1     | 0             | 2     | 24   | 0    | 0              | 0 | 0     | 0    | 0    | 0     | 57    |
| 09:00         | 0    | 0    | 29    | 1  | 0              | 2    | 5    | 3     | 0             | 3     | 16   | 0    | 0              | 0 | 0     | 0    | 0    | 0     | 59    |
| 09:15         | 0    | 0    | 19    | 1  | 0              | 2    | 2    | 3     | 0             | 2     | 13   | 0    | 0              | 0 | 0     | 0    | 0    | 0     | 42    |
| Hr Total      | 0    | 0    | 91    | 5  | 0              | 27   | 14   | 7     | 0             | 7     | 83   | 0    | 0              | 0 | 0     | 0    | 0    | 0     | 234   |
| * BREAK *     |      |      |       |    |                |      |      |       |               |       |      |      |                |   |       |      |      |       |       |
|               |      |      |       |    |                |      |      |       |               |       |      |      |                |   |       |      |      |       |       |
| 15:30         | 0    | 0    | 0     | 0  | 0              | 0    | 0    | 0     | 0             | 0     | 0    | 0    | 0              | 0 | 0     | 0    | 0    | 0     | 0     |
| 15:45         | 0    | 0    | 0     | 0  | 0              | 0    | 0    | 0     | 0             | 0     | 0    | 0    | 0              | 0 | 0     | 0    | 0    | 0     | 0     |
| 16:00         | 0    | 0    | 13    | 3  | 0              | 4    | 11   | 6     | 0             | 6     | 44   | 0    | 0              | 0 | 0     | 0    | 0    | 0     | 87    |
| 16:15         | 0    | 0    | 17    | 1  | 0              | 0    | 6    | 1     | 0             | 5     | 52   | 0    | 0              | 0 | 0     | 0    | 0    | 0     | 82    |
| Hr Total      | 0    | 0    | 30    | 4  | 0              | 4    | 17   | 7     | 0             | 11    | 96   | 0    | 0              | 0 | 0     | 0    | 0    | 0     | 169   |
|               |      |      |       |    |                |      |      |       |               |       |      |      |                |   |       |      |      |       |       |
| 16:30         | 0    | 0    | 9     | 2  | 0              | 4    | 9    | 6     | 0             | 4     | 44   | 0    | 0              | 0 | 0     | 0    | 0    | 0     | 78    |
| 16:45         | 0    | 0    | 14    | 3  | 0              | 2    | 12   | 6     | 0             | 8     | 64   | 0    | 0              | 0 | 0     | 0    | 0    | 0     | 109   |
| 17:00         | 0    | 0    | 16    | 1  | 0              | 7    | 22   | 7     | 0             | 6     | 53   | 0    | 0              | 0 | 0     | 0    | 0    | 0     | 112   |
| 17:15         | 0    | 0    | 19    | 1  | 0              | 5    | 10   | 11    | 0             | 4     | 90   | 0    | 0              | 0 | 0     | 0    | 0    | 0     | 140   |
| Hr Total      | 0    | 0    | 58    | 7  | 0              | 18   | 53   | 30    | 0             | 22    | 251  | 0    | 0              | 0 | 0     | 0    | 0    | 0     | 439   |
|               |      |      |       |    |                |      |      |       |               |       |      |      |                |   |       |      |      |       |       |
| 17:30         | 0    | 0    | 13    | 2  | 0              | 3    | 12   | 7     | 0             | 10    | 59   | 0    | 0              | 0 | 0     | 0    | 0    | 0     | 106   |
| 17:45         | 0    | 0    | 15    | 1  | 0              | 2    | 10   | 7     | 0             | 8     | 43   | 0    | 0              | 0 | 0     | 0    | 0    | 0     | 86    |
| Hr Total      | 0    | 0    | 28    | 3  | 0              | 5    | 22   | 14    | 0             | 18    | 102  | 0    | 0              | 0 | 0     | 0    | 0    | 0     | 192   |
|               |      |      |       |    |                |      |      |       |               |       |      |      |                |   |       |      |      |       |       |
| *TOTAL*       | 0    | 0    | 301   | 22 | 0              | 64   | 135  | 69    | 0             | 69    | 617  | 0    | 0              | 0 | 0     | 0    | 0    | 0     | 1277  |

1277

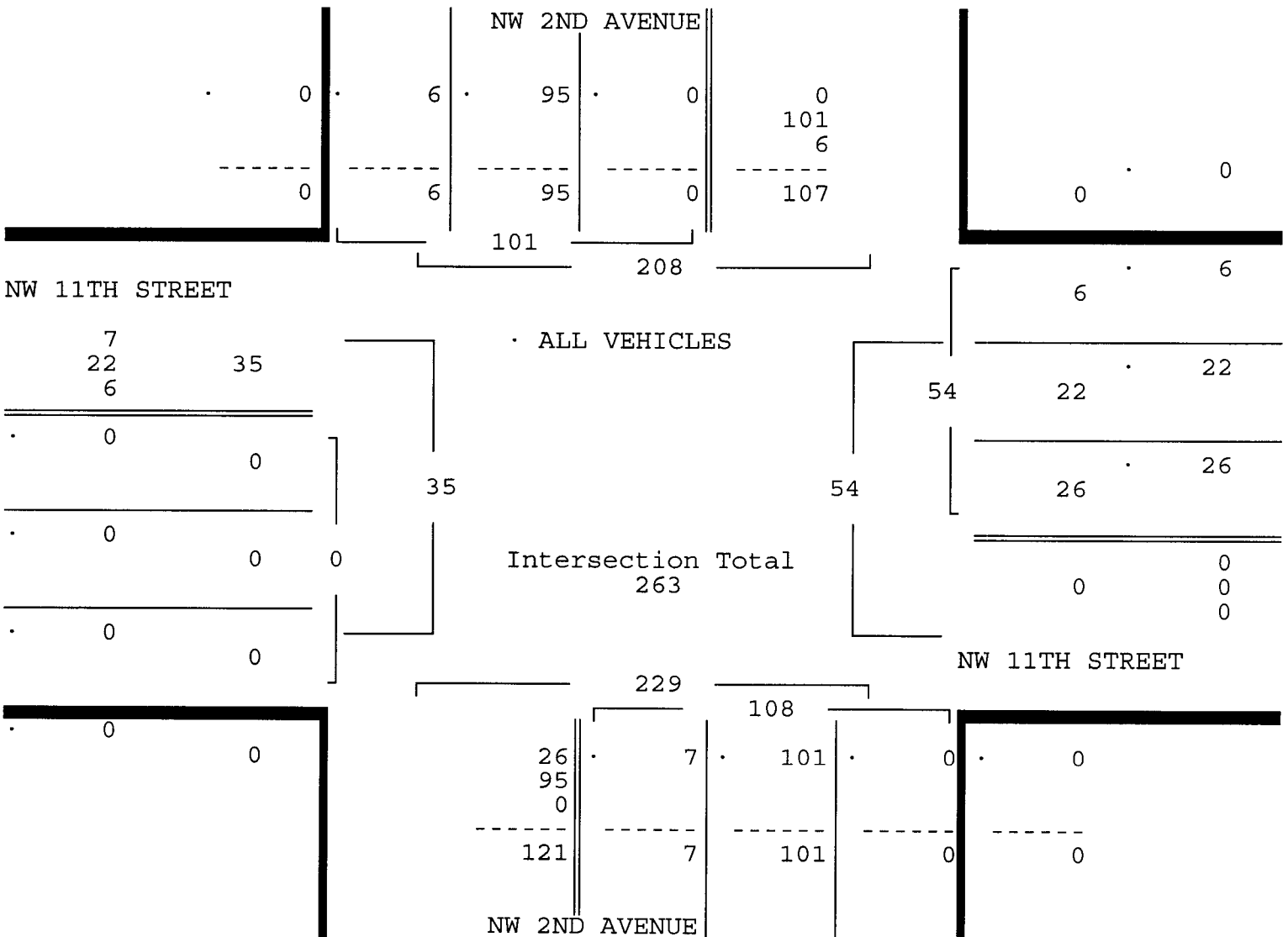
NW 11TH STREET & NW 2ND AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: WAYNE ASSAM  
 SIGNALIZED

Traffic Survey Specialists, Inc.  
 624 Gardenia Terrace  
 Delray Beach, Florida 33444  
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 Start Date: 03/19/14  
 File I.D. : 11ST\_2AV  
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ALL VEHICLES

| NW 2ND AVENUE                                                                        |       |      |       |    | NW 11TH STREET |      |      |       | NW 2ND AVENUE |       |      |      | NW 11TH STREET |  |       |      |      |       |  |
|--------------------------------------------------------------------------------------|-------|------|-------|----|----------------|------|------|-------|---------------|-------|------|------|----------------|--|-------|------|------|-------|--|
| From North                                                                           |       |      |       |    | From East      |      |      |       | From South    |       |      |      | From West      |  |       |      |      |       |  |
|                                                                                      |       |      |       |    |                |      |      |       |               |       |      |      |                |  |       |      |      |       |  |
| UTurn                                                                                | Left  | Thru | Right |    | UTurn          | Left | Thru | Right |               | UTurn | Left | Thru | Right          |  | UTurn | Left | Thru | Right |  |
| Date 03/19/14 -----                                                                  |       |      |       |    |                |      |      |       |               |       |      |      |                |  |       |      |      |       |  |
| Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 03/19/14 |       |      |       |    |                |      |      |       |               |       |      |      |                |  |       |      |      |       |  |
| Peak start 08:00                                                                     |       |      |       |    | 08:00          |      |      |       | 08:00         |       |      |      | 08:00          |  |       |      |      |       |  |
| Volume                                                                               | 0     | 0    | 95    | 6  | 0              | 26   | 22   | 6     |               | 0     | 7    | 101  | 0              |  | 0     | 0    | 0    | 0     |  |
| Percent                                                                              | 0%    | 0%   | 94%   | 6% | 0%             | 48%  | 41%  | 11%   |               | 0%    | 6%   | 94%  | 0%             |  | 0%    | 0%   | 0%   | 0%    |  |
| Pk total                                                                             | 101   |      |       |    | 54             |      |      |       |               | 108   |      |      |                |  | 0     |      |      |       |  |
| Highest                                                                              | 08:00 |      |       |    | 08:30          |      |      |       | 08:30         |       |      |      | 07:30          |  |       |      |      |       |  |
| Volume                                                                               | 0     | 0    | 27    | 1  | 0              | 13   | 6    | 0     |               | 0     | 0    | 30   | 0              |  | 0     | 0    | 0    | 0     |  |
| Hi total                                                                             | 28    |      |       |    | 19             |      |      |       |               | 30    |      |      |                |  | 0     |      |      |       |  |
| PHF                                                                                  | .90   |      |       |    | .71            |      |      |       | .90           |       |      |      | .0             |  |       |      |      |       |  |



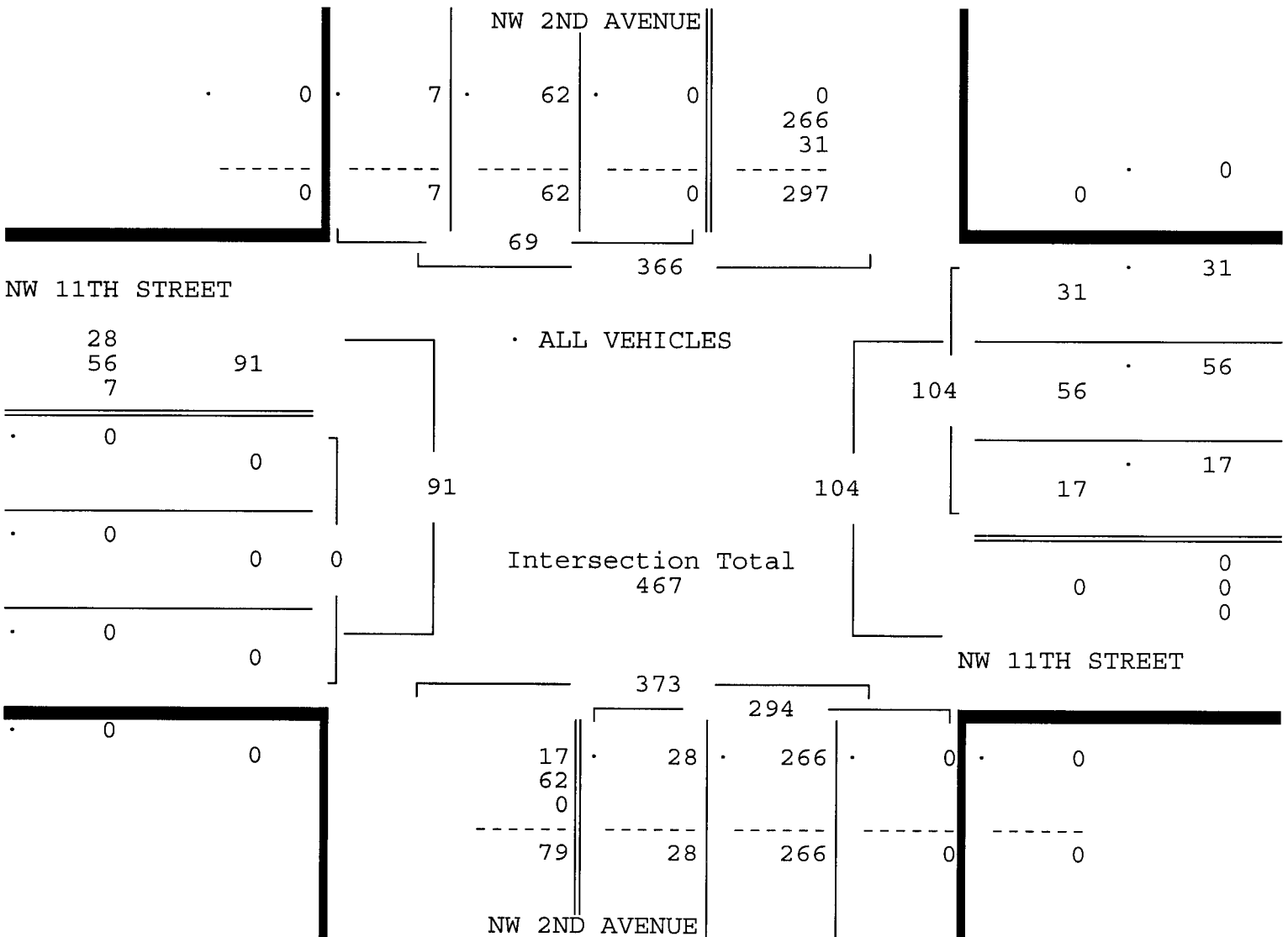
NW 11TH STREET & NW 2ND AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: WAYNE ASSAM  
 SIGNALIZED

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

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 Start Date: 03/19/14  
 File I.D. : 11ST\_2AV  
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ALL VEHICLES

| NW 2ND AVENUE                                                                        |       |      |       |     | NW 11TH STREET |      |      |       | NW 2ND AVENUE |       |      |      | NW 11TH STREET |  |       |      |      |       |  |       |
|--------------------------------------------------------------------------------------|-------|------|-------|-----|----------------|------|------|-------|---------------|-------|------|------|----------------|--|-------|------|------|-------|--|-------|
| From North                                                                           |       |      |       |     | From East      |      |      |       | From South    |       |      |      | From West      |  |       |      |      |       |  |       |
|                                                                                      |       |      |       |     |                |      |      |       |               |       |      |      |                |  |       |      |      |       |  |       |
| UTurn                                                                                | Left  | Thru | Right |     | UTurn          | Left | Thru | Right |               | UTurn | Left | Thru | Right          |  | UTurn | Left | Thru | Right |  | Total |
| Date 03/19/14 -----                                                                  |       |      |       |     |                |      |      |       |               |       |      |      |                |  |       |      |      |       |  |       |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/19/14 |       |      |       |     |                |      |      |       |               |       |      |      |                |  |       |      |      |       |  |       |
| Peak start 16:45                                                                     |       |      |       |     | 16:45          |      |      |       | 16:45         |       |      |      | 16:45          |  |       |      |      |       |  |       |
| Volume                                                                               | 0     | 0    | 62    | 7   | 0              | 17   | 56   | 31    |               | 0     | 28   | 266  | 0              |  | 0     | 0    | 0    | 0     |  |       |
| Percent                                                                              | 0%    | 0%   | 90%   | 10% | 0%             | 16%  | 54%  | 30%   |               | 0%    | 10%  | 90%  | 0%             |  | 0%    | 0%   | 0%   | 0%    |  |       |
| Pk total                                                                             | 69    |      |       |     | 104            |      |      |       |               | 294   |      |      |                |  | 0     |      |      |       |  |       |
| Highest                                                                              | 17:15 |      |       |     | 17:00          |      |      |       |               | 17:15 |      |      |                |  | 07:30 |      |      |       |  |       |
| Volume                                                                               | 0     | 0    | 19    | 1   | 0              | 7    | 22   | 7     |               | 0     | 4    | 90   | 0              |  | 0     | 0    | 0    | 0     |  |       |
| Hi total                                                                             | 20    |      |       |     | 36             |      |      |       |               | 94    |      |      |                |  | 0     |      |      |       |  |       |
| PHF                                                                                  | .86   |      |       |     | .72            |      |      |       |               | .78   |      |      |                |  | .0    |      |      |       |  |       |



NW 11TH STREET & NW 2ND AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: WAYNE ASSAM  
 SIGNALIZED

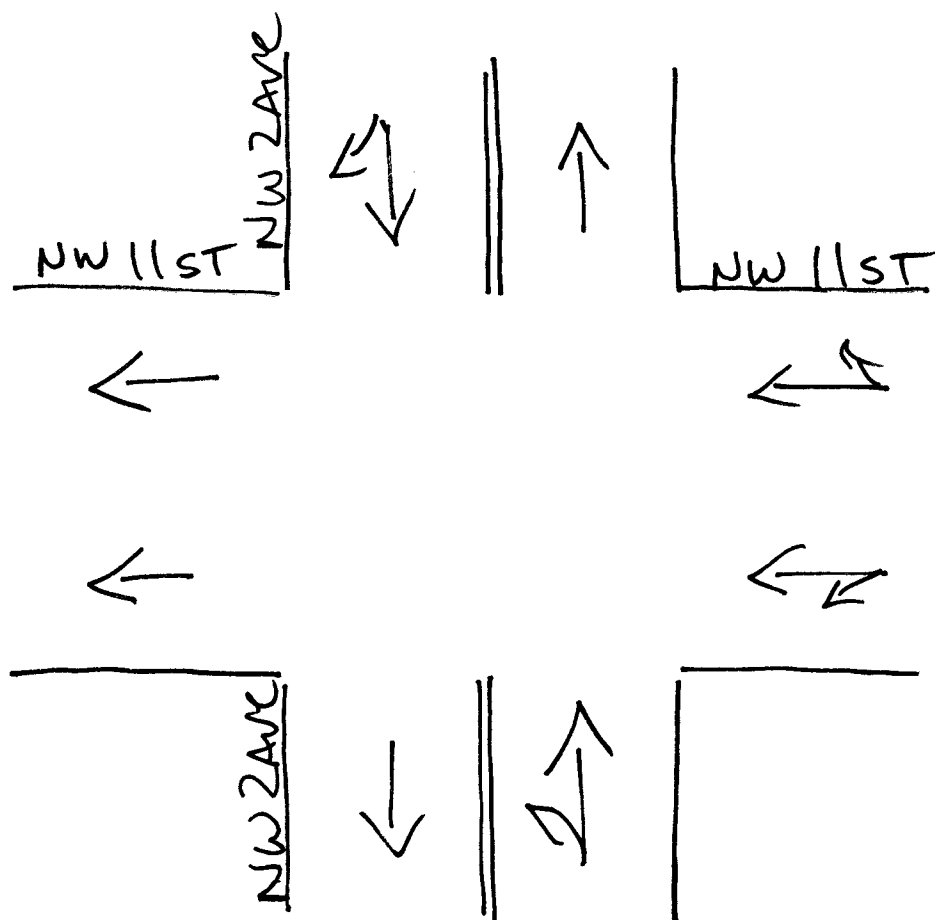
Traffic Survey Specialists, Inc.  
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 Start Date: 03/19/14  
 File I.D. : 11ST\_2AV  
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PEDESTRIANS

| Date 03/19/14 | NW 2ND AVENUE<br>From North |      |       |      | NW 11TH STREET<br>From East |      |       |      | NW 2ND AVENUE<br>From South |      |       |      | NW 11TH STREET<br>From West |      |       |      | Total |
|---------------|-----------------------------|------|-------|------|-----------------------------|------|-------|------|-----------------------------|------|-------|------|-----------------------------|------|-------|------|-------|
|               | Left                        | Thru | Right | Peds | Left                        | Thru | Right | Peds | Left                        | Thru | Right | Peds | Left                        | Thru | Right | Peds |       |
|               |                             |      |       |      |                             |      |       |      |                             |      |       |      |                             |      |       |      |       |
| 07:30         | 0                           | 0    | 0     | 2    | 0                           | 0    | 0     | 10   | 0                           | 0    | 0     | 2    | 0                           | 0    | 0     | 6    | 20    |
| 07:45         | 0                           | 0    | 0     | 7    | 0                           | 0    | 0     | 7    | 0                           | 0    | 0     | 1    | 0                           | 0    | 0     | 3    | 18    |
| 08:00         | 0                           | 0    | 0     | 5    | 0                           | 0    | 0     | 3    | 0                           | 0    | 0     | 3    | 0                           | 0    | 0     | 2    | 13    |
| 08:15         | 0                           | 0    | 0     | 6    | 0                           | 0    | 0     | 12   | 0                           | 0    | 0     | 2    | 0                           | 0    | 0     | 8    | 28    |
| Hr Total      | 0                           | 0    | 0     | 20   | 0                           | 0    | 0     | 32   | 0                           | 0    | 0     | 8    | 0                           | 0    | 0     | 19   | 79    |
| 08:30         | 0                           | 0    | 0     | 2    | 0                           | 0    | 0     | 7    | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 7    | 16    |
| 08:45         | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 6    | 0                           | 0    | 0     | 1    | 0                           | 0    | 0     | 4    | 11    |
| 09:00         | 0                           | 0    | 0     | 3    | 0                           | 0    | 0     | 4    | 0                           | 0    | 0     | 2    | 0                           | 0    | 0     | 3    | 12    |
| 09:15         | 0                           | 0    | 0     | 3    | 0                           | 0    | 0     | 4    | 0                           | 0    | 0     | 1    | 0                           | 0    | 0     | 3    | 11    |
| Hr Total      | 0                           | 0    | 0     | 8    | 0                           | 0    | 0     | 21   | 0                           | 0    | 0     | 4    | 0                           | 0    | 0     | 17   | 50    |
| * BREAK *     |                             |      |       |      |                             |      |       |      |                             |      |       |      |                             |      |       |      |       |
| 15:30         | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0     |
| 15:45         | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0     |
| 16:00         | 0                           | 0    | 0     | 3    | 0                           | 0    | 0     | 6    | 0                           | 0    | 0     | 2    | 0                           | 0    | 0     | 7    | 18    |
| 16:15         | 0                           | 0    | 0     | 3    | 0                           | 0    | 0     | 2    | 0                           | 0    | 0     | 1    | 0                           | 0    | 0     | 6    | 12    |
| Hr Total      | 0                           | 0    | 0     | 6    | 0                           | 0    | 0     | 8    | 0                           | 0    | 0     | 3    | 0                           | 0    | 0     | 13   | 30    |
| 16:30         | 0                           | 0    | 0     | 4    | 0                           | 0    | 0     | 7    | 0                           | 0    | 0     | 3    | 0                           | 0    | 0     | 5    | 19    |
| 16:45         | 0                           | 0    | 0     | 3    | 0                           | 0    | 0     | 8    | 0                           | 0    | 0     | 1    | 0                           | 0    | 0     | 5    | 17    |
| 17:00         | 0                           | 0    | 0     | 4    | 0                           | 0    | 0     | 8    | 0                           | 0    | 0     | 1    | 0                           | 0    | 0     | 8    | 21    |
| 17:15         | 0                           | 0    | 0     | 3    | 0                           | 0    | 0     | 3    | 0                           | 0    | 0     | 1    | 0                           | 0    | 0     | 7    | 14    |
| Hr Total      | 0                           | 0    | 0     | 14   | 0                           | 0    | 0     | 26   | 0                           | 0    | 0     | 6    | 0                           | 0    | 0     | 25   | 71    |
| 17:30         | 0                           | 0    | 0     | 6    | 0                           | 0    | 0     | 8    | 0                           | 0    | 0     | 1    | 0                           | 0    | 0     | 12   | 27    |
| 17:45         | 0                           | 0    | 0     | 5    | 0                           | 0    | 0     | 10   | 0                           | 0    | 0     | 4    | 0                           | 0    | 0     | 11   | 30    |
| Hr Total      | 0                           | 0    | 0     | 11   | 0                           | 0    | 0     | 18   | 0                           | 0    | 0     | 5    | 0                           | 0    | 0     | 23   | 57    |
| *TOTAL*       | 0                           | 0    | 0     | 59   | 0                           | 0    | 0     | 105  | 0                           | 0    | 0     | 26   | 0                           | 0    | 0     | 97   | 287   |

↑  
North



Miami, Florida  
March 19, 2014  
drawn by: Luis Palomino  
signalized

NW 11TH STREET & NW 1ST AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: REY LOPEZ  
 NOT SIGNALIZED

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

Site Code : 00140065  
 Start Date: 03/19/14  
 File I.D. : 11ST\_1AV  
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ALL VEHICLES

| NW 1ST AVENUE<br>From North |      |      |       |    | NW 11TH STREET<br>From East |      |      |       | NW 1ST AVENUE<br>From South |       |      |      | NW 11TH STREET<br>From West |   |       |      |      |       |   |       |     |
|-----------------------------|------|------|-------|----|-----------------------------|------|------|-------|-----------------------------|-------|------|------|-----------------------------|---|-------|------|------|-------|---|-------|-----|
| UTurn                       | Left | Thru | Right |    | UTurn                       | Left | Thru | Right |                             | UTurn | Left | Thru | Right                       |   | UTurn | Left | Thru | Right |   | Total |     |
| Date 03/19/14 -----         |      |      |       |    |                             |      |      |       |                             |       |      |      |                             |   |       |      |      |       |   |       |     |
| 07:30                       | 0    | 0    | 1     | 1  |                             | 0    | 1    | 2     | 0                           |       | 0    | 5    | 4                           | 0 |       | 0    | 0    | 0     | 0 |       | 14  |
| 07:45                       | 0    | 0    | 1     | 0  |                             | 0    | 1    | 2     | 0                           |       | 0    | 7    | 3                           | 0 |       | 0    | 0    | 0     | 0 |       | 14  |
| 08:00                       | 0    | 0    | 0     | 2  |                             | 0    | 2    | 2     | 0                           |       | 0    | 7    | 3                           | 0 |       | 0    | 3    | 1     | 0 |       | 20  |
| 08:15                       | 0    | 0    | 8     | 0  |                             | 0    | 1    | 3     | 0                           |       | 0    | 6    | 3                           | 0 |       | 0    | 0    | 0     | 0 |       | 21  |
| Hr Total                    | 0    | 0    | 10    | 3  |                             | 0    | 5    | 9     | 0                           |       | 0    | 25   | 13                          | 0 |       | 0    | 3    | 1     | 0 |       | 69  |
|                             |      |      |       |    |                             |      |      |       |                             |       |      |      |                             |   |       |      |      |       |   |       |     |
| 08:30                       | 0    | 0    | 4     | 3  |                             | 0    | 3    | 5     | 0                           |       | 0    | 7    | 2                           | 0 |       | 0    | 0    | 0     | 0 |       | 24  |
| 08:45                       | 0    | 0    | 3     | 0  |                             | 0    | 0    | 10    | 2                           |       | 0    | 4    | 3                           | 0 |       | 0    | 2    | 0     | 0 |       | 24  |
| 09:00                       | 0    | 0    | 4     | 1  |                             | 0    | 5    | 4     | 1                           |       | 0    | 8    | 3                           | 0 |       | 0    | 0    | 0     | 2 |       | 28  |
| 09:15                       | 0    | 0    | 0     | 1  |                             | 0    | 1    | 4     | 1                           |       | 0    | 6    | 2                           | 0 |       | 0    | 0    | 0     | 2 |       | 17  |
| Hr Total                    | 0    | 0    | 11    | 5  |                             | 0    | 9    | 23    | 4                           |       | 0    | 25   | 10                          | 0 |       | 0    | 2    | 0     | 4 |       | 93  |
| ----- * BREAK * -----       |      |      |       |    |                             |      |      |       |                             |       |      |      |                             |   |       |      |      |       |   |       |     |
|                             |      |      |       |    |                             |      |      |       |                             |       |      |      |                             |   |       |      |      |       |   |       |     |
| 15:30                       | 0    | 0    | 0     | 0  |                             | 0    | 0    | 0     | 0                           |       | 0    | 0    | 0                           | 0 |       | 0    | 0    | 0     | 0 |       | 0   |
| 15:45                       | 0    | 0    | 0     | 0  |                             | 0    | 0    | 0     | 0                           |       | 0    | 0    | 0                           | 0 |       | 0    | 0    | 0     | 0 |       | 0   |
| 16:00                       | 0    | 0    | 1     | 0  |                             | 0    | 5    | 10    | 1                           |       | 0    | 15   | 5                           | 0 |       | 0    | 0    | 1     | 0 |       | 38  |
| 16:15                       | 0    | 0    | 1     | 3  |                             | 0    | 1    | 5     | 1                           |       | 0    | 6    | 1                           | 0 |       | 0    | 0    | 0     | 0 |       | 18  |
| Hr Total                    | 0    | 0    | 2     | 3  |                             | 0    | 6    | 15    | 2                           |       | 0    | 21   | 6                           | 0 |       | 0    | 0    | 1     | 0 |       | 56  |
|                             |      |      |       |    |                             |      |      |       |                             |       |      |      |                             |   |       |      |      |       |   |       |     |
| 16:30                       | 0    | 0    | 2     | 1  |                             | 0    | 5    | 8     | 1                           |       | 0    | 12   | 4                           | 0 |       | 0    | 0    | 0     | 1 |       | 34  |
| 16:45                       | 0    | 0    | 1     | 0  |                             | 0    | 8    | 8     | 0                           |       | 0    | 24   | 5                           | 0 |       | 0    | 0    | 0     | 1 |       | 47  |
| 17:00                       | 0    | 0    | 2     | 3  |                             | 0    | 1    | 17    | 1                           |       | 0    | 22   | 6                           | 0 |       | 0    | 0    | 1     | 1 |       | 54  |
| 17:15                       | 0    | 0    | 1     | 1  |                             | 0    | 2    | 10    | 0                           |       | 0    | 19   | 5                           | 0 |       | 0    | 1    | 0     | 0 |       | 39  |
| Hr Total                    | 0    | 0    | 6     | 5  |                             | 0    | 16   | 43    | 2                           |       | 0    | 77   | 20                          | 0 |       | 0    | 1    | 1     | 3 |       | 174 |
|                             |      |      |       |    |                             |      |      |       |                             |       |      |      |                             |   |       |      |      |       |   |       |     |
| 17:30                       | 0    | 0    | 1     | 1  |                             | 0    | 6    | 4     | 1                           |       | 0    | 13   | 12                          | 0 |       | 0    | 0    | 0     | 0 |       | 38  |
| 17:45                       | 0    | 0    | 4     | 2  |                             | 0    | 5    | 8     | 1                           |       | 0    | 12   | 3                           | 0 |       | 0    | 0    | 0     | 0 |       | 35  |
| Hr Total                    | 0    | 0    | 5     | 3  |                             | 0    | 11   | 12    | 2                           |       | 0    | 25   | 15                          | 0 |       | 0    | 0    | 0     | 0 |       | 73  |
| -----                       |      |      |       |    |                             |      |      |       |                             |       |      |      |                             |   |       |      |      |       |   |       |     |
| *TOTAL*                     | 0    | 0    | 34    | 19 |                             | 0    | 47   | 102   | 10                          |       | 0    | 173  | 64                          | 0 |       | 0    | 6    | 3     | 7 |       | 465 |

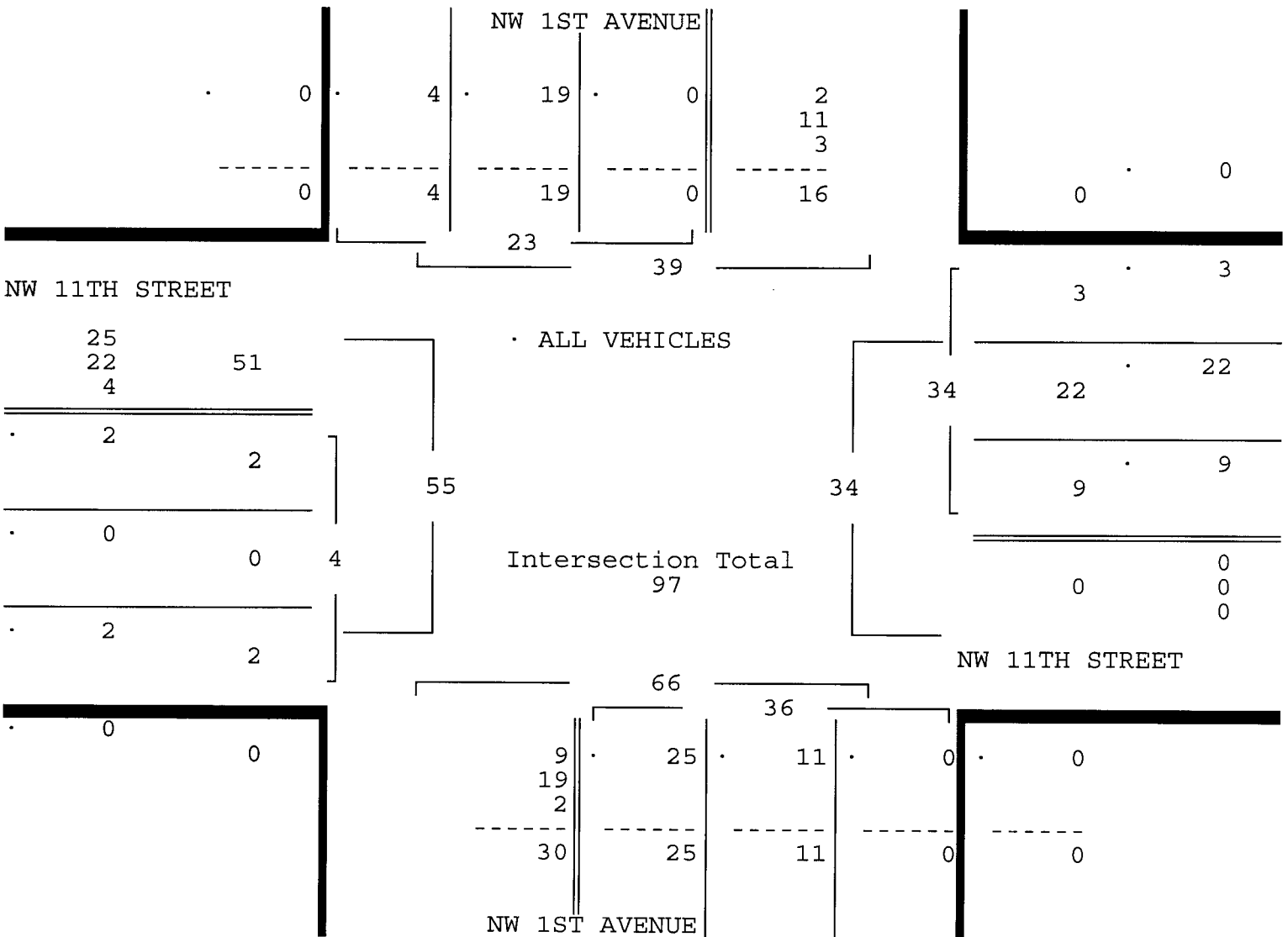
NW 11TH STREET & NW 1ST AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: REY LOPEZ  
 NOT SIGNALIZED

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

Site Code : 00140065  
 Start Date: 03/19/14  
 File I.D. : 11ST\_1AV  
 Page : 2

ALL VEHICLES

| NW 1ST AVENUE                                                                        |       |      |       |     | NW 11TH STREET |      |      |       |  | NW 1ST AVENUE |      |      |       |  | NW 11TH STREET |      |      |       |  | Total |
|--------------------------------------------------------------------------------------|-------|------|-------|-----|----------------|------|------|-------|--|---------------|------|------|-------|--|----------------|------|------|-------|--|-------|
| From North                                                                           |       |      |       |     | From East      |      |      |       |  | From South    |      |      |       |  | From West      |      |      |       |  |       |
|                                                                                      |       |      |       |     |                |      |      |       |  |               |      |      |       |  |                |      |      |       |  |       |
| UTurn                                                                                | Left  | Thru | Right |     | UTurn          | Left | Thru | Right |  | UTurn         | Left | Thru | Right |  | UTurn          | Left | Thru | Right |  |       |
| Date 03/19/14                                                                        |       |      |       |     |                |      |      |       |  |               |      |      |       |  |                |      |      |       |  |       |
| Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 03/19/14 |       |      |       |     |                |      |      |       |  |               |      |      |       |  |                |      |      |       |  |       |
| Peak start 08:15                                                                     |       |      |       |     | 08:15          |      |      |       |  | 08:15         |      |      |       |  | 08:15          |      |      |       |  |       |
| Volume                                                                               | 0     | 0    | 19    | 4   | 0              | 9    | 22   | 3     |  | 0             | 25   | 11   | 0     |  | 0              | 2    | 0    | 2     |  |       |
| Percent                                                                              | 0%    | 0%   | 83%   | 17% | 0%             | 26%  | 65%  | 9%    |  | 0%            | 69%  | 31%  | 0%    |  | 0%             | 50%  | 0%   | 50%   |  |       |
| Pk total                                                                             | 23    |      |       |     | 34             |      |      |       |  | 36            |      |      |       |  | 4              |      |      |       |  |       |
| Highest                                                                              | 08:15 |      |       |     | 08:45          |      |      |       |  | 09:00         |      |      |       |  | 08:45          |      |      |       |  |       |
| Volume                                                                               | 0     | 0    | 8     | 0   | 0              | 0    | 10   | 2     |  | 0             | 8    | 3    | 0     |  | 0              | 2    | 0    | 0     |  |       |
| Hi total                                                                             | 8     |      |       |     | 12             |      |      |       |  | 11            |      |      |       |  | 2              |      |      |       |  |       |
| PHF                                                                                  | .72   |      |       |     | .71            |      |      |       |  | .82           |      |      |       |  | .50            |      |      |       |  |       |



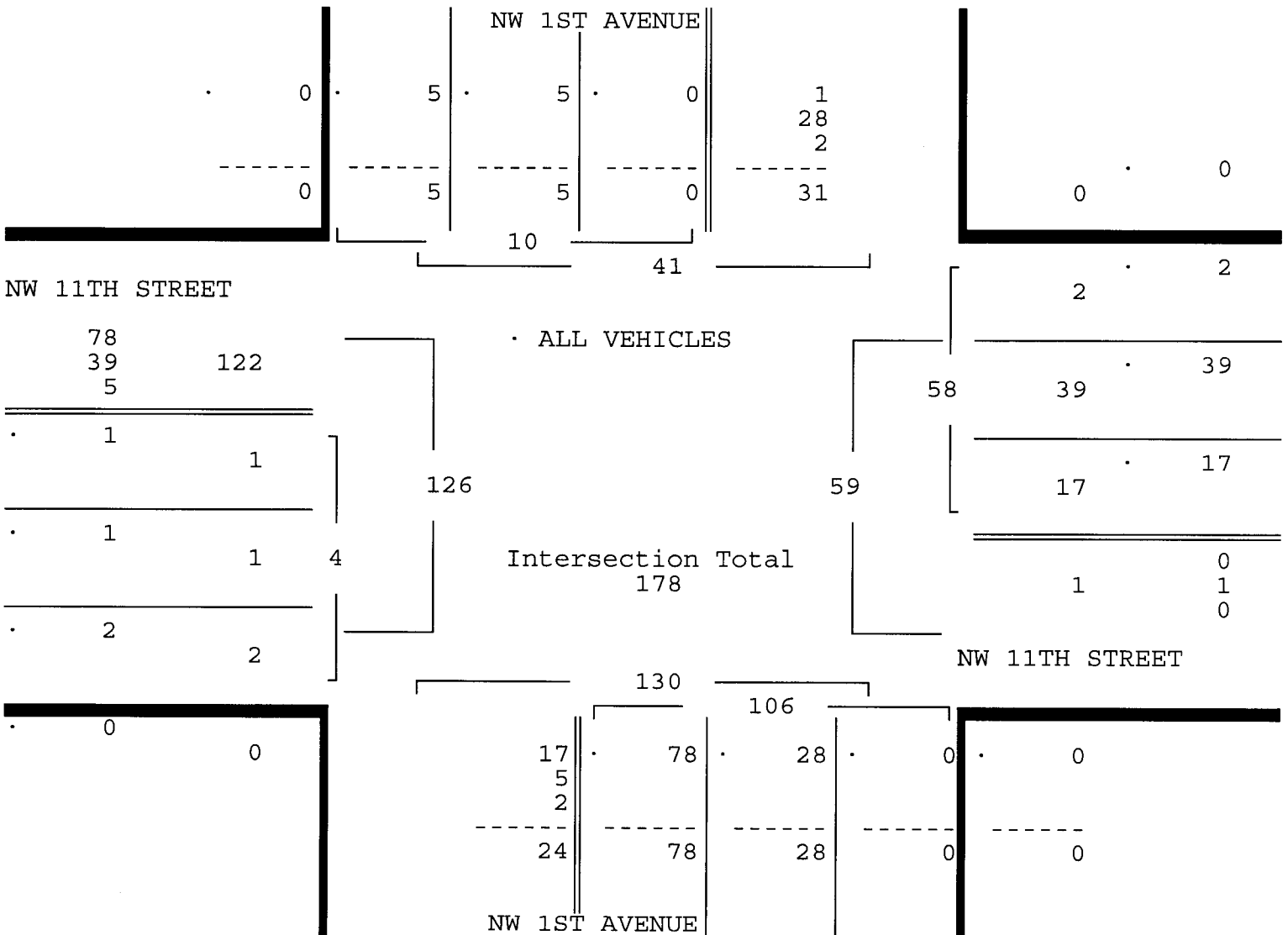
NW 11TH STREET & NW 1ST AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: REY LOPEZ  
 NOT SIGNALIZED

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

Site Code : 00140065  
 Start Date: 03/19/14  
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ALL VEHICLES

| NW 1ST AVENUE                                                                        |       |      |       |     | NW 11TH STREET |      |      |       |  | NW 1ST AVENUE |      |      |       |  | NW 11TH STREET |      |      |       |  |  |
|--------------------------------------------------------------------------------------|-------|------|-------|-----|----------------|------|------|-------|--|---------------|------|------|-------|--|----------------|------|------|-------|--|--|
| From North                                                                           |       |      |       |     | From East      |      |      |       |  | From South    |      |      |       |  | From West      |      |      |       |  |  |
| UTurn                                                                                | Left  | Thru | Right |     | UTurn          | Left | Thru | Right |  | UTurn         | Left | Thru | Right |  | UTurn          | Left | Thru | Right |  |  |
| Date 03/19/14 -----                                                                  |       |      |       |     |                |      |      |       |  |               |      |      |       |  |                |      |      |       |  |  |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/19/14 |       |      |       |     |                |      |      |       |  |               |      |      |       |  |                |      |      |       |  |  |
| Peak start 16:45                                                                     |       |      |       |     | 16:45          |      |      |       |  | 16:45         |      |      |       |  | 16:45          |      |      |       |  |  |
| Volume                                                                               | 0     | 0    | 5     | 5   | 0              | 17   | 39   | 2     |  | 0             | 78   | 28   | 0     |  | 0              | 1    | 1    | 2     |  |  |
| Percent                                                                              | 0%    | 0%   | 50%   | 50% | 0%             | 29%  | 67%  | 3%    |  | 0%            | 74%  | 26%  | 0%    |  | 0%             | 25%  | 25%  | 50%   |  |  |
| Pk total                                                                             | 10    |      |       |     | 58             |      |      |       |  | 106           |      |      |       |  | 4              |      |      |       |  |  |
| Highest                                                                              | 17:00 |      |       |     | 17:00          |      |      |       |  | 16:45         |      |      |       |  | 17:00          |      |      |       |  |  |
| Volume                                                                               | 0     | 0    | 2     | 3   | 0              | 1    | 17   | 1     |  | 0             | 24   | 5    | 0     |  | 0              | 0    | 1    | 1     |  |  |
| Hi total                                                                             | 5     |      |       |     | 19             |      |      |       |  | 29            |      |      |       |  | 2              |      |      |       |  |  |
| PHF                                                                                  | .50   |      |       |     | .76            |      |      |       |  | .91           |      |      |       |  | .50            |      |      |       |  |  |



NW 11TH STREET & NW 1ST AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: REY LOPEZ  
 NOT SIGNALIZED

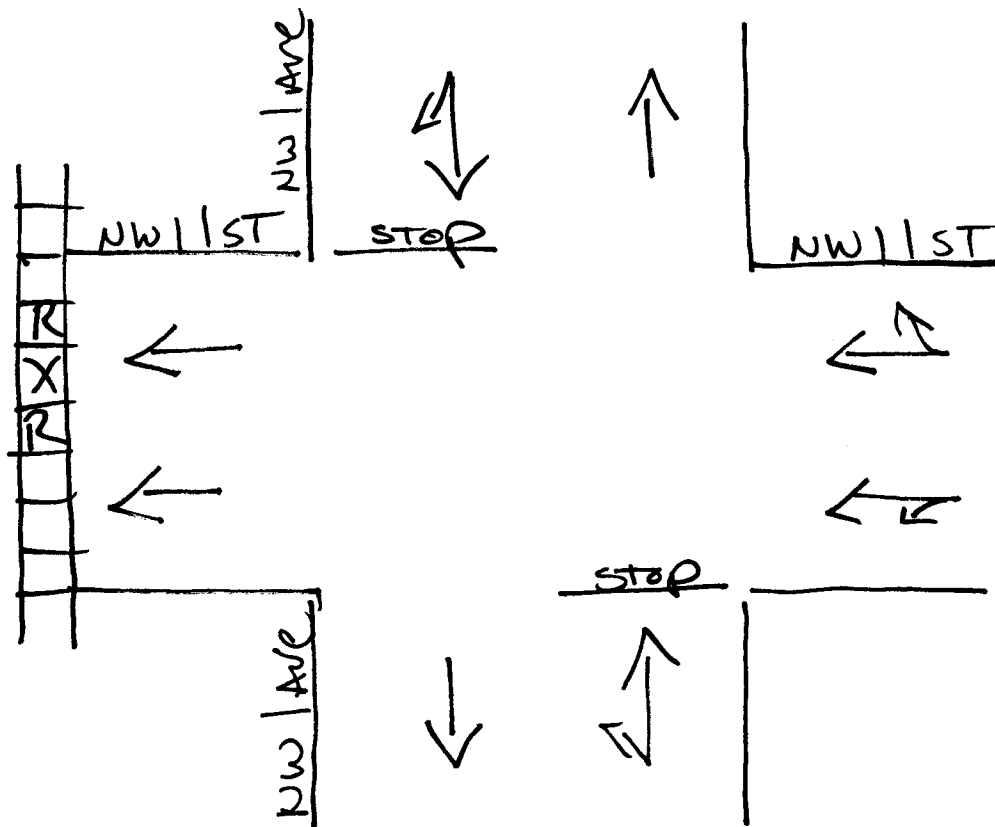
Traffic Survey Specialists, Inc.  
 624 Gardenia Terrace  
 Delray Beach, Florida 33444  
 Phone (561) 272-3255

Site Code : 00140065  
 Start Date: 03/19/14  
 File I.D. : 11ST\_1AV  
 Page : 1

PEDESTRIANS

| Date 03/19/14 | NW 1ST AVENUE<br>From North |      |       |      | NW 11TH STREET<br>From East |      |       |      | NW 1ST AVENUE<br>From South |      |       |      | NW 11TH STREET<br>From West |      |       |      | Total |
|---------------|-----------------------------|------|-------|------|-----------------------------|------|-------|------|-----------------------------|------|-------|------|-----------------------------|------|-------|------|-------|
|               | Left                        | Thru | Right | Peds | Left                        | Thru | Right | Peds | Left                        | Thru | Right | Peds | Left                        | Thru | Right | Peds |       |
| 07:30         | 0                           | 0    | 0     | 3    | 0                           | 0    | 0     | 1    | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 7    | 11    |
| 07:45         | 0                           | 0    | 0     | 4    | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 1    | 0                           | 0    | 0     | 1    | 6     |
| 08:00         | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 2    | 0                           | 0    | 0     | 2    | 4     |
| 08:15         | 0                           | 0    | 0     | 2    | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 3    | 0                           | 0    | 0     | 0    | 5     |
| Hr Total      | 0                           | 0    | 0     | 9    | 0                           | 0    | 0     | 1    | 0                           | 0    | 0     | 6    | 0                           | 0    | 0     | 10   | 26    |
| 08:30         | 0                           | 0    | 0     | 2    | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 2     |
| 08:45         | 0                           | 0    | 0     | 1    | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 1    | 0                           | 0    | 0     | 1    | 3     |
| 09:00         | 0                           | 0    | 0     | 1    | 0                           | 0    | 0     | 1    | 0                           | 0    | 0     | 2    | 0                           | 0    | 0     | 0    | 4     |
| 09:15         | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 1    | 0                           | 0    | 0     | 0    | 1     |
| Hr Total      | 0                           | 0    | 0     | 4    | 0                           | 0    | 0     | 1    | 0                           | 0    | 0     | 4    | 0                           | 0    | 0     | 1    | 10    |
| * BREAK *     |                             |      |       |      |                             |      |       |      |                             |      |       |      |                             |      |       |      |       |
| 15:30         | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0     |
| 15:45         | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0     |
| 16:00         | 0                           | 0    | 0     | 1    | 0                           | 0    | 0     | 2    | 0                           | 0    | 0     | 2    | 0                           | 0    | 0     | 0    | 5     |
| 16:15         | 0                           | 0    | 0     | 1    | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 1     |
| Hr Total      | 0                           | 0    | 0     | 2    | 0                           | 0    | 0     | 2    | 0                           | 0    | 0     | 2    | 0                           | 0    | 0     | 0    | 6     |
| 16:30         | 0                           | 0    | 0     | 3    | 0                           | 0    | 0     | 1    | 0                           | 0    | 0     | 3    | 0                           | 0    | 0     | 1    | 8     |
| 16:45         | 0                           | 0    | 0     | 4    | 0                           | 0    | 0     | 1    | 0                           | 0    | 0     | 1    | 0                           | 0    | 0     | 0    | 6     |
| 17:00         | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0     |
| 17:15         | 0                           | 0    | 0     | 5    | 0                           | 0    | 0     | 1    | 0                           | 0    | 0     | 2    | 0                           | 0    | 0     | 0    | 8     |
| Hr Total      | 0                           | 0    | 0     | 12   | 0                           | 0    | 0     | 3    | 0                           | 0    | 0     | 6    | 0                           | 0    | 0     | 1    | 22    |
| 17:30         | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 1    | 0                           | 0    | 0     | 1    | 0                           | 0    | 0     | 1    | 3     |
| 17:45         | 0                           | 0    | 0     | 1    | 0                           | 0    | 0     | 2    | 0                           | 0    | 0     | 2    | 0                           | 0    | 0     | 2    | 7     |
| Hr Total      | 0                           | 0    | 0     | 1    | 0                           | 0    | 0     | 3    | 0                           | 0    | 0     | 3    | 0                           | 0    | 0     | 3    | 10    |
| *TOTAL*       | 0                           | 0    | 0     | 28   | 0                           | 0    | 0     | 10   | 0                           | 0    | 0     | 21   | 0                           | 0    | 0     | 15   | 74    |

↑  
North



Miami, Florida

March 19, 2014

drawn by: Luis Palomino

NOT signalized

NW 10TH STREET & NW 2ND AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: REY LOPEZ  
 SIGNALIZED

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

Site Code : 00140065  
 Start Date: 04/02/14  
 File I.D. : 10ST2AV\_  
 Page : 1

ALL VEHICLES

| NW 2ND AVENUE<br>From North |      |      |       | NW 10TH STREET<br>From East |      |      |       | NW 2ND AVENUE<br>From South |      |      |       | NW 10TH STREET<br>From West |      |      |       |       |
|-----------------------------|------|------|-------|-----------------------------|------|------|-------|-----------------------------|------|------|-------|-----------------------------|------|------|-------|-------|
| UTurn                       | Left | Thru | Right | UTurn                       | Left | Thru | Right | UTurn                       | Left | Thru | Right | UTurn                       | Left | Thru | Right | Total |
| Date 04/02/14               |      |      |       |                             |      |      |       |                             |      |      |       |                             |      |      |       |       |
| 07:30                       | 0    | 3    | 30    | 0                           | 0    | 0    | 0     | 0                           | 0    | 18   | 2     | 0                           | 2    | 12   | 11    | 78    |
| 07:45                       | 0    | 0    | 30    | 0                           | 0    | 0    | 0     | 0                           | 0    | 26   | 3     | 0                           | 1    | 21   | 16    | 97    |
| 08:00                       | 0    | 0    | 19    | 0                           | 0    | 0    | 0     | 0                           | 0    | 24   | 2     | 0                           | 3    | 23   | 16    | 87    |
| 08:15                       | 0    | 2    | 20    | 0                           | 0    | 0    | 0     | 0                           | 0    | 21   | 8     | 0                           | 4    | 18   | 13    | 86    |
| Hr Total                    | 0    | 5    | 99    | 0                           | 0    | 0    | 0     | 0                           | 0    | 89   | 15    | 0                           | 10   | 74   | 56    | 348   |
|                             |      |      |       |                             |      |      |       |                             |      |      |       |                             |      |      |       |       |
| 08:30                       | 0    | 2    | 30    | 0                           | 0    | 0    | 0     | 0                           | 0    | 25   | 7     | 0                           | 3    | 10   | 9     | 86    |
| 08:45                       | 0    | 4    | 30    | 0                           | 0    | 0    | 0     | 0                           | 0    | 26   | 7     | 0                           | 3    | 17   | 14    | 101   |
| 09:00                       | 0    | 5    | 27    | 0                           | 0    | 0    | 0     | 0                           | 0    | 15   | 4     | 0                           | 4    | 17   | 15    | 87    |
| 09:15                       | 0    | 4    | 17    | 0                           | 0    | 0    | 0     | 0                           | 0    | 13   | 2     | 0                           | 2    | 9    | 8     | 55    |
| Hr Total                    | 0    | 15   | 104   | 0                           | 0    | 0    | 0     | 0                           | 0    | 79   | 20    | 0                           | 12   | 53   | 46    | 329   |
|                             |      |      |       |                             |      |      |       |                             |      |      |       |                             |      |      |       |       |
| * BREAK *                   |      |      |       |                             |      |      |       |                             |      |      |       |                             |      |      |       |       |
|                             |      |      |       |                             |      |      |       |                             |      |      |       |                             |      |      |       |       |
|                             | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0     |
|                             | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0     |
| 16:00                       | 0    | 3    | 21    | 0                           | 0    | 0    | 0     | 0                           | 0    | 46   | 3     | 0                           | 5    | 8    | 6     | 92    |
| 16:15                       | 0    | 2    | 9     | 0                           | 0    | 0    | 0     | 0                           | 0    | 39   | 2     | 0                           | 1    | 4    | 9     | 66    |
| Hr Total                    | 0    | 5    | 30    | 0                           | 0    | 0    | 0     | 0                           | 0    | 85   | 5     | 0                           | 6    | 12   | 15    | 158   |
|                             |      |      |       |                             |      |      |       |                             |      |      |       |                             |      |      |       |       |
| 16:30                       | 0    | 0    | 19    | 0                           | 0    | 0    | 0     | 0                           | 0    | 46   | 4     | 0                           | 4    | 11   | 12    | 96    |
| 16:45                       | 0    | 1    | 16    | 0                           | 0    | 0    | 0     | 0                           | 0    | 64   | 5     | 0                           | 5    | 13   | 12    | 116   |
| 17:00                       | 0    | 1    | 19    | 0                           | 0    | 0    | 0     | 0                           | 0    | 71   | 9     | 0                           | 5    | 14   | 13    | 132   |
| 17:15                       | 0    | 2    | 7     | 0                           | 0    | 0    | 0     | 0                           | 0    | 74   | 7     | 0                           | 4    | 16   | 8     | 118   |
| Hr Total                    | 0    | 4    | 61    | 0                           | 0    | 0    | 0     | 0                           | 0    | 255  | 25    | 0                           | 18   | 54   | 45    | 462   |
|                             |      |      |       |                             |      |      |       |                             |      |      |       |                             |      |      |       |       |
| 17:30                       | 0    | 1    | 11    | 0                           | 0    | 0    | 0     | 0                           | 0    | 56   | 5     | 0                           | 2    | 13   | 5     | 93    |
| 17:45                       | 0    | 1    | 10    | 0                           | 0    | 0    | 0     | 0                           | 0    | 37   | 8     | 0                           | 0    | 18   | 11    | 85    |
| Hr Total                    | 0    | 2    | 21    | 0                           | 0    | 0    | 0     | 0                           | 0    | 93   | 13    | 0                           | 2    | 31   | 16    | 178   |
|                             |      |      |       |                             |      |      |       |                             |      |      |       |                             |      |      |       |       |
| *TOTAL*                     | 0    | 31   | 315   | 0                           | 0    | 0    | 0     | 0                           | 0    | 601  | 78    | 0                           | 48   | 224  | 178   | 1475  |

NW 10TH STREET & NW 2ND AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: REY LOPEZ  
 SIGNALIZED

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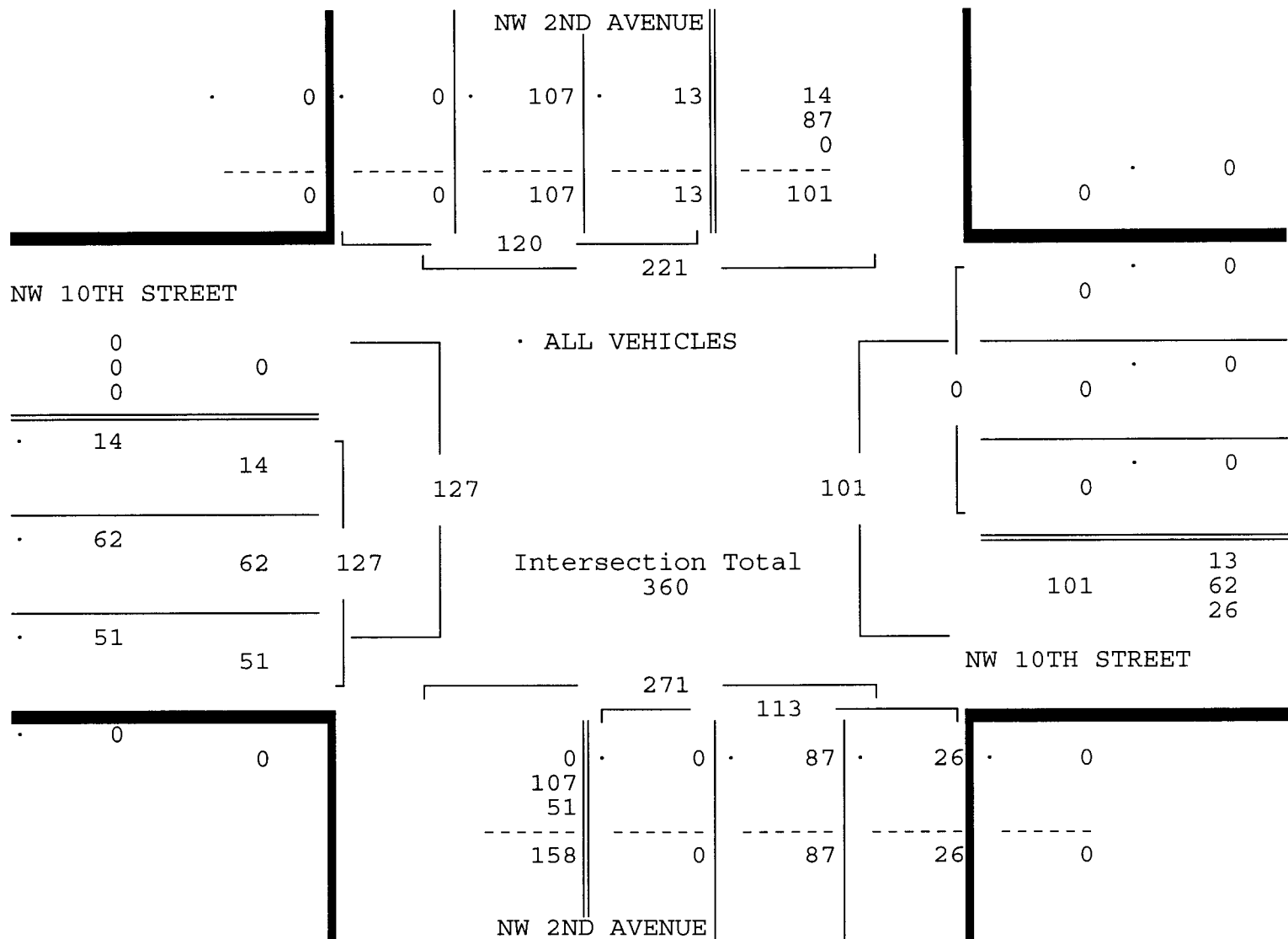
ALL VEHICLES

| NW 2ND AVENUE<br>From North |      |      |       | NW 10TH STREET<br>From East |      |      |       | NW 2ND AVENUE<br>From South |      |      |       | NW 10TH STREET<br>From West |      |      |       | Total |
|-----------------------------|------|------|-------|-----------------------------|------|------|-------|-----------------------------|------|------|-------|-----------------------------|------|------|-------|-------|
| UTurn                       | Left | Thru | Right | UTurn                       | Left | Thru | Right | UTurn                       | Left | Thru | Right | UTurn                       | Left | Thru | Right |       |

Date 04/02/14

Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 04/02/14

|            |       |     |     |    |       |    |    |    |       |     |     |    |       |     |     |  |
|------------|-------|-----|-----|----|-------|----|----|----|-------|-----|-----|----|-------|-----|-----|--|
| Peak start | 08:15 |     |     |    | 08:15 |    |    |    | 08:15 |     |     |    | 08:15 |     |     |  |
| Volume     | 0     | 13  | 107 | 0  | 0     | 0  | 0  | 0  | 0     | 87  | 26  | 0  | 14    | 62  | 51  |  |
| Percent    | 0%    | 11% | 89% | 0% | 0%    | 0% | 0% | 0% | 0%    | 77% | 23% | 0% | 11%   | 49% | 40% |  |
| Pk total   | 120   |     |     |    | 0     |    |    |    | 113   |     |     |    | 127   |     |     |  |
| Highest    | 08:45 |     |     |    | 07:30 |    |    |    | 08:45 |     |     |    | 09:00 |     |     |  |
| Volume     | 0     | 4   | 30  | 0  | 0     | 0  | 0  | 0  | 0     | 26  | 7   | 0  | 4     | 17  | 15  |  |
| Hi total   | 34    |     |     |    | 0     |    |    |    | 33    |     |     |    | 36    |     |     |  |
| PHF        | .88   |     |     |    | .0    |    |    |    | .86   |     |     |    | .88   |     |     |  |



NW 10TH STREET & NW 2ND AVENUE  
 MIAMI, FLORIDA  
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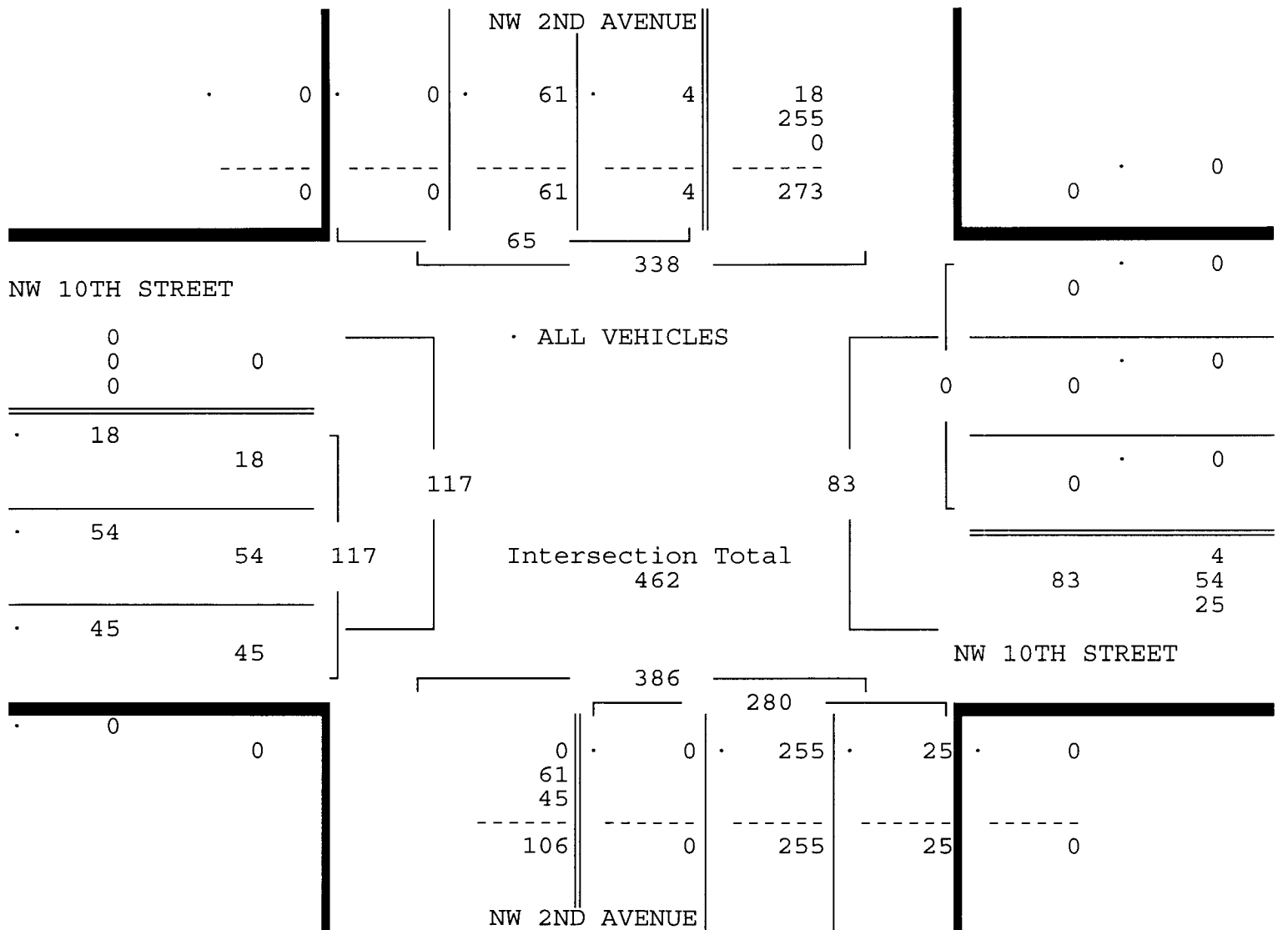
ALL VEHICLES

| NW 2ND AVENUE<br>From North |      |      |       | NW 10TH STREET<br>From East |      |      |       | NW 2ND AVENUE<br>From South |      |      |       | NW 10TH STREET<br>From West |      |      |       | Total |
|-----------------------------|------|------|-------|-----------------------------|------|------|-------|-----------------------------|------|------|-------|-----------------------------|------|------|-------|-------|
| UTurn                       | Left | Thru | Right | UTurn                       | Left | Thru | Right | UTurn                       | Left | Thru | Right | UTurn                       | Left | Thru | Right |       |

Date 04/02/14

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 04/02/14

|                  |       |    |     |    |       |       |    |    |    |       |       |       |     |     |       |  |  |  |  |
|------------------|-------|----|-----|----|-------|-------|----|----|----|-------|-------|-------|-----|-----|-------|--|--|--|--|
| Peak start 16:30 |       |    |     |    | 16:30 |       |    |    |    | 16:30 |       |       |     |     | 16:30 |  |  |  |  |
| Volume           | 0     | 4  | 61  | 0  | 0     | 0     | 0  | 0  | 0  | 255   | 25    | 0     | 18  | 54  | 45    |  |  |  |  |
| Percent          | 0%    | 6% | 94% | 0% | 0%    | 0%    | 0% | 0% | 0% | 91%   | 9%    | 0%    | 15% | 46% | 38%   |  |  |  |  |
| Pk total         | 65    |    |     |    |       | 0     |    |    |    |       | 280   | 117   |     |     |       |  |  |  |  |
| Highest          | 17:00 |    |     |    |       | 07:30 |    |    |    |       | 17:15 | 17:00 |     |     |       |  |  |  |  |
| Volume           | 0     | 1  | 19  | 0  | 0     | 0     | 0  | 0  | 0  | 74    | 7     | 0     | 5   | 14  | 13    |  |  |  |  |
| Hi total         | 20    |    |     |    |       | 0     |    |    |    |       | 81    | 32    |     |     |       |  |  |  |  |
| PHF              | .81   |    |     |    |       | .0    |    |    |    |       | .86   | .91   |     |     |       |  |  |  |  |



NW 10TH STREET & NW 2ND AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: REY LOPEZ  
 SIGNALIZED

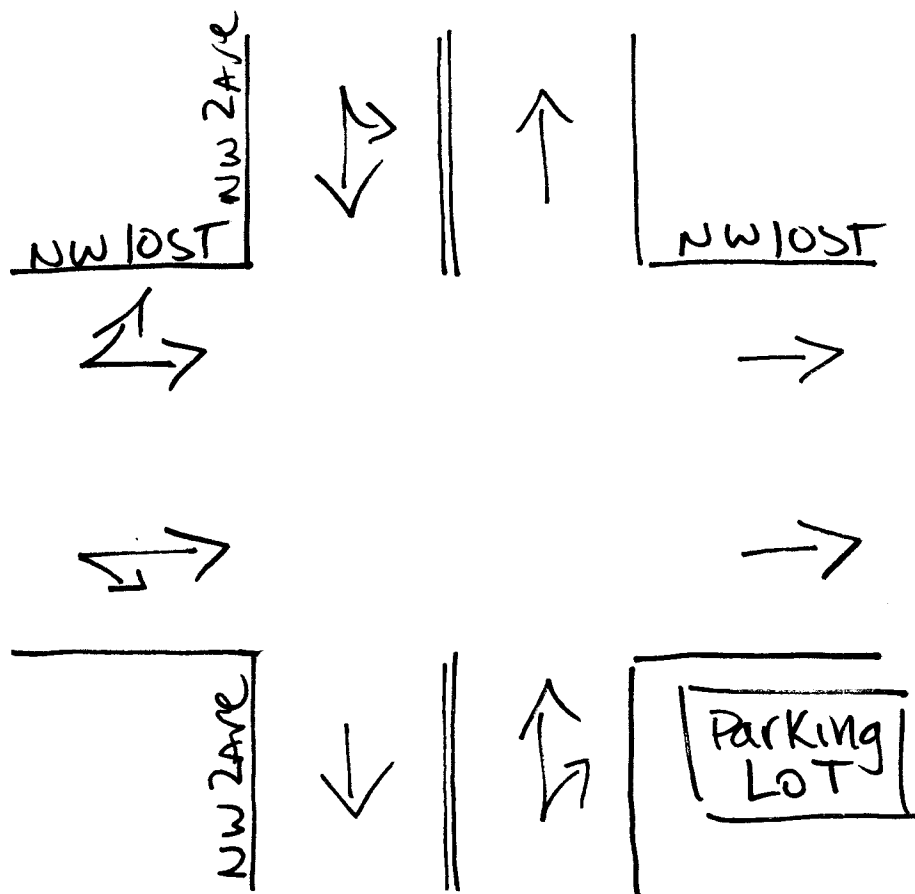
Traffic Survey Specialists, Inc.  
 624 Gardenia Terrace  
 Delray Beach, Florida 33444  
 Phone (561) 272-3255

Site Code : 00140065  
 Start Date: 04/02/14  
 File I.D. : 10ST2AV\_  
 Page : 1

PEDESTRIANS

| Date 04/02/14 | NW 2ND AVENUE<br>From North |      |       |      | NW 10TH STREET<br>From East |      |       |      | NW 2ND AVENUE<br>From South |      |       |      | NW 10TH STREET<br>From West |      |       |      | Total |
|---------------|-----------------------------|------|-------|------|-----------------------------|------|-------|------|-----------------------------|------|-------|------|-----------------------------|------|-------|------|-------|
|               | Left                        | Thru | Right | Peds | Left                        | Thru | Right | Peds | Left                        | Thru | Right | Peds | Left                        | Thru | Right | Peds |       |
| 07:30         | 0                           | 0    | 0     | 2    | 0                           | 0    | 0     | 1    | 0                           | 0    | 0     | 2    | 0                           | 0    | 0     | 3    | 8     |
| 07:45         | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 1    | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 1    | 2     |
| 08:00         | 0                           | 0    | 0     | 2    | 0                           | 0    | 0     | 4    | 0                           | 0    | 0     | 3    | 0                           | 0    | 0     | 0    | 9     |
| 08:15         | 0                           | 0    | 0     | 1    | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 1    | 2     |
| Hr Total      | 0                           | 0    | 0     | 5    | 0                           | 0    | 0     | 6    | 0                           | 0    | 0     | 5    | 0                           | 0    | 0     | 5    | 21    |
| 08:30         | 0                           | 0    | 0     | 5    | 0                           | 0    | 0     | 5    | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 7    | 17    |
| 08:45         | 0                           | 0    | 0     | 1    | 0                           | 0    | 0     | 2    | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 1    | 4     |
| 09:00         | 0                           | 0    | 0     | 2    | 0                           | 0    | 0     | 4    | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 3    | 9     |
| 09:15         | 0                           | 0    | 0     | 2    | 0                           | 0    | 0     | 6    | 0                           | 0    | 0     | 2    | 0                           | 0    | 0     | 3    | 13    |
| Hr Total      | 0                           | 0    | 0     | 10   | 0                           | 0    | 0     | 17   | 0                           | 0    | 0     | 2    | 0                           | 0    | 0     | 14   | 43    |
| * BREAK *     |                             |      |       |      |                             |      |       |      |                             |      |       |      |                             |      |       |      |       |
| 15:30         | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0     |
| 15:45         | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0     |
| 16:00         | 0                           | 0    | 0     | 2    | 0                           | 0    | 0     | 1    | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 3    | 6     |
| 16:15         | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 7    | 0                           | 0    | 0     | 2    | 0                           | 0    | 0     | 4    | 13    |
| Hr Total      | 0                           | 0    | 0     | 2    | 0                           | 0    | 0     | 8    | 0                           | 0    | 0     | 2    | 0                           | 0    | 0     | 7    | 19    |
| 16:30         | 0                           | 0    | 0     | 2    | 0                           | 0    | 0     | 6    | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 2    | 10    |
| 16:45         | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 3    | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 2    | 5     |
| 17:00         | 0                           | 0    | 0     | 2    | 0                           | 0    | 0     | 5    | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 15   | 22    |
| 17:15         | 0                           | 0    | 0     | 2    | 0                           | 0    | 0     | 7    | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 4    | 13    |
| Hr Total      | 0                           | 0    | 0     | 6    | 0                           | 0    | 0     | 21   | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 23   | 50    |
| 17:30         | 0                           | 0    | 0     | 1    | 0                           | 0    | 0     | 3    | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 2    | 6     |
| 17:45         | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 1    | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 1    | 2     |
| Hr Total      | 0                           | 0    | 0     | 1    | 0                           | 0    | 0     | 4    | 0                           | 0    | 0     | 0    | 0                           | 0    | 0     | 3    | 8     |
| *TOTAL*       | 0                           | 0    | 0     | 24   | 0                           | 0    | 0     | 56   | 0                           | 0    | 0     | 9    | 0                           | 0    | 0     | 52   | 141   |

↑  
North



Miami, Florida  
March 19, 2014  
drawn by: Luis Palomino  
signalized

NW 10TH STREET & NW 1ST AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: ROLANDO MARTINEZ  
 NOT SIGNALIZED

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

Site Code : 00140065  
 Start Date: 03/19/14  
 File I.D. : 10ST\_1AV  
 Page : 1

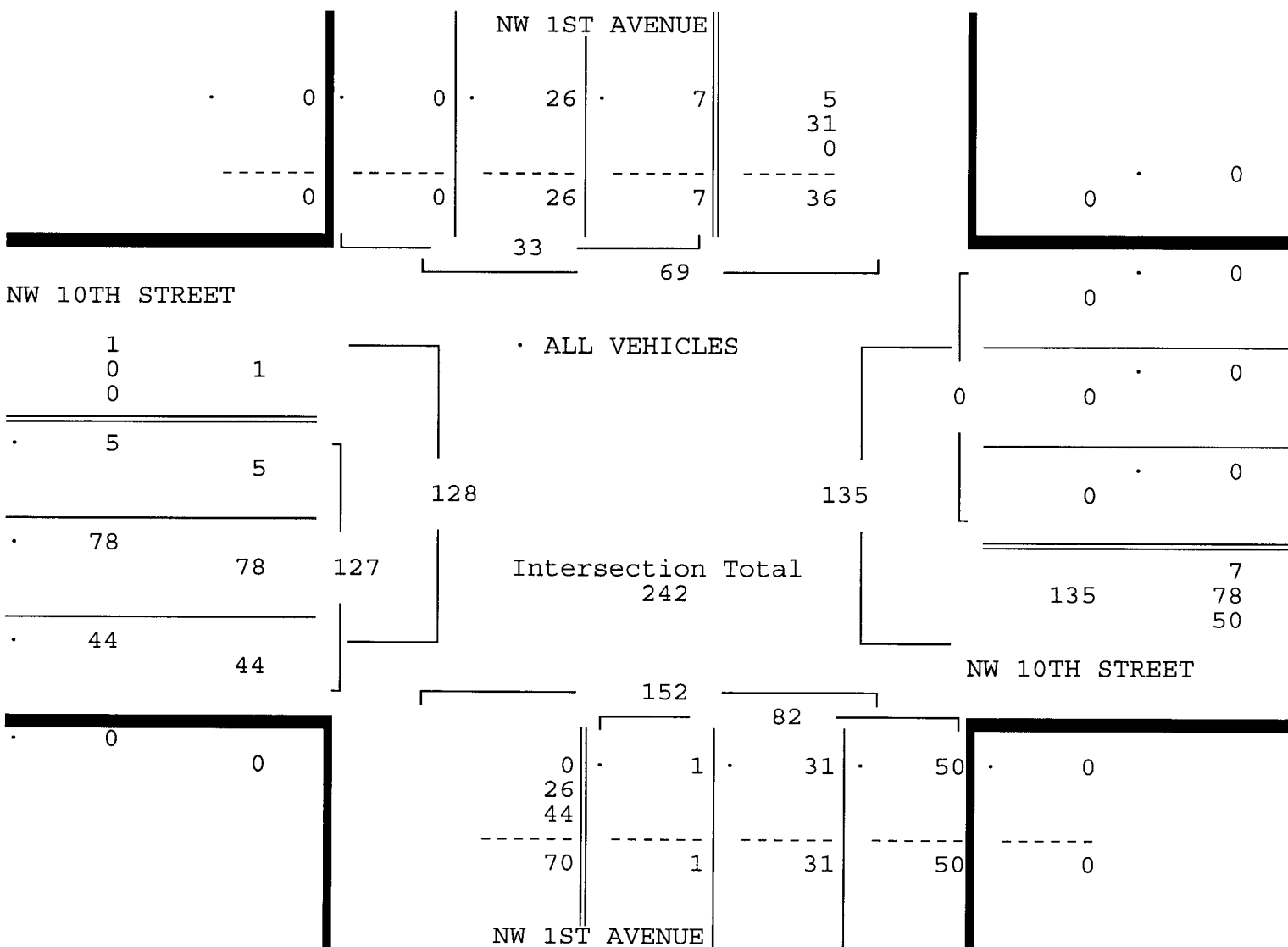
ALL VEHICLES

| Date 03/19/14 | NW 1ST AVENUE<br>From North |      |      |       | NW 10TH STREET<br>From East |      |      |       | NW 1ST AVENUE<br>From South |      |      |       | NW 10TH STREET<br>From West |      |      |       | Total |
|---------------|-----------------------------|------|------|-------|-----------------------------|------|------|-------|-----------------------------|------|------|-------|-----------------------------|------|------|-------|-------|
|               | UTurn                       | Left | Thru | Right | UTurn                       | Left | Thru | Right | UTurn                       | Left | Thru | Right | UTurn                       | Left | Thru | Right |       |
| 07:30         | 0                           | 1    | 2    | 0     | 0                           | 0    | 0    | 0     | 1                           | 0    | 7    | 5     | 0                           | 0    | 20   | 9     | 45    |
| 07:45         | 0                           | 0    | 2    | 0     | 0                           | 0    | 0    | 0     | 1                           | 0    | 12   | 8     | 0                           | 0    | 30   | 12    | 65    |
| 08:00         | 0                           | 1    | 1    | 0     | 0                           | 0    | 0    | 0     | 1                           | 0    | 11   | 13    | 0                           | 2    | 18   | 12    | 59    |
| 08:15         | 0                           | 0    | 9    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 9    | 14    | 0                           | 2    | 16   | 11    | 61    |
| Hr Total      | 0                           | 2    | 14   | 0     | 0                           | 0    | 0    | 0     | 3                           | 0    | 39   | 40    | 0                           | 4    | 84   | 44    | 230   |
| 08:30         | 0                           | 2    | 5    | 0     | 0                           | 0    | 0    | 0     | 1                           | 0    | 7    | 7     | 0                           | 1    | 21   | 11    | 55    |
| 08:45         | 0                           | 2    | 4    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 5    | 16    | 0                           | 1    | 21   | 9     | 58    |
| 09:00         | 0                           | 3    | 8    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 10   | 13    | 0                           | 1    | 20   | 13    | 68    |
| 09:15         | 0                           | 0    | 3    | 0     | 0                           | 0    | 0    | 0     | 1                           | 0    | 7    | 12    | 0                           | 1    | 19   | 7     | 50    |
| Hr Total      | 0                           | 7    | 20   | 0     | 0                           | 0    | 0    | 0     | 2                           | 0    | 29   | 48    | 0                           | 4    | 81   | 40    | 231   |
| * BREAK *     |                             |      |      |       |                             |      |      |       |                             |      |      |       |                             |      |      |       |       |
| 15:30         | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0     |
| 15:45         | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0     |
| 16:00         | 0                           | 4    | 2    | 0     | 0                           | 0    | 0    | 0     | 2                           | 1    | 18   | 41    | 0                           | 1    | 16   | 5     | 90    |
| 16:15         | 0                           | 1    | 1    | 0     | 0                           | 0    | 0    | 0     | 1                           | 1    | 6    | 24    | 0                           | 0    | 16   | 5     | 55    |
| Hr Total      | 0                           | 5    | 3    | 0     | 0                           | 0    | 0    | 0     | 3                           | 2    | 24   | 65    | 0                           | 1    | 32   | 10    | 145   |
| 16:30         | 0                           | 6    | 2    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 17   | 12    | 0                           | 1    | 21   | 8     | 67    |
| 16:45         | 0                           | 7    | 3    | 0     | 0                           | 0    | 0    | 0     | 0                           | 1    | 26   | 17    | 0                           | 1    | 11   | 7     | 73    |
| 17:00         | 0                           | 3    | 1    | 0     | 0                           | 0    | 0    | 0     | 1                           | 1    | 26   | 41    | 0                           | 1    | 25   | 8     | 107   |
| 17:15         | 0                           | 0    | 3    | 0     | 0                           | 0    | 0    | 0     | 0                           | 3    | 25   | 38    | 0                           | 0    | 24   | 5     | 98    |
| Hr Total      | 0                           | 16   | 9    | 0     | 0                           | 0    | 0    | 0     | 1                           | 5    | 94   | 108   | 0                           | 3    | 81   | 28    | 345   |
| 17:30         | 0                           | 3    | 3    | 0     | 0                           | 0    | 0    | 0     | 0                           | 2    | 23   | 44    | 0                           | 1    | 21   | 6     | 103   |
| 17:45         | 0                           | 8    | 1    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 14   | 37    | 0                           | 2    | 24   | 7     | 93    |
| Hr Total      | 0                           | 11   | 4    | 0     | 0                           | 0    | 0    | 0     | 0                           | 2    | 37   | 81    | 0                           | 3    | 45   | 13    | 196   |
| *TOTAL*       | 0                           | 41   | 50   | 0     | 0                           | 0    | 0    | 0     | 9                           | 9    | 223  | 342   | 0                           | 15   | 323  | 135   | 1147  |

Page : 2

## ALL VEHICLES

| NW 1ST AVENUE                                                                        |       |      |       |    | NW 10TH STREET |      |      |       | NW 1ST AVENUE |       |      |      | NW 10TH STREET |  |       |      |      |       |       |
|--------------------------------------------------------------------------------------|-------|------|-------|----|----------------|------|------|-------|---------------|-------|------|------|----------------|--|-------|------|------|-------|-------|
| From North                                                                           |       |      |       |    | From East      |      |      |       | From South    |       |      |      | From West      |  |       |      |      |       |       |
|                                                                                      |       |      |       |    |                |      |      |       |               |       |      |      |                |  |       |      |      |       |       |
| UTurn                                                                                | Left  | Thru | Right |    | UTurn          | Left | Thru | Right |               | UTurn | Left | Thru | Right          |  | UTurn | Left | Thru | Right | Total |
| Date 03/19/14                                                                        |       |      |       |    |                |      |      |       |               |       |      |      |                |  |       |      |      |       |       |
| Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 03/19/14 |       |      |       |    |                |      |      |       |               |       |      |      |                |  |       |      |      |       |       |
| Peak start 08:15                                                                     |       |      |       |    | 08:15          |      |      |       | 08:15         |       |      |      | 08:15          |  |       |      |      |       |       |
| Volume                                                                               | 0     | 7    | 26    | 0  | 0              | 0    | 0    | 0     |               | 1     | 0    | 31   | 50             |  | 0     | 5    | 78   | 44    |       |
| Percent                                                                              | 0%    | 21%  | 79%   | 0% | 0%             | 0%   | 0%   | 0%    |               | 1%    | 0%   | 38%  | 61%            |  | 0%    | 4%   | 61%  | 35%   |       |
| Pk total                                                                             | 33    |      |       |    | 0              |      |      |       |               | 82    |      |      |                |  | 127   |      |      |       |       |
| Highest                                                                              | 09:00 |      |       |    | 07:30          |      |      |       |               | 08:15 |      |      |                |  | 09:00 |      |      |       |       |
| Volume                                                                               | 0     | 3    | 8     | 0  | 0              | 0    | 0    | 0     |               | 0     | 0    | 9    | 14             |  | 0     | 1    | 20   | 13    |       |
| Hi total                                                                             | 11    |      |       |    | 0              |      |      |       |               | 23    |      |      |                |  | 34    |      |      |       |       |
| PHF                                                                                  | .75   |      |       |    | .0             |      |      |       |               | .89   |      |      |                |  | .93   |      |      |       |       |



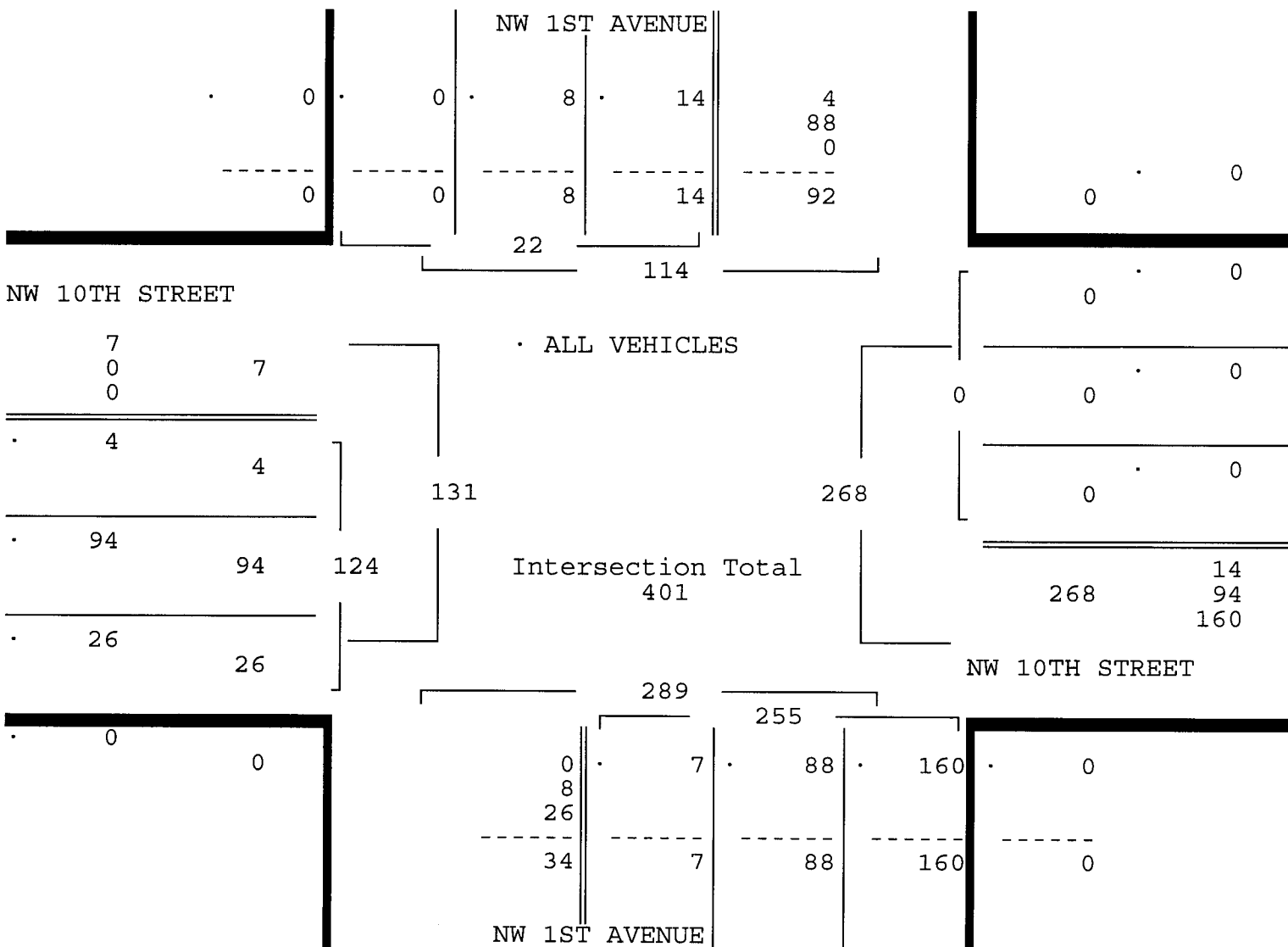
NW 10TH STREET & NW 1ST AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: ROLANDO MARTINEZ  
 NOT SIGNALIZED

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

Site Code : 00140065  
 Start Date: 03/19/14  
 File I.D. : 10ST\_1AV  
 Page : 3

ALL VEHICLES

| NW 1ST AVENUE<br>From North                                                          |       |     |     |    | NW 10TH STREET<br>From East |    |    |    |       | NW 1ST AVENUE<br>From South |     |     |       |    | NW 10TH STREET<br>From West |     |  |  |  |       |
|--------------------------------------------------------------------------------------|-------|-----|-----|----|-----------------------------|----|----|----|-------|-----------------------------|-----|-----|-------|----|-----------------------------|-----|--|--|--|-------|
| UTurn   Left   Thru   Right                                                          |       |     |     |    | UTurn   Left   Thru   Right |    |    |    |       | UTurn   Left   Thru   Right |     |     |       |    | UTurn   Left   Thru   Right |     |  |  |  |       |
| Date 03/19/14                                                                        |       |     |     |    |                             |    |    |    |       |                             |     |     |       |    |                             |     |  |  |  | Total |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/19/14 |       |     |     |    |                             |    |    |    |       |                             |     |     |       |    |                             |     |  |  |  |       |
| Peak start 17:00                                                                     |       |     |     |    | 17:00                       |    |    |    |       | 17:00                       |     |     |       |    | 17:00                       |     |  |  |  |       |
| Volume                                                                               | 0     | 14  | 8   | 0  | 0                           | 0  | 0  | 0  | 1     | 6                           | 88  | 160 | 0     | 4  | 94                          | 26  |  |  |  |       |
| Percent                                                                              | 0%    | 64% | 36% | 0% | 0%                          | 0% | 0% | 0% | 0%    | 2%                          | 35% | 63% | 0%    | 3% | 76%                         | 21% |  |  |  |       |
| Pk total                                                                             | 22    |     |     |    | 0                           |    |    |    | 255   |                             |     |     | 124   |    |                             |     |  |  |  |       |
| Highest                                                                              | 17:45 |     |     |    | 07:30                       |    |    |    | 17:00 |                             |     |     | 17:00 |    |                             |     |  |  |  |       |
| Volume                                                                               | 0     | 8   | 1   | 0  | 0                           | 0  | 0  | 0  | 1     | 1                           | 26  | 41  | 0     | 1  | 25                          | 8   |  |  |  |       |
| Hi total                                                                             | 9     |     |     |    | 0                           |    |    |    | 69    |                             |     |     | 34    |    |                             |     |  |  |  |       |
| PHF                                                                                  | .61   |     |     |    | .0                          |    |    |    | .92   |                             |     |     | .91   |    |                             |     |  |  |  |       |



NW 10TH STREET & NW 1ST AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: ROLANDO MARTINEZ  
 NOT SIGNALIZED

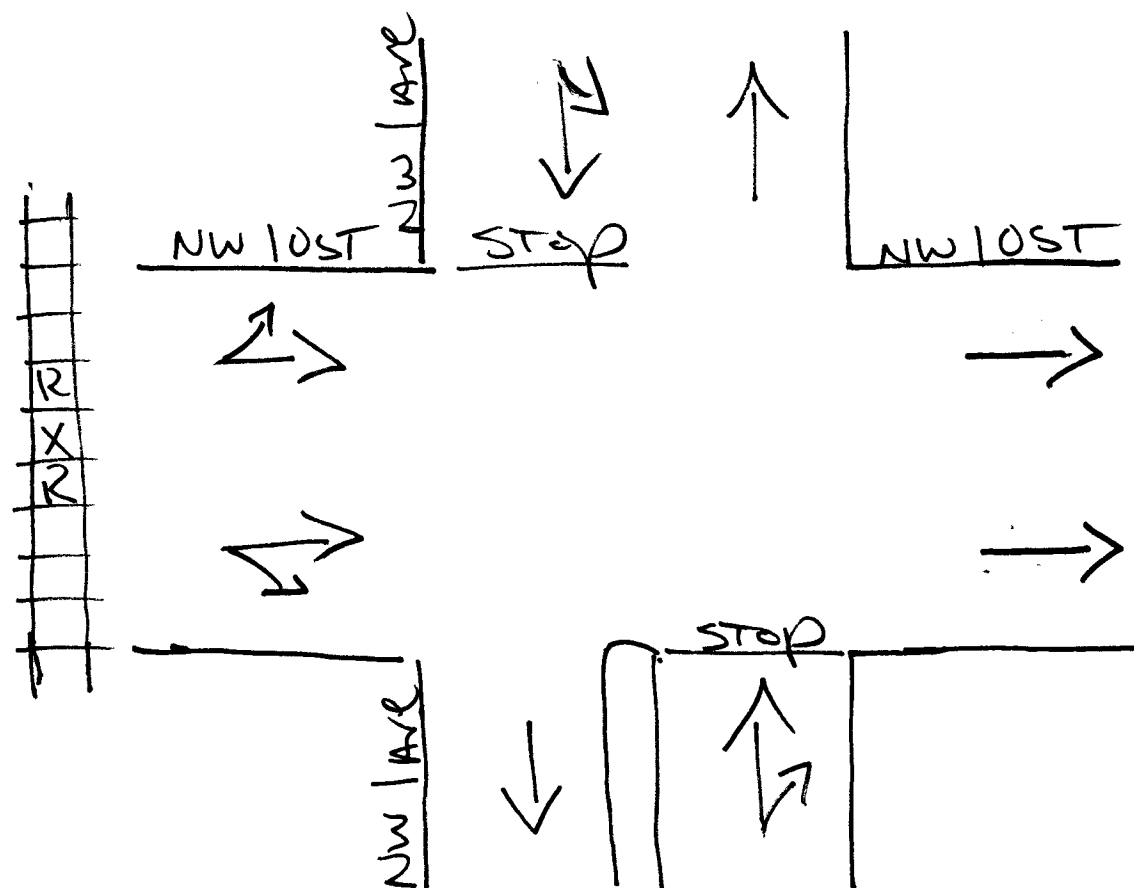
Traffic Survey Specialists, Inc.  
 624 Gardenia Terrace  
 Delray Beach, Florida 33444  
 Phone (561) 272-3255

Site Code : 00140065  
 Start Date: 03/19/14  
 File I.D. : 10ST\_1AV  
 Page : 1

PEDESTRIANS

|               | NW 1ST AVENUE |      |       |      | NW 10TH STREET |      |       |      | NW 1ST AVENUE |      |       |      | NW 10TH STREET |      |       |      | Total |
|---------------|---------------|------|-------|------|----------------|------|-------|------|---------------|------|-------|------|----------------|------|-------|------|-------|
|               | From North    |      |       |      | From East      |      |       |      | From South    |      |       |      | From West      |      |       |      |       |
|               | Left          | Thru | Right | Peds | Left           | Thru | Right | Peds | Left          | Thru | Right | Peds | Left           | Thru | Right | Peds |       |
| Date 03/19/14 |               |      |       |      |                |      |       |      |               |      |       |      |                |      |       |      |       |
| 07:30         | 0             | 0    | 0     | 0    | 0              | 0    | 0     | 5    | 0             | 0    | 0     | 3    | 0              | 0    | 0     | 0    | 8     |
| 07:45         | 0             | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0             | 0    | 0     | 2    | 0              | 0    | 0     | 0    | 2     |
| 08:00         | 0             | 0    | 0     | 1    | 0              | 0    | 0     | 2    | 0             | 0    | 0     | 2    | 0              | 0    | 0     | 0    | 5     |
| 08:15         | 0             | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0             | 0    | 0     | 2    | 0              | 0    | 0     | 1    | 3     |
| Hr Total      | 0             | 0    | 0     | 1    | 0              | 0    | 0     | 7    | 0             | 0    | 0     | 9    | 0              | 0    | 0     | 1    | 18    |
|               |               |      |       |      |                |      |       |      |               |      |       |      |                |      |       |      |       |
| 08:30         | 0             | 0    | 0     | 1    | 0              | 0    | 0     | 0    | 0             | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 1     |
| 08:45         | 0             | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0             | 0    | 0     | 3    | 0              | 0    | 0     | 2    | 5     |
| 09:00         | 0             | 0    | 0     | 1    | 0              | 0    | 0     | 0    | 0             | 0    | 0     | 3    | 0              | 0    | 0     | 1    | 5     |
| 09:15         | 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     | 6    | 0              | 0    | 0     | 3    | 11    |
| * BREAK *     |               |      |       |      |                |      |       |      |               |      |       |      |                |      |       |      |       |
|               |               |      |       |      |                |      |       |      |               |      |       |      |                |      |       |      |       |
| 15:30         | 0             | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0             | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0     |
| 15:45         | 0             | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0             | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0     |
| 16:00         | 0             | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0             | 0    | 0     | 0    | 0              | 0    | 0     | 1    | 1     |
| 16:15         | 0             | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0             | 0    | 0     | 5    | 0              | 0    | 0     | 0    | 5     |
| Hr Total      | 0             | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 0             | 0    | 0     | 5    | 0              | 0    | 0     | 1    | 6     |
|               |               |      |       |      |                |      |       |      |               |      |       |      |                |      |       |      |       |
| 16:30         | 0             | 0    | 0     | 0    | 0              | 0    | 0     | 2    | 0             | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 2     |
| 16:45         | 0             | 0    | 0     | 0    | 0              | 0    | 0     | 2    | 0             | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 2     |
| 17:00         | 0             | 0    | 0     | 1    | 0              | 0    | 0     | 0    | 0             | 0    | 0     | 2    | 0              | 0    | 0     | 1    | 4     |
| 17:15         | 0             | 0    | 0     | 1    | 0              | 0    | 0     | 0    | 0             | 0    | 0     | 1    | 0              | 0    | 0     | 2    | 4     |
| Hr Total      | 0             | 0    | 0     | 2    | 0              | 0    | 0     | 4    | 0             | 0    | 0     | 3    | 0              | 0    | 0     | 3    | 12    |
|               |               |      |       |      |                |      |       |      |               |      |       |      |                |      |       |      |       |
| 17:30         | 0             | 0    | 0     | 3    | 0              | 0    | 0     | 0    | 0             | 0    | 0     | 0    | 0              | 0    | 0     | 0    | 3     |
| 17:45         | 0             | 0    | 0     | 0    | 0              | 0    | 0     | 3    | 0             | 0    | 0     | 1    | 0              | 0    | 0     | 1    | 5     |
| Hr Total      | 0             | 0    | 0     | 3    | 0              | 0    | 0     | 3    | 0             | 0    | 0     | 1    | 0              | 0    | 0     | 1    | 8     |
|               |               |      |       |      |                |      |       |      |               |      |       |      |                |      |       |      |       |
| *TOTAL*       | 0             | 0    | 0     | 8    | 0              | 0    | 0     | 14   | 0             | 0    | 0     | 24   | 0              | 0    | 0     | 9    | 55    |

North ↑



Miami, Florida  
March 19, 2014  
drawn by: Luis Palomino  
NOT Signalized

NW 8TH STREET & NW 2ND AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: LUIS PALOMINO  
 SIGNALIZED

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

Site Code : 00140065  
 Start Date: 03/19/14  
 File I.D. : 8STR2AVE  
 Page : 1

ALL VEHICLES

| NW 2ND AVENUE |       |      |      |       | NW 8TH STREET |      |      |       | NW 2ND AVENUE |      |      |       | NW 8TH STREET |      |      |       |       |
|---------------|-------|------|------|-------|---------------|------|------|-------|---------------|------|------|-------|---------------|------|------|-------|-------|
| From North    |       |      |      |       | From East     |      |      |       | From South    |      |      |       | From West     |      |      |       |       |
|               | UTurn | Left | Thru | Right | UTurn         | Left | Thru | Right | UTurn         | Left | Thru | Right | UTurn         | Left | Thru | Right | Total |
| Date 03/19/14 |       |      |      |       |               |      |      |       |               |      |      |       |               |      |      |       |       |
| 07:30         | 0     | 11   | 34   | 14    | 0             | 1    | 17   | 3     | 1             | 5    | 19   | 18    | 0             | 4    | 114  | 7     | 248   |
| 07:45         | 0     | 8    | 35   | 15    | 0             | 4    | 26   | 2     | 0             | 5    | 15   | 24    | 0             | 2    | 137  | 17    | 290   |
| 08:00         | 0     | 9    | 42   | 18    | 0             | 0    | 32   | 2     | 0             | 5    | 20   | 17    | 0             | 1    | 124  | 20    | 290   |
| 08:15         | 0     | 6    | 44   | 14    | 0             | 9    | 24   | 2     | 0             | 8    | 17   | 22    | 0             | 3    | 119  | 22    | 290   |
| Hr Total      | 0     | 34   | 155  | 61    | 0             | 14   | 99   | 9     | 1             | 23   | 71   | 81    | 0             | 10   | 494  | 66    | 1118  |
|               |       |      |      |       |               |      |      |       |               |      |      |       |               |      |      |       |       |
| 08:30         | 0     | 4    | 48   | 19    | 0             | 1    | 13   | 1     | 0             | 6    | 28   | 27    | 0             | 3    | 93   | 14    | 257   |
| 08:45         | 0     | 4    | 40   | 14    | 0             | 8    | 19   | 1     | 0             | 5    | 23   | 12    | 0             | 4    | 96   | 13    | 239   |
| 09:00         | 0     | 7    | 43   | 14    | 0             | 4    | 22   | 2     | 0             | 4    | 12   | 16    | 0             | 5    | 111  | 17    | 257   |
| 09:15         | 0     | 8    | 29   | 12    | 0             | 9    | 32   | 1     | 0             | 10   | 14   | 13    | 0             | 0    | 101  | 21    | 250   |
| Hr Total      | 0     | 23   | 160  | 59    | 0             | 22   | 86   | 5     | 0             | 25   | 77   | 68    | 0             | 12   | 401  | 65    | 1003  |
|               |       |      |      |       |               |      |      |       |               |      |      |       |               |      |      |       |       |
| * BREAK *     |       |      |      |       |               |      |      |       |               |      |      |       |               |      |      |       |       |
|               |       |      |      |       |               |      |      |       |               |      |      |       |               |      |      |       |       |
| 15:30         | 0     | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0     |
| 15:45         | 0     | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0     |
| 16:00         | 0     | 2    | 20   | 16    | 0             | 7    | 41   | 4     | 0             | 11   | 38   | 11    | 0             | 6    | 44   | 4     | 204   |
| 16:15         | 0     | 4    | 18   | 14    | 0             | 5    | 35   | 2     | 2             | 20   | 49   | 18    | 1             | 0    | 44   | 4     | 216   |
| Hr Total      | 0     | 6    | 38   | 30    | 0             | 12   | 76   | 6     | 2             | 31   | 87   | 29    | 1             | 6    | 88   | 8     | 420   |
|               |       |      |      |       |               |      |      |       |               |      |      |       |               |      |      |       |       |
| 16:30         | 0     | 3    | 15   | 13    | 0             | 4    | 51   | 3     | 0             | 26   | 49   | 11    | 0             | 7    | 42   | 10    | 234   |
| 16:45         | 0     | 1    | 27   | 6     | 0             | 7    | 42   | 5     | 0             | 31   | 61   | 16    | 0             | 4    | 57   | 9     | 266   |
| 17:00         | 0     | 1    | 24   | 23    | 0             | 3    | 77   | 4     | 0             | 39   | 58   | 14    | 0             | 7    | 49   | 2     | 301   |
| 17:15         | 0     | 6    | 30   | 18    | 0             | 5    | 47   | 10    | 0             | 37   | 77   | 13    | 0             | 14   | 63   | 13    | 333   |
| Hr Total      | 0     | 11   | 96   | 60    | 0             | 19   | 217  | 22    | 0             | 133  | 245  | 54    | 0             | 32   | 211  | 34    | 1134  |
|               |       |      |      |       |               |      |      |       |               |      |      |       |               |      |      |       |       |
| 17:30         | 0     | 3    | 22   | 12    | 0             | 1    | 37   | 7     | 0             | 25   | 59   | 14    | 0             | 6    | 53   | 8     | 247   |
| 17:45         | 0     | 4    | 23   | 20    | 0             | 4    | 25   | 5     | 0             | 17   | 43   | 14    | 0             | 8    | 59   | 3     | 225   |
| Hr Total      | 0     | 7    | 45   | 32    | 0             | 5    | 62   | 12    | 0             | 42   | 102  | 28    | 0             | 14   | 112  | 11    | 472   |
|               |       |      |      |       |               |      |      |       |               |      |      |       |               |      |      |       |       |
| *TOTAL*       | 0     | 81   | 494  | 242   | 0             | 72   | 540  | 54    | 3             | 254  | 582  | 260   | 1             | 74   | 1306 | 184   | 4147  |

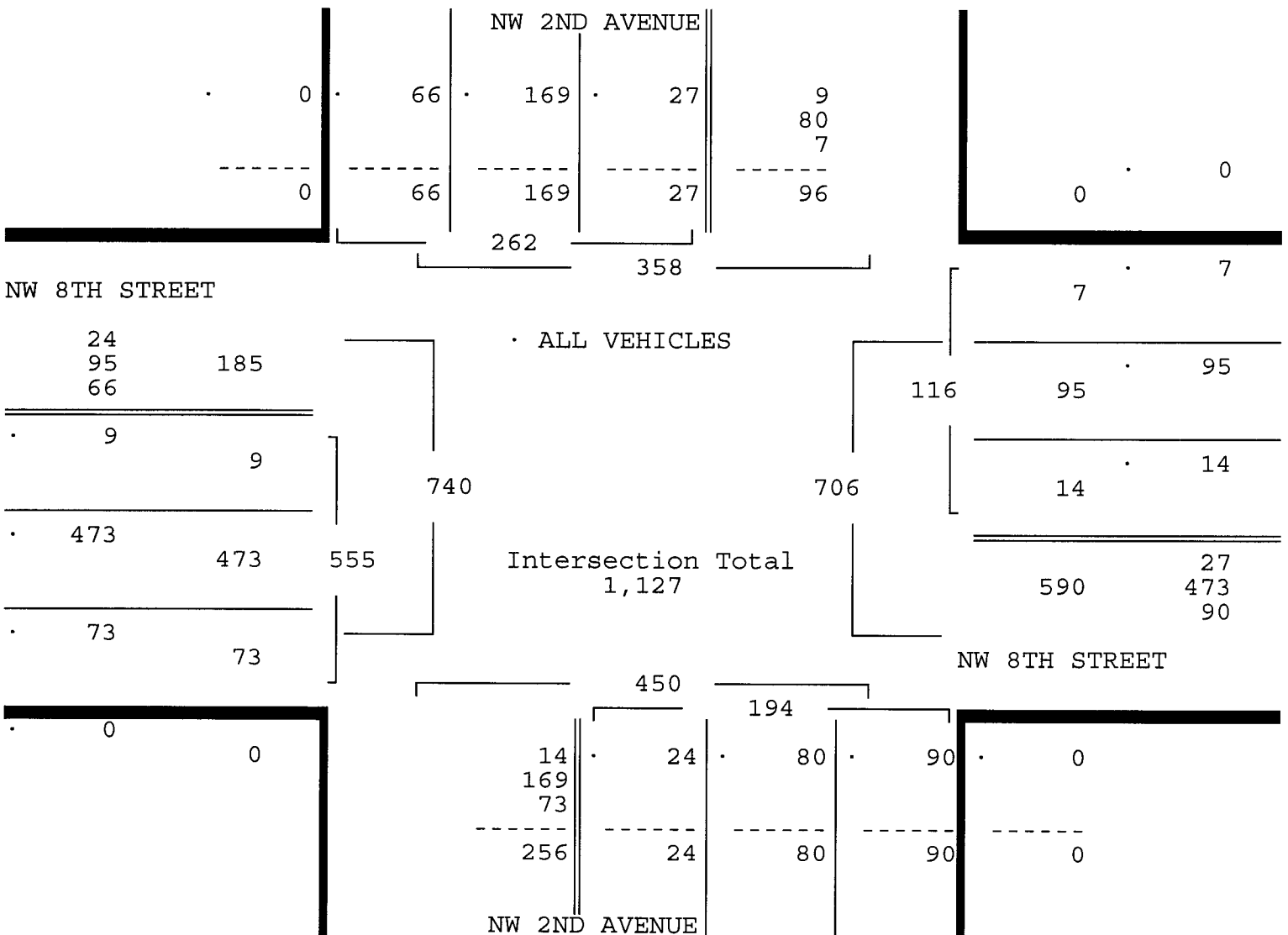
NW 8TH STREET & NW 2ND AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: LUIS PALOMINO  
 SIGNALIZED

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

Site Code : 00140065  
 Start Date: 03/19/14  
 File I.D. : 8STR2AVE  
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ALL VEHICLES

| NW 2ND AVENUE                                                                        |       |      |       |     | NW 8TH STREET |      |      |       |  | NW 2ND AVENUE |      |      |       |  | NW 8TH STREET |      |      |       |  |  |
|--------------------------------------------------------------------------------------|-------|------|-------|-----|---------------|------|------|-------|--|---------------|------|------|-------|--|---------------|------|------|-------|--|--|
| From North                                                                           |       |      |       |     | From East     |      |      |       |  | From South    |      |      |       |  | From West     |      |      |       |  |  |
| UTurn                                                                                | Left  | Thru | Right |     | UTurn         | Left | Thru | Right |  | UTurn         | Left | Thru | Right |  | UTurn         | Left | Thru | Right |  |  |
| Date 03/19/14 -----                                                                  |       |      |       |     |               |      |      |       |  |               |      |      |       |  |               |      |      |       |  |  |
| Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 03/19/14 |       |      |       |     |               |      |      |       |  |               |      |      |       |  |               |      |      |       |  |  |
| Peak start 07:45                                                                     |       |      |       |     | 07:45         |      |      |       |  | 07:45         |      |      |       |  | 07:45         |      |      |       |  |  |
| Volume                                                                               | 0     | 27   | 169   | 66  | 0             | 14   | 95   | 7     |  | 0             | 24   | 80   | 90    |  | 0             | 9    | 473  | 73    |  |  |
| Percent                                                                              | 0%    | 10%  | 65%   | 25% | 0%            | 12%  | 82%  | 6%    |  | 0%            | 12%  | 41%  | 46%   |  | 0%            | 2%   | 85%  | 13%   |  |  |
| Pk total                                                                             | 262   |      |       |     | 116           |      |      |       |  | 194           |      |      |       |  | 555           |      |      |       |  |  |
| Highest                                                                              | 08:30 |      |       |     | 08:15         |      |      |       |  | 08:30         |      |      |       |  | 07:45         |      |      |       |  |  |
| Volume                                                                               | 0     | 4    | 48    | 19  | 0             | 9    | 24   | 2     |  | 0             | 6    | 28   | 27    |  | 0             | 2    | 137  | 17    |  |  |
| Hi total                                                                             | 71    |      |       |     | 35            |      |      |       |  | 61            |      |      |       |  | 156           |      |      |       |  |  |
| PHF                                                                                  | .92   |      |       |     | .83           |      |      |       |  | .80           |      |      |       |  | .89           |      |      |       |  |  |



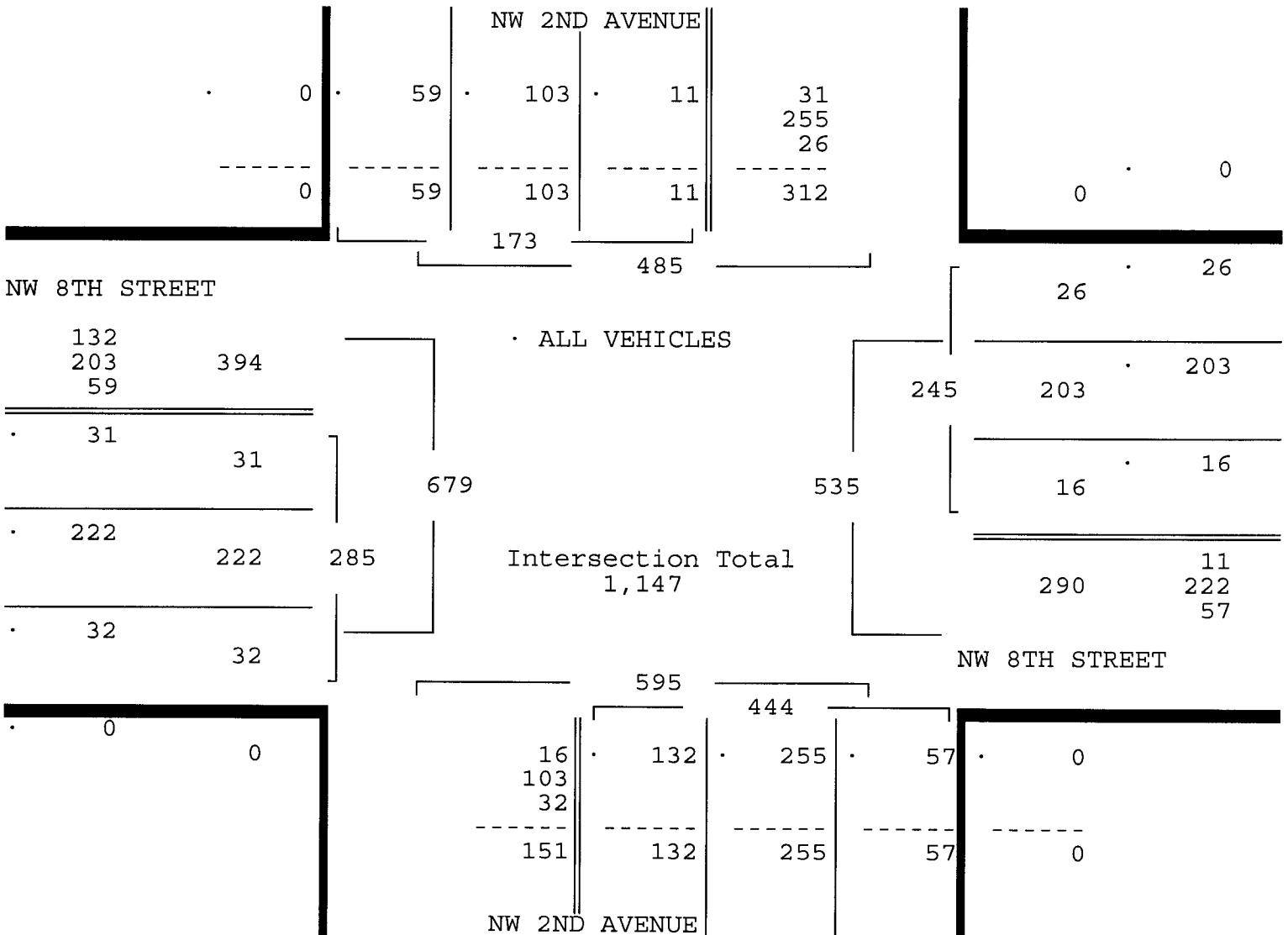
NW 8TH STREET & NW 2ND AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: LUIS PALOMINO  
 SIGNALIZED

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

Site Code : 00140065  
 Start Date: 03/19/14  
 File I.D. : 8STR2AVE  
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ALL VEHICLES

| NW 2ND AVENUE                                                                        |       |      |       |     | NW 8TH STREET |      |      |       | NW 2ND AVENUE |       |      |      | NW 8TH STREET |     |       |      |      |       |       |
|--------------------------------------------------------------------------------------|-------|------|-------|-----|---------------|------|------|-------|---------------|-------|------|------|---------------|-----|-------|------|------|-------|-------|
| From North                                                                           |       |      |       |     | From East     |      |      |       | From South    |       |      |      | From West     |     |       |      |      |       |       |
|                                                                                      |       |      |       |     |               |      |      |       |               |       |      |      |               |     |       |      |      |       |       |
| UTurn                                                                                | Left  | Thru | Right |     | UTurn         | Left | Thru | Right |               | UTurn | Left | Thru | Right         |     | UTurn | Left | Thru | Right | Total |
| Date 03/19/14 -----                                                                  |       |      |       |     |               |      |      |       |               |       |      |      |               |     |       |      |      |       |       |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/19/14 |       |      |       |     |               |      |      |       |               |       |      |      |               |     |       |      |      |       |       |
| Peak start 16:45                                                                     |       |      |       |     | 16:45         |      |      |       | 16:45         |       |      |      | 16:45         |     |       |      |      |       |       |
| Volume                                                                               | 0     | 11   | 103   | 59  | 0             | 16   | 203  | 26    | 0             | 132   | 255  | 57   | 0             | 31  | 222   | 32   |      |       |       |
| Percent                                                                              | 0%    | 6%   | 60%   | 34% | 0%            | 7%   | 83%  | 11%   | 0%            | 30%   | 57%  | 13%  | 0%            | 11% | 78%   | 11%  |      |       |       |
| Pk total                                                                             | 173   |      |       |     | 245           |      |      |       | 444           |       |      |      | 285           |     |       |      |      |       |       |
| Highest                                                                              | 17:15 |      |       |     | 17:00         |      |      |       | 17:15         |       |      |      | 17:15         |     |       |      |      |       |       |
| Volume                                                                               | 0     | 6    | 30    | 18  | 0             | 3    | 77   | 4     | 0             | 37    | 77   | 13   | 0             | 14  | 63    | 13   |      |       |       |
| Hi total                                                                             | 54    |      |       |     | 84            |      |      |       | 127           |       |      |      | 90            |     |       |      |      |       |       |
| PHF                                                                                  | .80   |      |       |     | .73           |      |      |       | .87           |       |      |      | .79           |     |       |      |      |       |       |



NW 8TH STREET & NW 2ND AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: LUIS PALOMINO  
 SIGNALIZED

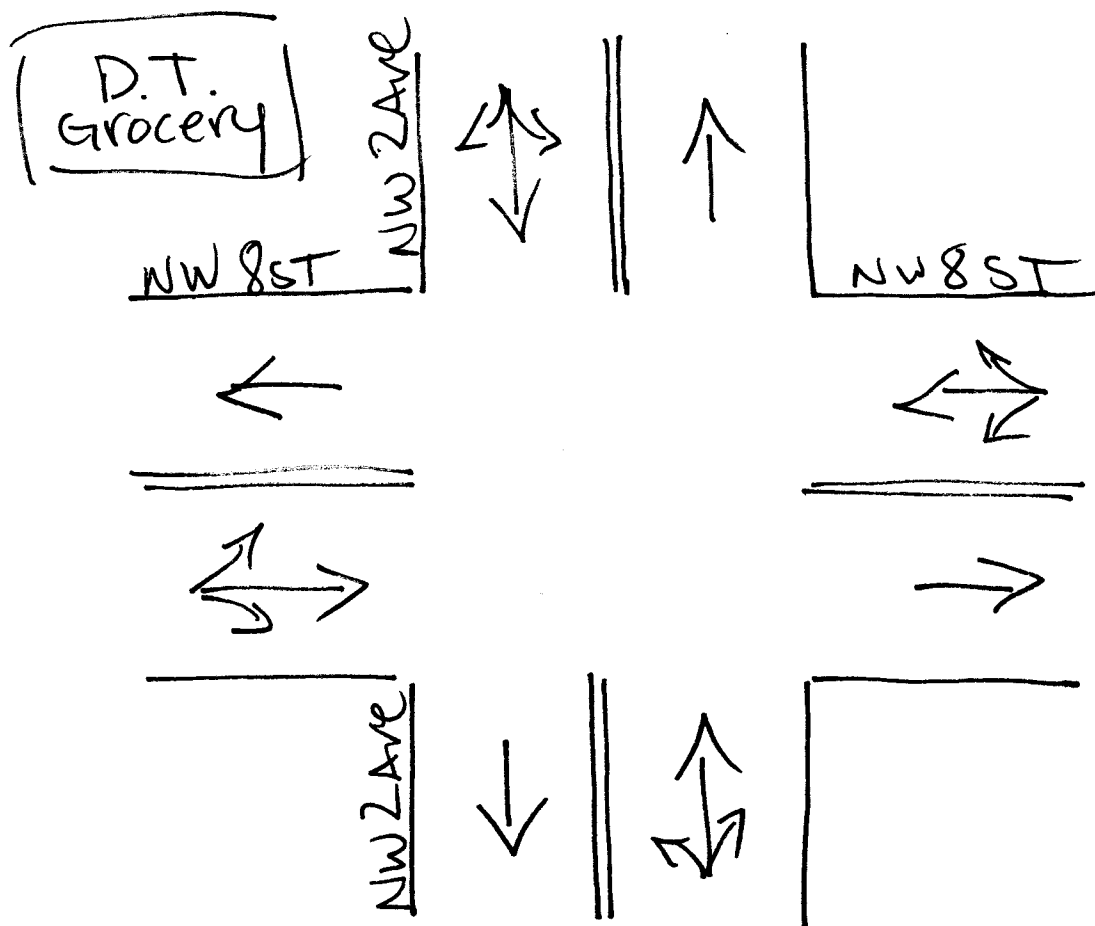
Traffic Survey Specialists, Inc.  
 624 Gardenia Terrace  
 Delray Beach, Florida 33444  
 Phone (561) 272-3255

Site Code : 00140065  
 Start Date: 03/19/14  
 File I.D. : 8STR2AVE  
 Page : 1

PEDESTRIANS

| Date 03/19/14 | NW 2ND AVENUE<br>From North |      |       |      | NW 8TH STREET<br>From East |      |       |      | NW 2ND AVENUE<br>From South |      |       |      | NW 8TH STREET<br>From West |      |       |      | Total |
|---------------|-----------------------------|------|-------|------|----------------------------|------|-------|------|-----------------------------|------|-------|------|----------------------------|------|-------|------|-------|
|               | Left                        | Thru | Right | Peds | Left                       | Thru | Right | Peds | Left                        | Thru | Right | Peds | Left                       | Thru | Right | Peds |       |
|               |                             |      |       |      |                            |      |       |      |                             |      |       |      |                            |      |       |      |       |
| 07:30         | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 1    | 0                           | 0    | 0     | 6    | 0                          | 0    | 0     | 0    | 10    |
| 07:45         | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 2    | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 0    | 8     |
| 08:00         | 0                           | 0    | 0     | 7    | 0                          | 0    | 0     | 2    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 9     |
| 08:15         | 0                           | 0    | 0     | 6    | 0                          | 0    | 0     | 4    | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 0    | 13    |
| Hr Total      | 0                           | 0    | 0     | 19   | 0                          | 0    | 0     | 9    | 0                           | 0    | 0     | 12   | 0                          | 0    | 0     | 0    | 40    |
| 08:30         | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 0    | 0                           | 0    | 0     | 4    | 0                          | 0    | 0     | 1    | 6     |
| 08:45         | 0                           | 0    | 0     | 4    | 0                          | 0    | 0     | 3    | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 0    | 8     |
| 09:00         | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 0    | 0                           | 0    | 0     | 6    | 0                          | 0    | 0     | 0    | 8     |
| 09:15         | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 2    | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 0    | 6     |
| Hr Total      | 0                           | 0    | 0     | 10   | 0                          | 0    | 0     | 5    | 0                           | 0    | 0     | 12   | 0                          | 0    | 0     | 1    | 28    |
| * BREAK *     |                             |      |       |      |                            |      |       |      |                             |      |       |      |                            |      |       |      |       |
| 15:30         | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0     |
| 15:45         | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0     |
| 16:00         | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 2    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 7    | 10    |
| 16:15         | 0                           | 0    | 0     | 4    | 0                          | 0    | 0     | 0    | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 6    | 11    |
| Hr Total      | 0                           | 0    | 0     | 5    | 0                          | 0    | 0     | 2    | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 13   | 21    |
| 16:30         | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 3    | 0                           | 0    | 0     | 5    | 0                          | 0    | 0     | 7    | 16    |
| 16:45         | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 0    | 0                           | 0    | 0     | 8    | 0                          | 0    | 0     | 11   | 20    |
| 17:00         | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 2    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 8    | 10    |
| 17:15         | 0                           | 0    | 0     | 8    | 0                          | 0    | 0     | 1    | 0                           | 0    | 0     | 6    | 0                          | 0    | 0     | 6    | 21    |
| Hr Total      | 0                           | 0    | 0     | 10   | 0                          | 0    | 0     | 6    | 0                           | 0    | 0     | 19   | 0                          | 0    | 0     | 32   | 67    |
| 17:30         | 0                           | 0    | 0     | 5    | 0                          | 0    | 0     | 4    | 0                           | 0    | 0     | 5    | 0                          | 0    | 0     | 7    | 21    |
| 17:45         | 0                           | 0    | 0     | 4    | 0                          | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 8    | 12    |
| Hr Total      | 0                           | 0    | 0     | 9    | 0                          | 0    | 0     | 4    | 0                           | 0    | 0     | 5    | 0                          | 0    | 0     | 15   | 33    |
|               |                             |      |       |      |                            |      |       |      |                             |      |       |      |                            |      |       |      |       |
| *TOTAL*       | 0                           | 0    | 0     | 53   | 0                          | 0    | 0     | 26   | 0                           | 0    | 0     | 49   | 0                          | 0    | 0     | 61   | 189   |

↑  
North



Miami, Florida  
March 19, 2019  
drawn by: Luis Palomino  
Signalized

NW 8TH STREET & NW 1ST COURT  
 MIAMI, FLORIDA  
 COUNTED BY: CRISTINA PALOMINO  
 NOT SIGNALIZED

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

Site Code : 00140065  
 Start Date: 03/19/14  
 File I.D. : 8STR\_1CT  
 Page : 1

ALL VEHICLES

| Date 03/19/14 | PARKING LOT<br>From North |      |      |       | NW 8TH STREET<br>From East |      |      |       | NW 1ST COURT<br>From South |      |      |       | NW 8TH STREET<br>From West |      |      |       | Total |
|---------------|---------------------------|------|------|-------|----------------------------|------|------|-------|----------------------------|------|------|-------|----------------------------|------|------|-------|-------|
|               | UTurn                     | Left | Thru | Right | UTurn                      | Left | Thru | Right | UTurn                      | Left | Thru | Right | UTurn                      | Left | Thru | Right |       |
| 07:30         | 0                         | 0    | 0    | 0     | 0                          | 2    | 20   | 0     | 0                          | 6    | 0    | 4     | 0                          | 0    | 109  | 18    | 159   |
| 07:45         | 0                         | 0    | 0    | 0     | 0                          | 6    | 34   | 0     | 0                          | 6    | 0    | 6     | 0                          | 0    | 117  | 24    | 193   |
| 08:00         | 0                         | 0    | 0    | 0     | 0                          | 0    | 29   | 0     | 0                          | 7    | 0    | 7     | 0                          | 0    | 105  | 18    | 166   |
| 08:15         | 0                         | 0    | 0    | 0     | 0                          | 5    | 35   | 0     | 0                          | 3    | 0    | 1     | 0                          | 0    | 110  | 20    | 174   |
| Hr Total      | 0                         | 0    | 0    | 0     | 0                          | 13   | 118  | 0     | 0                          | 22   | 0    | 18    | 0                          | 0    | 441  | 80    | 692   |
| 08:30         | 0                         | 0    | 0    | 0     | 0                          | 0    | 16   | 0     | 0                          | 5    | 0    | 4     | 0                          | 0    | 92   | 20    | 137   |
| 08:45         | 0                         | 0    | 0    | 0     | 0                          | 2    | 30   | 0     | 0                          | 6    | 0    | 6     | 0                          | 0    | 85   | 13    | 142   |
| 09:00         | 0                         | 0    | 0    | 0     | 0                          | 5    | 17   | 0     | 0                          | 6    | 0    | 7     | 0                          | 0    | 110  | 14    | 159   |
| 09:15         | 0                         | 0    | 0    | 0     | 0                          | 2    | 30   | 0     | 0                          | 14   | 0    | 5     | 0                          | 0    | 92   | 25    | 168   |
| Hr Total      | 0                         | 0    | 0    | 0     | 0                          | 9    | 93   | 0     | 0                          | 31   | 0    | 22    | 0                          | 0    | 379  | 72    | 606   |
| * BREAK *     |                           |      |      |       |                            |      |      |       |                            |      |      |       |                            |      |      |       |       |
| 15:30         | 0                         | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0     |
| 15:45         | 0                         | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0     |
| 16:00         | 0                         | 0    | 0    | 0     | 0                          | 3    | 35   | 0     | 0                          | 8    | 0    | 7     | 0                          | 0    | 56   | 13    | 122   |
| 16:15         | 0                         | 0    | 0    | 0     | 0                          | 2    | 30   | 0     | 0                          | 3    | 0    | 8     | 0                          | 0    | 58   | 9     | 110   |
| Hr Total      | 0                         | 0    | 0    | 0     | 0                          | 5    | 65   | 0     | 0                          | 11   | 0    | 15    | 0                          | 0    | 114  | 22    | 232   |
| 16:30         | 0                         | 0    | 0    | 0     | 0                          | 6    | 36   | 0     | 0                          | 16   | 0    | 9     | 0                          | 0    | 50   | 12    | 129   |
| 16:45         | 0                         | 0    | 0    | 0     | 1                          | 1    | 37   | 0     | 0                          | 6    | 0    | 11    | 0                          | 0    | 58   | 14    | 128   |
| 17:00         | 0                         | 0    | 0    | 0     | 0                          | 0    | 48   | 0     | 0                          | 20   | 0    | 20    | 0                          | 0    | 60   | 7     | 155   |
| 17:15         | 0                         | 0    | 0    | 0     | 0                          | 1    | 36   | 0     | 0                          | 16   | 0    | 10    | 0                          | 0    | 80   | 11    | 154   |
| Hr Total      | 0                         | 0    | 0    | 0     | 1                          | 8    | 157  | 0     | 0                          | 58   | 0    | 50    | 0                          | 0    | 248  | 44    | 566   |
| 17:30         | 0                         | 0    | 0    | 0     | 0                          | 0    | 33   | 0     | 0                          | 8    | 0    | 6     | 0                          | 0    | 68   | 4     | 119   |
| 17:45         | 0                         | 0    | 0    | 0     | 0                          | 3    | 29   | 0     | 0                          | 6    | 0    | 5     | 0                          | 0    | 74   | 1     | 118   |
| Hr Total      | 0                         | 0    | 0    | 0     | 0                          | 3    | 62   | 0     | 0                          | 14   | 0    | 11    | 0                          | 0    | 142  | 5     | 237   |
| *TOTAL*       | 0                         | 0    | 0    | 0     | 1                          | 38   | 495  | 0     | 0                          | 136  | 0    | 116   | 0                          | 0    | 1324 | 223   | 2333  |

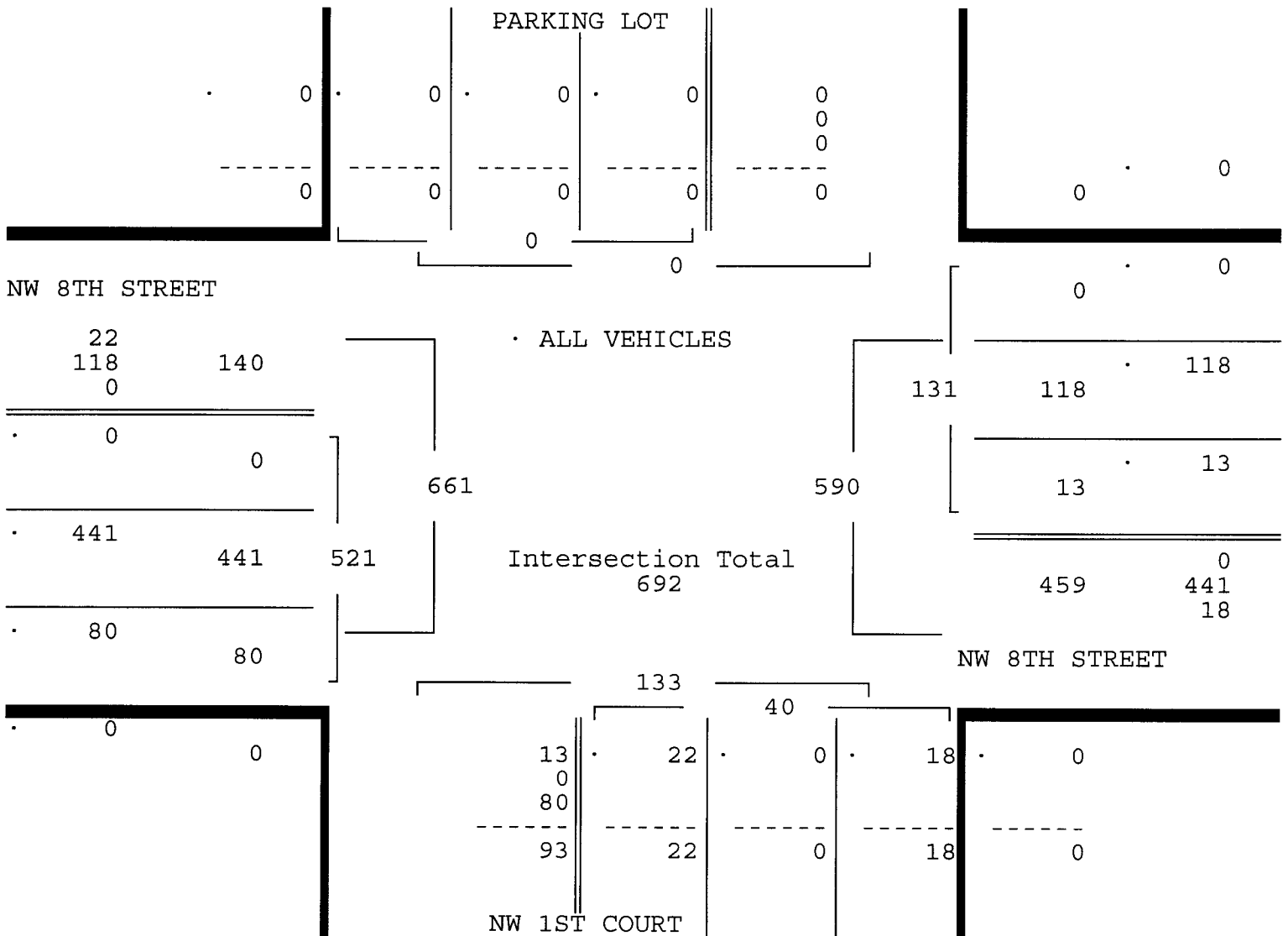
NW 8TH STREET & NW 1ST COURT  
 MIAMI, FLORIDA  
 COUNTED BY: CRISTINA PALOMINO  
 NOT SIGNALIZED

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

Site Code : 00140065  
 Start Date: 03/19/14  
 File I.D. : 8STR\_1CT  
 Page : 2

ALL VEHICLES

| PARKING LOT                                                                          |       |      |       |    | NW 8TH STREET |      |      |       | NW 1ST COURT |       |      |      | NW 8TH STREET |    |       |      |      |       |       |
|--------------------------------------------------------------------------------------|-------|------|-------|----|---------------|------|------|-------|--------------|-------|------|------|---------------|----|-------|------|------|-------|-------|
| From North                                                                           |       |      |       |    | From East     |      |      |       | From South   |       |      |      | From West     |    |       |      |      |       |       |
|                                                                                      |       |      |       |    |               |      |      |       |              |       |      |      |               |    |       |      |      |       |       |
| UTurn                                                                                | Left  | Thru | Right |    | UTurn         | Left | Thru | Right |              | UTurn | Left | Thru | Right         |    | UTurn | Left | Thru | Right | Total |
| Date 03/19/14                                                                        |       |      |       |    |               |      |      |       |              |       |      |      |               |    |       |      |      |       |       |
| Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 03/19/14 |       |      |       |    |               |      |      |       |              |       |      |      |               |    |       |      |      |       |       |
| Peak start 07:30                                                                     |       |      |       |    | 07:30         |      |      |       | 07:30        |       |      |      | 07:30         |    |       |      |      |       |       |
| Volume                                                                               | 0     | 0    | 0     | 0  | 0             | 13   | 118  | 0     | 0            | 22    | 0    | 18   | 0             | 0  | 441   | 80   |      |       |       |
| Percent                                                                              | 0%    | 0%   | 0%    | 0% | 0%            | 10%  | 90%  | 0%    | 0%           | 55%   | 0%   | 45%  | 0%            | 0% | 85%   | 15%  |      |       |       |
| Pk total                                                                             | 0     |      |       |    | 131           |      |      |       | 40           |       |      |      | 521           |    |       |      |      |       |       |
| Highest                                                                              | 07:30 |      |       |    | 07:45         |      |      |       | 08:00        |       |      |      | 07:45         |    |       |      |      |       |       |
| Volume                                                                               | 0     | 0    | 0     | 0  | 0             | 6    | 34   | 0     | 0            | 7     | 0    | 7    | 0             | 0  | 117   | 24   |      |       |       |
| Hi total                                                                             | 0     |      |       |    | 40            |      |      |       | 14           |       |      |      | 141           |    |       |      |      |       |       |
| PHF                                                                                  | .0    |      |       |    | .82           |      |      |       | .71          |       |      |      | .92           |    |       |      |      |       |       |



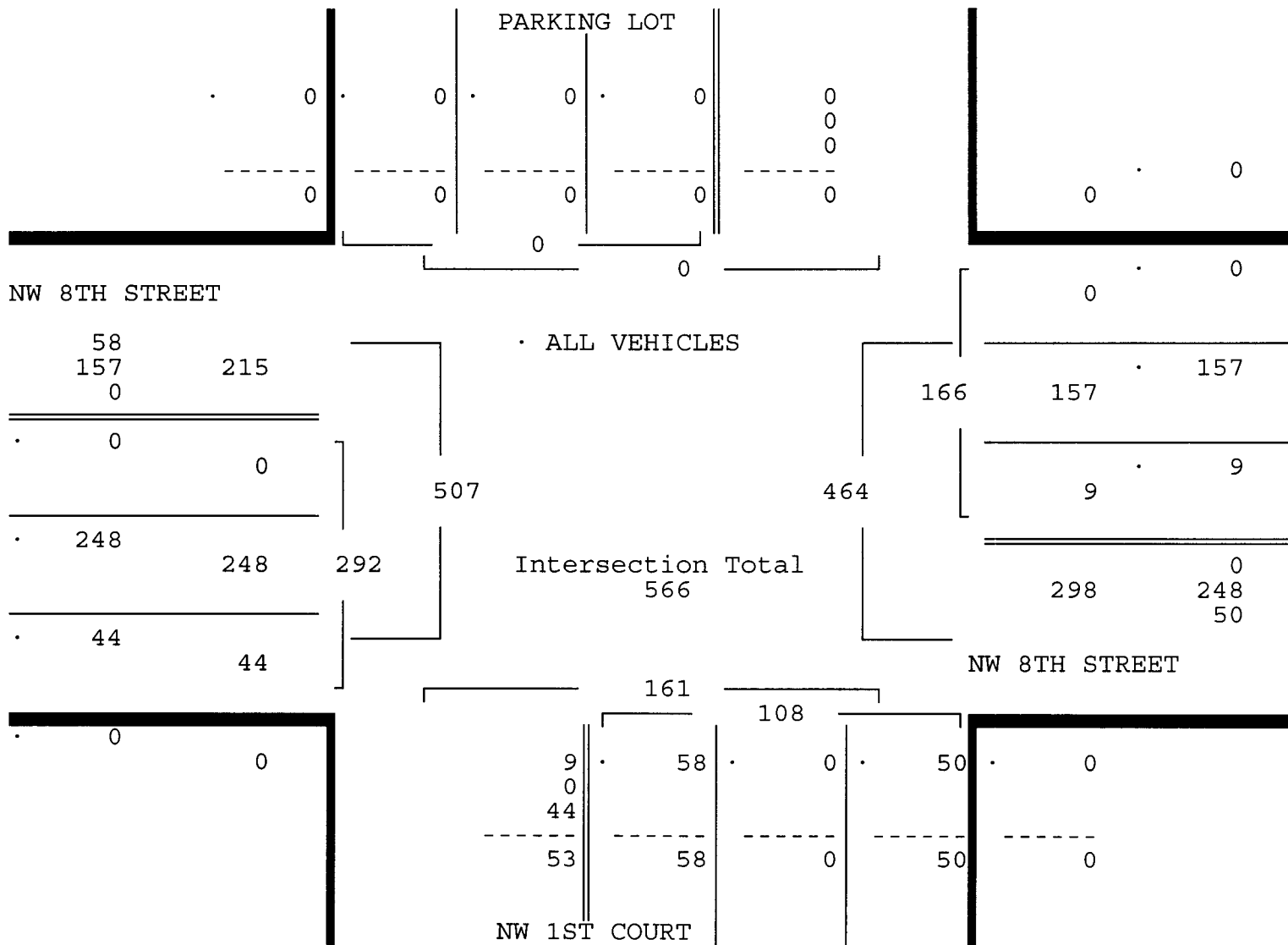
NW 8TH STREET & NW 1ST COURT  
MIAMI, FLORIDA  
COUNTED BY: CRISTINA PALOMINO  
NOT SIGNALIZED

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

```
Site Code : 00140065
Start Date: 03/19/14
File I.D. : 8STR_1CT
Page      : 3
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## ALL VEHICLES

| PARKING LOT                                                                          |       |      |       | NW 8TH STREET |      |      |       | NW 1ST COURT |      |       |       | NW 8TH STREET |      |      |       |       |
|--------------------------------------------------------------------------------------|-------|------|-------|---------------|------|------|-------|--------------|------|-------|-------|---------------|------|------|-------|-------|
| From North                                                                           |       |      |       | From East     |      |      |       | From South   |      |       |       | From West     |      |      |       |       |
| UTurn                                                                                | Left  | Thru | Right | UTurn         | Left | Thru | Right | UTurn        | Left | Thru  | Right | UTurn         | Left | Thru | Right | Total |
| Date 03/19/14 -----                                                                  |       |      |       |               |      |      |       |              |      |       |       |               |      |      |       |       |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/19/14 |       |      |       |               |      |      |       |              |      |       |       |               |      |      |       |       |
| Peak start 16:30                                                                     |       |      |       | 16:30         |      |      |       | 16:30        |      |       |       | 16:30         |      |      |       |       |
| Volume                                                                               | 0     | 0    | 0     | 0             | 1    | 8    | 157   | 0            | 0    | 58    | 0     | 50            | 0    | 0    | 248   | 44    |
| Percent                                                                              | 0%    | 0%   | 0%    | 0%            | 1%   | 5%   | 95%   | 0%           | 0%   | 54%   | 0%    | 46%           | 0%   | 0%   | 85%   | 15%   |
| Pk total                                                                             | 0     |      |       | 166           |      |      | 108   |              |      | 292   |       |               |      |      |       |       |
| Highest                                                                              | 07:30 |      |       | 17:00         |      |      | 17:00 |              |      | 17:15 |       |               |      |      |       |       |
| Volume                                                                               | 0     | 0    | 0     | 0             | 0    | 0    | 48    | 0            | 0    | 20    | 0     | 20            | 0    | 0    | 80    | 11    |
| Hi total                                                                             | 0     |      |       | 48            |      |      | 40    |              |      | 91    |       |               |      |      |       |       |
| PHF                                                                                  | .0    |      |       | .86           |      |      | .68   |              |      | .80   |       |               |      |      |       |       |



NW 8TH STREET & NW 1ST COURT  
 MIAMI, FLORIDA  
 COUNTED BY: CRISTINA PALOMINO  
 NOT SIGNALIZED

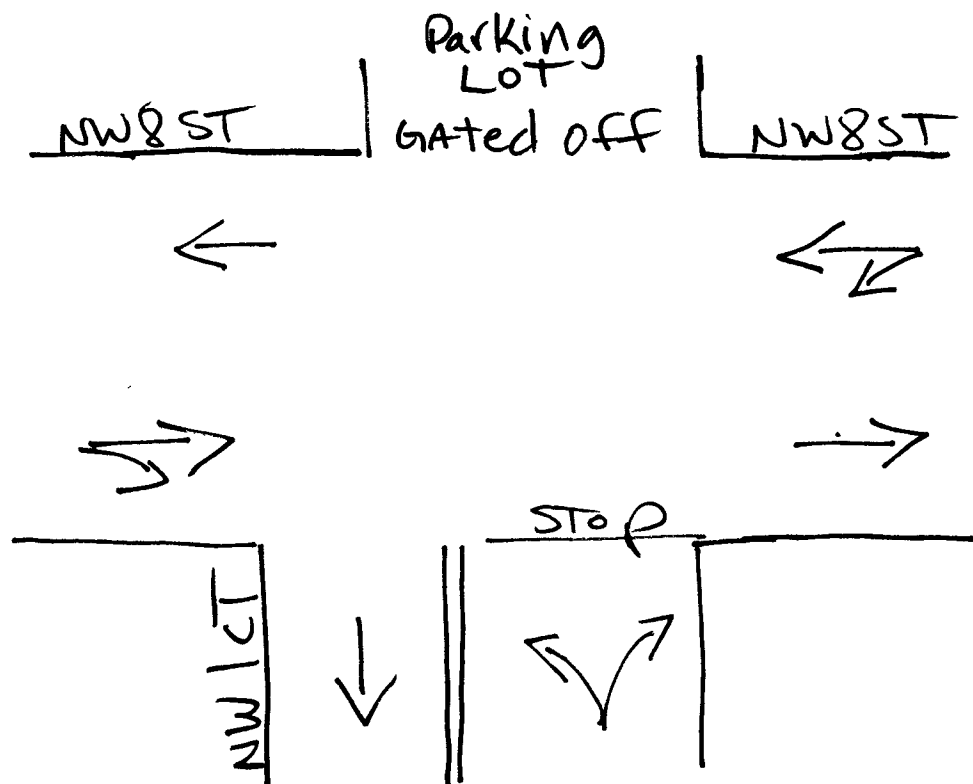
Traffic Survey Specialists, Inc.  
 624 Gardenia Terrace  
 Delray Beach, Florida 33444  
 Phone (561) 272-3255

Site Code : 00140065  
 Start Date: 03/19/14  
 File I.D. : 8STR\_1CT  
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PEDESTRIANS

| Date 03/19/14 | PARKING LOT<br>From North |      |       |      | NW 8TH STREET<br>From East |      |       |      | NW 1ST COURT<br>From South |      |       |      | NW 8TH STREET<br>From West |      |       |      | Total |
|---------------|---------------------------|------|-------|------|----------------------------|------|-------|------|----------------------------|------|-------|------|----------------------------|------|-------|------|-------|
|               | Left                      | Thru | Right | Peds | Left                       | Thru | Right | Peds | Left                       | Thru | Right | Peds | Left                       | Thru | Right | Peds |       |
| 07:30         | 0                         | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0     |
| 07:45         | 0                         | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 6    | 0                          | 0    | 0     | 0    | 6     |
| 08:00         | 0                         | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 5    | 0                          | 0    | 0     | 0    | 5     |
| 08:15         | 0                         | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 1    | 0                          | 0    | 0     | 1    | 2     |
| Hr Total      | 0                         | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 12   | 0                          | 0    | 0     | 1    | 13    |
| 08:30         | 0                         | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 1    | 0                          | 0    | 0     | 0    | 1     |
| 08:45         | 0                         | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 5    | 0                          | 0    | 0     | 0    | 5     |
| 09:00         | 0                         | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 4    | 0                          | 0    | 0     | 1    | 5     |
| 09:15         | 0                         | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 4    | 0                          | 0    | 0     | 0    | 4     |
| Hr Total      | 0                         | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 14   | 0                          | 0    | 0     | 1    | 15    |
| * BREAK *     |                           |      |       |      |                            |      |       |      |                            |      |       |      |                            |      |       |      |       |
| 15:30         | 0                         | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0     |
| 15:45         | 0                         | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0     |
| 16:00         | 0                         | 0    | 0     | 0    | 0                          | 0    | 0     | 2    | 0                          | 0    | 0     | 7    | 0                          | 0    | 0     | 0    | 9     |
| 16:15         | 0                         | 0    | 0     | 0    | 0                          | 0    | 0     | 6    | 0                          | 0    | 0     | 5    | 0                          | 0    | 0     | 1    | 12    |
| Hr Total      | 0                         | 0    | 0     | 0    | 0                          | 0    | 0     | 8    | 0                          | 0    | 0     | 12   | 0                          | 0    | 0     | 1    | 21    |
| 16:30         | 0                         | 0    | 0     | 1    | 0                          | 0    | 0     | 12   | 0                          | 0    | 0     | 6    | 0                          | 0    | 0     | 1    | 20    |
| 16:45         | 0                         | 0    | 0     | 3    | 0                          | 0    | 0     | 9    | 0                          | 0    | 0     | 7    | 0                          | 0    | 0     | 2    | 21    |
| 17:00         | 0                         | 0    | 0     | 0    | 0                          | 0    | 0     | 11   | 0                          | 0    | 0     | 2    | 0                          | 0    | 0     | 0    | 13    |
| 17:15         | 0                         | 0    | 0     | 0    | 0                          | 0    | 0     | 2    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 2     |
| Hr Total      | 0                         | 0    | 0     | 4    | 0                          | 0    | 0     | 34   | 0                          | 0    | 0     | 15   | 0                          | 0    | 0     | 3    | 56    |
| 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     | 2    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 2     |
| Hr Total      | 0                         | 0    | 0     | 1    | 0                          | 0    | 0     | 2    | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 3     |
| *TOTAL*       | 0                         | 0    | 0     | 5    | 0                          | 0    | 0     | 44   | 0                          | 0    | 0     | 53   | 0                          | 0    | 0     | 6    | 108   |

↑  
North



Miami, Florida  
March 19, 2014  
drawn by: Luis Palomino  
NOT signalized

NW 8TH STREET & NW 1ST AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: ISIDRO GONZALEZ  
 NOT SIGNALIZED

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

Site Code : 00140065  
 Start Date: 03/19/14  
 File I.D. : 8ST\_1AVE  
 Page : 1

ALL VEHICLES

| Date 03/19/14 | NW 1ST AVENUE<br>From North |      |      |       | NW 8TH STREET<br>From East |      |      |       | NW 1ST AVENUE<br>From South |      |      |       | NW 8TH STREET<br>From West |      |      |       | Total |
|---------------|-----------------------------|------|------|-------|----------------------------|------|------|-------|-----------------------------|------|------|-------|----------------------------|------|------|-------|-------|
|               | UTurn                       | Left | Thru | Right | UTurn                      | Left | Thru | Right | UTurn                       | Left | Thru | Right | UTurn                      | Left | Thru | Right |       |
| 07:30         | 0                           | 2    | 6    | 6     | 0                          | 3    | 15   | 2     | 0                           | 0    | 3    | 5     | 0                          | 7    | 48   | 62    | 159   |
| 07:45         | 0                           | 0    | 9    | 9     | 0                          | 6    | 27   | 2     | 0                           | 3    | 8    | 3     | 0                          | 15   | 60   | 56    | 198   |
| 08:00         | 0                           | 1    | 10   | 4     | 0                          | 6    | 23   | 3     | 1                           | 2    | 11   | 4     | 0                          | 11   | 41   | 61    | 178   |
| 08:15         | 0                           | 2    | 10   | 12    | 0                          | 6    | 27   | 6     | 2                           | 1    | 7    | 4     | 0                          | 13   | 55   | 48    | 193   |
| Hr Total      | 0                           | 5    | 35   | 31    | 0                          | 21   | 92   | 13    | 3                           | 6    | 29   | 16    | 0                          | 46   | 204  | 227   | 728   |
| 08:30         | 0                           | 0    | 12   | 1     | 0                          | 7    | 14   | 4     | 0                           | 2    | 5    | 5     | 0                          | 8    | 58   | 31    | 147   |
| 08:45         | 0                           | 3    | 8    | 2     | 1                          | 8    | 30   | 2     | 1                           | 1    | 7    | 2     | 0                          | 12   | 52   | 32    | 161   |
| 09:00         | 1                           | 1    | 15   | 7     | 0                          | 5    | 10   | 1     | 1                           | 3    | 10   | 0     | 0                          | 15   | 62   | 37    | 168   |
| 09:15         | 0                           | 1    | 5    | 4     | 0                          | 3    | 25   | 4     | 0                           | 3    | 15   | 2     | 0                          | 11   | 54   | 36    | 163   |
| Hr Total      | 1                           | 5    | 40   | 14    | 1                          | 23   | 79   | 11    | 2                           | 9    | 37   | 9     | 0                          | 46   | 226  | 136   | 639   |
| * BREAK *     |                             |      |      |       |                            |      |      |       |                             |      |      |       |                            |      |      |       |       |
| 15:30         | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0     |
| 15:45         | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0     |
| 16:00         | 1                           | 0    | 5    | 5     | 0                          | 1    | 24   | 9     | 0                           | 9    | 21   | 1     | 0                          | 25   | 30   | 10    | 141   |
| 16:15         | 0                           | 0    | 4    | 4     | 0                          | 4    | 21   | 2     | 1                           | 10   | 12   | 0     | 0                          | 20   | 38   | 8     | 124   |
| Hr Total      | 1                           | 0    | 9    | 9     | 0                          | 5    | 45   | 11    | 1                           | 19   | 33   | 1     | 0                          | 45   | 68   | 18    | 265   |
| 16:30         | 0                           | 2    | 5    | 2     | 0                          | 1    | 24   | 0     | 0                           | 16   | 16   | 1     | 0                          | 17   | 35   | 8     | 127   |
| 16:45         | 0                           | 2    | 4    | 3     | 0                          | 5    | 26   | 2     | 0                           | 12   | 27   | 7     | 0                          | 19   | 39   | 10    | 156   |
| 17:00         | 0                           | 0    | 6    | 4     | 0                          | 2    | 30   | 8     | 1                           | 13   | 27   | 5     | 0                          | 30   | 42   | 7     | 175   |
| 17:15         | 0                           | 0    | 5    | 4     | 0                          | 1    | 21   | 5     | 0                           | 10   | 26   | 2     | 0                          | 30   | 53   | 10    | 167   |
| Hr Total      | 0                           | 4    | 20   | 13    | 0                          | 9    | 101  | 15    | 1                           | 51   | 96   | 15    | 0                          | 96   | 169  | 35    | 625   |
| 17:30         | 0                           | 1    | 7    | 2     | 0                          | 2    | 23   | 5     | 0                           | 8    | 38   | 4     | 0                          | 28   | 41   | 6     | 165   |
| 17:45         | 0                           | 2    | 5    | 1     | 0                          | 1    | 22   | 5     | 1                           | 9    | 27   | 3     | 0                          | 26   | 46   | 11    | 159   |
| Hr Total      | 0                           | 3    | 12   | 3     | 0                          | 3    | 45   | 10    | 1                           | 17   | 65   | 7     | 0                          | 54   | 87   | 17    | 324   |
| *TOTAL*       | 2                           | 17   | 116  | 70    | 1                          | 61   | 362  | 60    | 8                           | 102  | 260  | 48    | 0                          | 287  | 754  | 433   | 2581  |

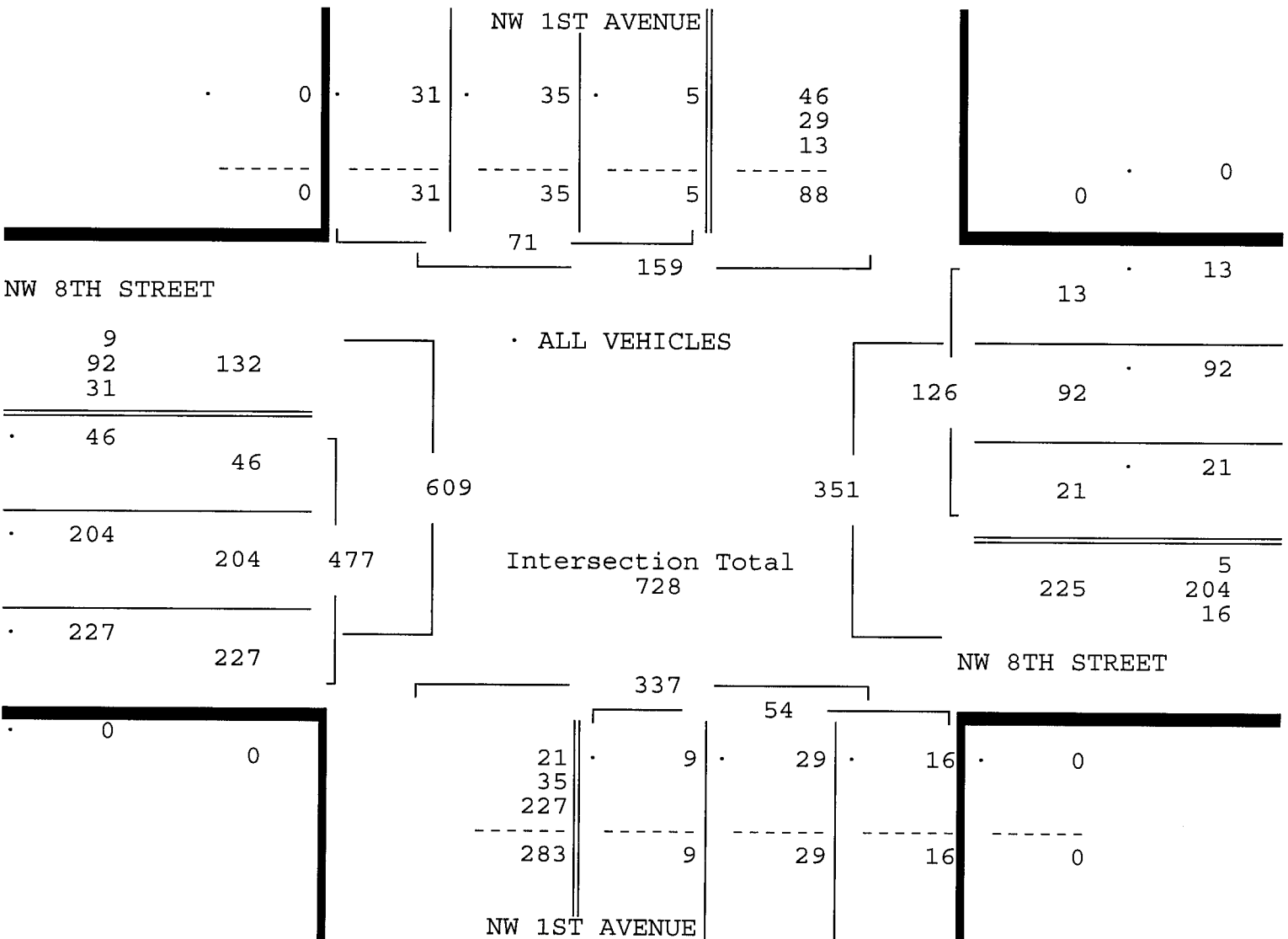
NW 8TH STREET & NW 1ST AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: ISIDRO GONZALEZ  
 NOT SIGNALIZED

Traffic Survey Specialists, Inc.  
 624 Gardenia Terrace  
 Delray Beach, Florida 33444  
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ALL VEHICLES

| NW 1ST AVENUE                                                                        |       |      |       |     | NW 8TH STREET |      |      |       | NW 1ST AVENUE |       |      |      | NW 8TH STREET |     |       |      | Total |      |
|--------------------------------------------------------------------------------------|-------|------|-------|-----|---------------|------|------|-------|---------------|-------|------|------|---------------|-----|-------|------|-------|------|
| From North                                                                           |       |      |       |     | From East     |      |      |       | From South    |       |      |      | From West     |     |       |      |       |      |
|                                                                                      |       |      |       |     |               |      |      |       |               |       |      |      |               |     |       |      |       |      |
| UTurn                                                                                | Left  | Thru | Right |     | UTurn         | Left | Thru | Right |               | UTurn | Left | Thru | Right         |     | UTurn | Left |       | Thru |
| Date 03/19/14 -----                                                                  |       |      |       |     |               |      |      |       |               |       |      |      |               |     |       |      |       |      |
| Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 03/19/14 |       |      |       |     |               |      |      |       |               |       |      |      |               |     |       |      |       |      |
| Peak start 07:30                                                                     |       |      |       |     | 07:30         |      |      |       | 07:30         |       |      |      | 07:30         |     |       |      |       |      |
| Volume                                                                               | 0     | 5    | 35    | 31  | 0             | 21   | 92   | 13    | 3             | 6     | 29   | 16   | 0             | 46  | 204   | 227  |       |      |
| Percent                                                                              | 0%    | 7%   | 49%   | 44% | 0%            | 17%  | 73%  | 10%   | 6%            | 11%   | 54%  | 30%  | 0%            | 10% | 43%   | 48%  |       |      |
| Pk total                                                                             | 71    |      |       |     | 126           |      |      |       | 54            |       |      |      | 477           |     |       |      |       |      |
| Highest                                                                              | 08:15 |      |       |     | 08:15         |      |      |       | 08:00         |       |      |      | 07:45         |     |       |      |       |      |
| Volume                                                                               | 0     | 2    | 10    | 12  | 0             | 6    | 27   | 6     | 1             | 2     | 11   | 4    | 0             | 15  | 60    | 56   |       |      |
| Hi total                                                                             | 24    |      |       |     | 39            |      |      |       | 18            |       |      |      | 131           |     |       |      |       |      |
| PHF                                                                                  | .74   |      |       |     | .81           |      |      |       | .75           |       |      |      | .91           |     |       |      |       |      |



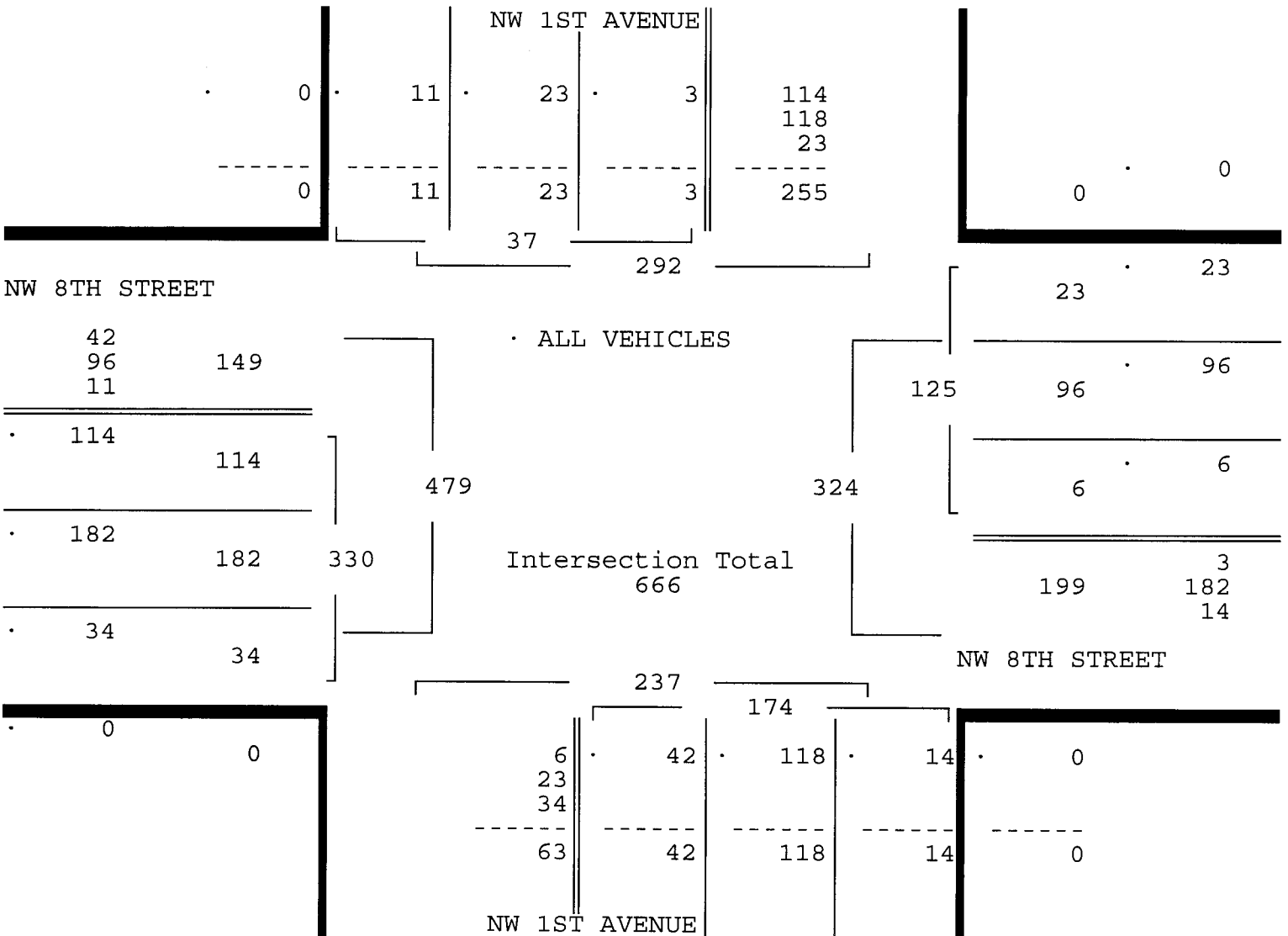
NW 8TH STREET & NW 1ST AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: ISIDRO GONZALEZ  
 NOT SIGNALIZED

Traffic Survey Specialists, Inc.  
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ALL VEHICLES

| NW 1ST AVENUE                                                                        |       |    |     |     | NW 8TH STREET         |    |     |     |       | NW 1ST AVENUE         |     |    |       |     | NW 8TH STREET         |     |  |  |  |  |
|--------------------------------------------------------------------------------------|-------|----|-----|-----|-----------------------|----|-----|-----|-------|-----------------------|-----|----|-------|-----|-----------------------|-----|--|--|--|--|
| From North                                                                           |       |    |     |     | From East             |    |     |     |       | From South            |     |    |       |     | From West             |     |  |  |  |  |
| UTurn Left Thru Right                                                                |       |    |     |     | UTurn Left Thru Right |    |     |     |       | UTurn Left Thru Right |     |    |       |     | UTurn Left Thru Right |     |  |  |  |  |
| Date 03/19/14                                                                        |       |    |     |     |                       |    |     |     |       |                       |     |    |       |     |                       |     |  |  |  |  |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/19/14 |       |    |     |     |                       |    |     |     |       |                       |     |    |       |     |                       |     |  |  |  |  |
| Peak start 17:00                                                                     |       |    |     |     | 17:00                 |    |     |     |       | 17:00                 |     |    |       |     | 17:00                 |     |  |  |  |  |
| Volume                                                                               | 0     | 3  | 23  | 11  | 0                     | 6  | 96  | 23  | 2     | 40                    | 118 | 14 | 0     | 114 | 182                   | 34  |  |  |  |  |
| Percent                                                                              | 0%    | 8% | 62% | 30% | 0%                    | 5% | 77% | 18% | 1%    | 23%                   | 68% | 8% | 0%    | 35% | 55%                   | 10% |  |  |  |  |
| Pk total                                                                             | 37    |    |     |     | 125                   |    |     |     | 174   |                       |     |    | 330   |     |                       |     |  |  |  |  |
| Highest                                                                              | 17:00 |    |     |     | 17:00                 |    |     |     | 17:30 |                       |     |    | 17:15 |     |                       |     |  |  |  |  |
| Volume                                                                               | 0     | 0  | 6   | 4   | 0                     | 2  | 30  | 8   | 0     | 8                     | 38  | 4  | 0     | 30  | 53                    | 10  |  |  |  |  |
| Hi total                                                                             | 10    |    |     |     | 40                    |    |     |     | 50    |                       |     |    | 93    |     |                       |     |  |  |  |  |
| PHF                                                                                  | .92   |    |     |     | .78                   |    |     |     | .87   |                       |     |    | .89   |     |                       |     |  |  |  |  |



NW 8TH STREET & NW 1ST AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: ISIDRO GONZALEZ  
 NOT SIGNALIZED

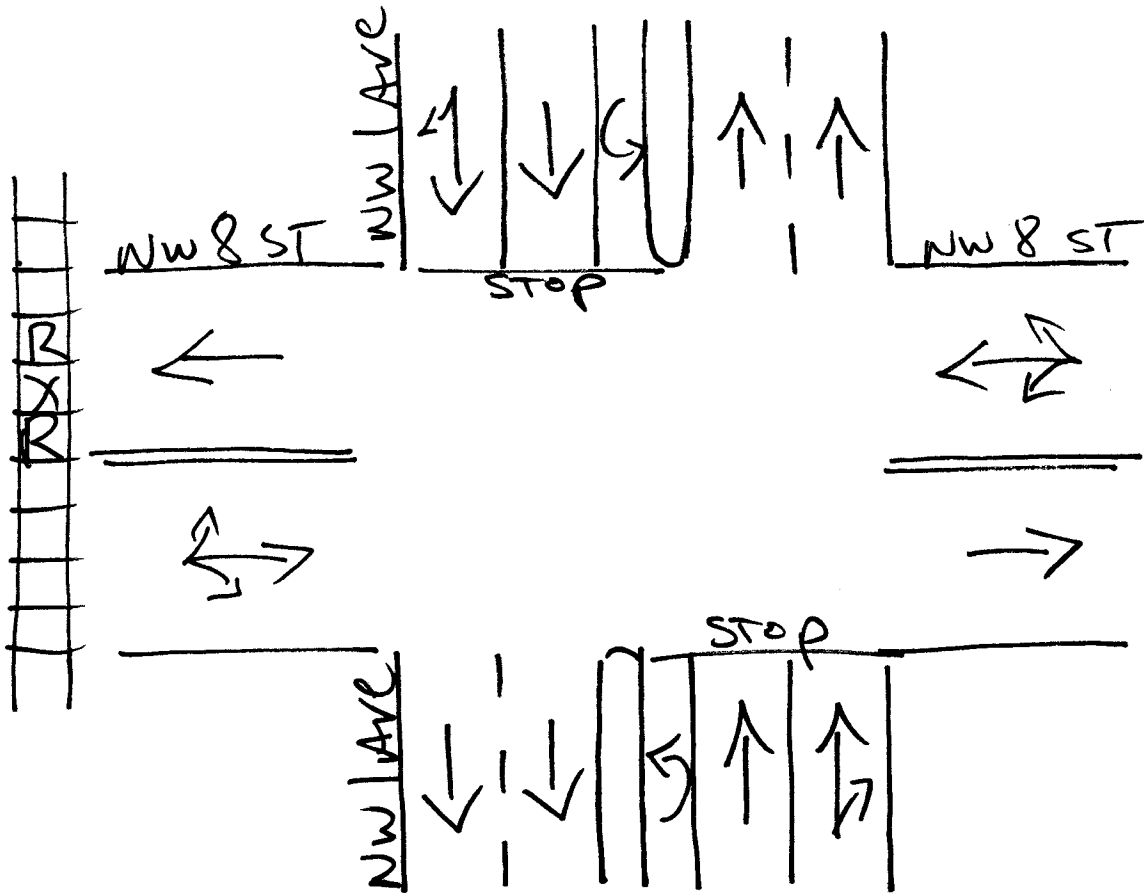
Traffic Survey Specialists, Inc.  
 624 Gardenia Terrace  
 Delray Beach, Florida 33444  
 Phone (561) 272-3255

Site Code : 00140065  
 Start Date: 03/19/14  
 File I.D. : 8ST\_1AVE  
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PEDESTRIANS

| Date 03/19/14 | NW 1ST AVENUE<br>From North |      |       |      | NW 8TH STREET<br>From East |      |       |      | NW 1ST AVENUE<br>From South |      |       |      | NW 8TH STREET<br>From West |      |       |      | Total |
|---------------|-----------------------------|------|-------|------|----------------------------|------|-------|------|-----------------------------|------|-------|------|----------------------------|------|-------|------|-------|
|               | Left                        | Thru | Right | Peds | Left                       | Thru | Right | Peds | Left                        | Thru | Right | Peds | Left                       | Thru | Right | Peds |       |
| 07:30         | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 7    | 0                           | 0    | 0     | 5    | 0                          | 0    | 0     | 4    | 18    |
| 07:45         | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 3    | 0                           | 0    | 0     | 5    | 0                          | 0    | 0     | 8    | 19    |
| 08:00         | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 1    | 4     |
| 08:15         | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 1    | 0                           | 0    | 0     | 6    | 0                          | 0    | 0     | 2    | 10    |
| Hr Total      | 0                           | 0    | 0     | 6    | 0                          | 0    | 0     | 11   | 0                           | 0    | 0     | 19   | 0                          | 0    | 0     | 15   | 51    |
| 08:30         | 0                           | 0    | 0     | 5    | 0                          | 0    | 0     | 1    | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 3    | 12    |
| 08:45         | 0                           | 0    | 0     | 6    | 0                          | 0    | 0     | 3    | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 10   | 22    |
| 09:00         | 0                           | 0    | 0     | 4    | 0                          | 0    | 0     | 1    | 0                           | 0    | 0     | 4    | 0                          | 0    | 0     | 2    | 11    |
| 09:15         | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 3    | 0                           | 0    | 0     | 6    | 0                          | 0    | 0     | 1    | 10    |
| Hr Total      | 0                           | 0    | 0     | 15   | 0                          | 0    | 0     | 8    | 0                           | 0    | 0     | 16   | 0                          | 0    | 0     | 16   | 55    |
| * BREAK *     |                             |      |       |      |                            |      |       |      |                             |      |       |      |                            |      |       |      |       |
| 15:30         | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0     |
| 15:45         | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0     |
| 16:00         | 0                           | 0    | 0     | 4    | 0                          | 0    | 0     | 7    | 0                           | 0    | 0     | 4    | 0                          | 0    | 0     | 5    | 20    |
| 16:15         | 0                           | 0    | 0     | 5    | 0                          | 0    | 0     | 1    | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 4    | 11    |
| Hr Total      | 0                           | 0    | 0     | 9    | 0                          | 0    | 0     | 8    | 0                           | 0    | 0     | 5    | 0                          | 0    | 0     | 9    | 31    |
| 16:30         | 0                           | 0    | 0     | 6    | 0                          | 0    | 0     | 2    | 0                           | 0    | 0     | 6    | 0                          | 0    | 0     | 5    | 19    |
| 16:45         | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 0    | 0                           | 0    | 0     | 5    | 0                          | 0    | 0     | 6    | 14    |
| 17:00         | 0                           | 0    | 0     | 5    | 0                          | 0    | 0     | 3    | 0                           | 0    | 0     | 10   | 0                          | 0    | 0     | 8    | 26    |
| 17:15         | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 8    | 0                           | 0    | 0     | 5    | 0                          | 0    | 0     | 3    | 19    |
| Hr Total      | 0                           | 0    | 0     | 17   | 0                          | 0    | 0     | 13   | 0                           | 0    | 0     | 26   | 0                          | 0    | 0     | 22   | 78    |
| 17:30         | 0                           | 0    | 0     | 4    | 0                          | 0    | 0     | 3    | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 3    | 12    |
| 17:45         | 0                           | 0    | 0     | 4    | 0                          | 0    | 0     | 0    | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 5    | 11    |
| Hr Total      | 0                           | 0    | 0     | 8    | 0                          | 0    | 0     | 3    | 0                           | 0    | 0     | 4    | 0                          | 0    | 0     | 8    | 23    |
| *TOTAL*       | 0                           | 0    | 0     | 55   | 0                          | 0    | 0     | 43   | 0                           | 0    | 0     | 70   | 0                          | 0    | 0     | 70   | 238   |

↑  
North



Miami, Florida  
March, 19, 2014  
drawn by: Luis Palomino  
not signalized

NW 7TH STREET & NW 2ND AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: AMBER PALOMINO  
 NOT SIGNALIZED

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

Site Code : 00140065  
 Start Date: 03/19/14  
 File I.D. : 7ST\_2AVE  
 Page : 1

ALL VEHICLES

| NW 2ND AVENUE<br>From North |      |      |       |   | NW 7TH STREET<br>From East |      |      |       | NW 2ND AVENUE<br>From South |      |      |       | -----<br>From West |      |      |       |       |
|-----------------------------|------|------|-------|---|----------------------------|------|------|-------|-----------------------------|------|------|-------|--------------------|------|------|-------|-------|
| UTurn                       | Left | Thru | Right |   | UTurn                      | Left | Thru | Right | UTurn                       | Left | Thru | Right | UTurn              | Left | Thru | Right | Total |
| Date 03/19/14 -----         |      |      |       |   |                            |      |      |       |                             |      |      |       |                    |      |      |       |       |
| 07:30                       | 0    | 0    | 43    | 0 | 0                          | 1    | 0    | 4     | 0                           | 0    | 36   | 0     | 0                  | 0    | 0    | 0     | 84    |
| 07:45                       | 0    | 0    | 56    | 0 | 0                          | 3    | 0    | 2     | 1                           | 0    | 40   | 0     | 0                  | 0    | 0    | 0     | 102   |
| 08:00                       | 0    | 0    | 60    | 0 | 0                          | 1    | 0    | 4     | 0                           | 0    | 39   | 0     | 0                  | 0    | 0    | 0     | 104   |
| 08:15                       | 1    | 0    | 67    | 0 | 0                          | 2    | 0    | 4     | 0                           | 0    | 45   | 0     | 0                  | 0    | 0    | 0     | 119   |
| Hr Total                    | 1    | 0    | 226   | 0 | 0                          | 7    | 0    | 14    | 1                           | 0    | 160  | 0     | 0                  | 0    | 0    | 0     | 409   |
|                             |      |      |       |   |                            |      |      |       |                             |      |      |       |                    |      |      |       |       |
| 08:30                       | 0    | 0    | 69    | 0 | 0                          | 0    | 0    | 4     | 0                           | 0    | 60   | 0     | 0                  | 0    | 0    | 0     | 133   |
| 08:45                       | 0    | 0    | 60    | 0 | 0                          | 2    | 0    | 4     | 0                           | 0    | 36   | 0     | 0                  | 0    | 0    | 0     | 102   |
| 09:00                       | 0    | 0    | 65    | 0 | 0                          | 4    | 0    | 3     | 0                           | 0    | 32   | 0     | 0                  | 0    | 0    | 0     | 104   |
| 09:15                       | 0    | 0    | 58    | 0 | 0                          | 1    | 0    | 7     | 0                           | 0    | 28   | 0     | 0                  | 0    | 0    | 0     | 94    |
| Hr Total                    | 0    | 0    | 252   | 0 | 0                          | 7    | 0    | 18    | 0                           | 0    | 156  | 0     | 0                  | 0    | 0    | 0     | 433   |
| ----- * BREAK * -----       |      |      |       |   |                            |      |      |       |                             |      |      |       |                    |      |      |       |       |
|                             |      |      |       |   |                            |      |      |       |                             |      |      |       |                    |      |      |       |       |
| 15:30                       | 0    | 0    | 0     | 0 | 0                          | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                  | 0    | 0    | 0     | 0     |
| 15:45                       | 0    | 0    | 0     | 0 | 0                          | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                  | 0    | 0    | 0     | 0     |
| 16:00                       | 0    | 0    | 31    | 0 | 0                          | 3    | 0    | 3     | 0                           | 0    | 57   | 0     | 0                  | 0    | 0    | 0     | 94    |
| 16:15                       | 0    | 0    | 26    | 0 | 0                          | 3    | 0    | 7     | 0                           | 0    | 79   | 0     | 0                  | 0    | 0    | 0     | 115   |
| Hr Total                    | 0    | 0    | 57    | 0 | 0                          | 6    | 0    | 10    | 0                           | 0    | 136  | 0     | 0                  | 0    | 0    | 0     | 209   |
|                             |      |      |       |   |                            |      |      |       |                             |      |      |       |                    |      |      |       |       |
| 16:30                       | 1    | 0    | 29    | 0 | 0                          | 5    | 0    | 13    | 0                           | 0    | 75   | 0     | 0                  | 0    | 0    | 0     | 123   |
| 16:45                       | 0    | 0    | 42    | 0 | 0                          | 2    | 0    | 8     | 0                           | 0    | 100  | 0     | 0                  | 0    | 0    | 0     | 152   |
| 17:00                       | 0    | 0    | 29    | 0 | 0                          | 5    | 0    | 15    | 1                           | 0    | 97   | 0     | 0                  | 0    | 0    | 0     | 147   |
| 17:15                       | 0    | 0    | 47    | 0 | 0                          | 0    | 0    | 8     | 0                           | 0    | 116  | 0     | 0                  | 0    | 0    | 0     | 171   |
| Hr Total                    | 1    | 0    | 147   | 0 | 0                          | 12   | 0    | 44    | 1                           | 0    | 388  | 0     | 0                  | 0    | 0    | 0     | 593   |
|                             |      |      |       |   |                            |      |      |       |                             |      |      |       |                    |      |      |       |       |
| 17:30                       | 0    | 0    | 30    | 0 | 0                          | 0    | 0    | 4     | 0                           | 0    | 99   | 0     | 0                  | 0    | 0    | 0     | 133   |
| 17:45                       | 0    | 0    | 30    | 0 | 0                          | 1    | 0    | 1     | 0                           | 0    | 72   | 0     | 0                  | 0    | 0    | 0     | 104   |
| Hr Total                    | 0    | 0    | 60    | 0 | 0                          | 1    | 0    | 5     | 0                           | 0    | 171  | 0     | 0                  | 0    | 0    | 0     | 237   |
| -----                       |      |      |       |   |                            |      |      |       |                             |      |      |       |                    |      |      |       |       |
| *TOTAL*                     | 2    | 0    | 742   | 0 | 0                          | 33   | 0    | 91    | 2                           | 0    | 1011 | 0     | 0                  | 0    | 0    | 0     | 1881  |

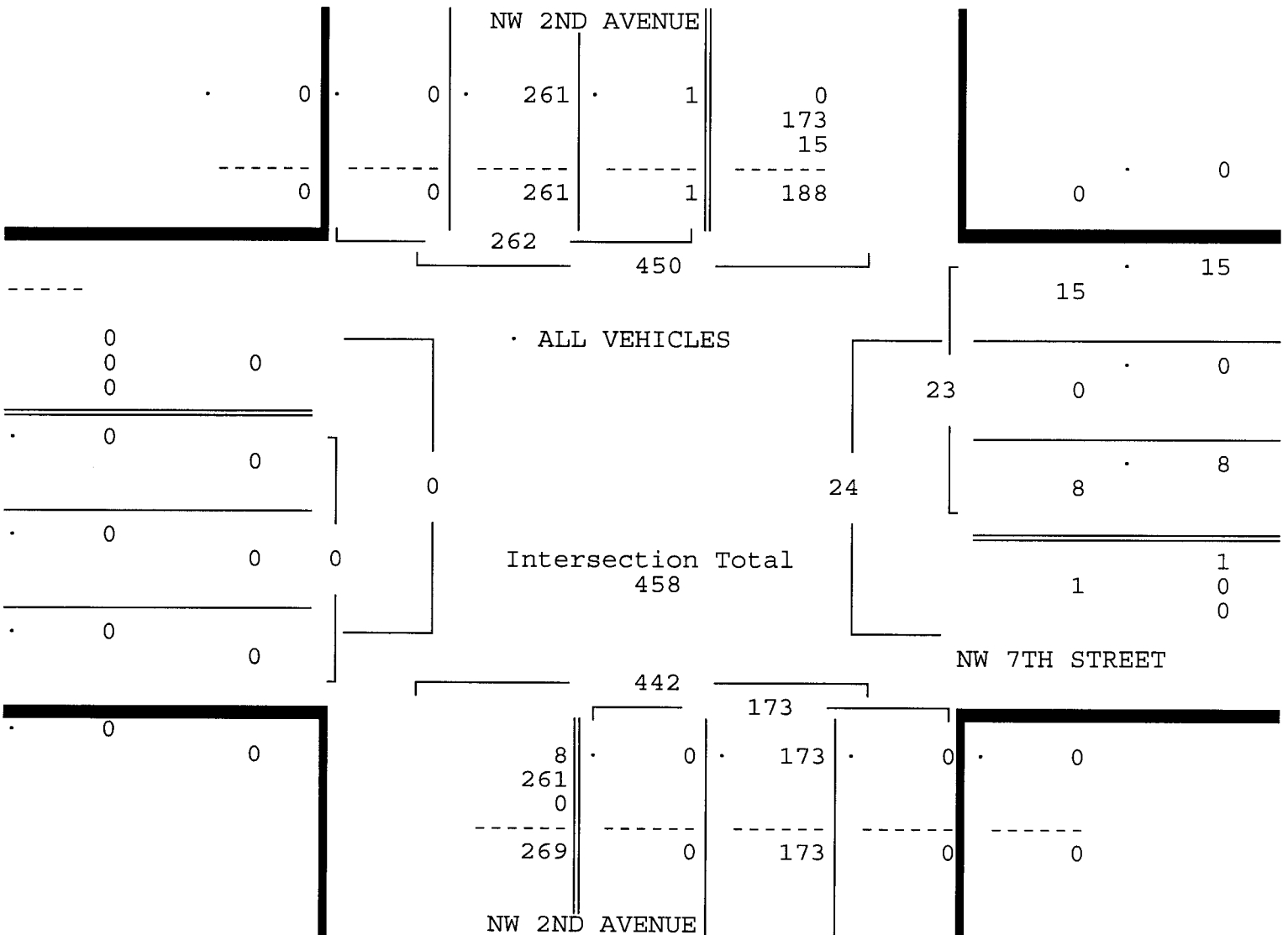
NW 7TH STREET & NW 2ND AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: AMBER PALOMINO  
 NOT SIGNALIZED

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

Site Code : 00140065  
 Start Date: 03/19/14  
 File I.D. : 7ST\_2AVE  
 Page : 2

ALL VEHICLES

| NW 2ND AVENUE                                                                        |       |    |      |    | NW 7TH STREET         |     |    |     | NW 2ND AVENUE         |    |      |    | -----                 |    |    |    | Total |
|--------------------------------------------------------------------------------------|-------|----|------|----|-----------------------|-----|----|-----|-----------------------|----|------|----|-----------------------|----|----|----|-------|
| From North                                                                           |       |    |      |    | From East             |     |    |     | From South            |    |      |    | From West             |    |    |    |       |
| UTurn Left Thru Right                                                                |       |    |      |    | UTurn Left Thru Right |     |    |     | UTurn Left Thru Right |    |      |    | UTurn Left Thru Right |    |    |    |       |
| Date 03/19/14 -----                                                                  |       |    |      |    |                       |     |    |     |                       |    |      |    |                       |    |    |    |       |
| Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 03/19/14 |       |    |      |    |                       |     |    |     |                       |    |      |    |                       |    |    |    |       |
| Peak start 08:15                                                                     |       |    |      |    | 08:15                 |     |    |     | 08:15                 |    |      |    | 08:15                 |    |    |    |       |
| Volume                                                                               | 1     | 0  | 261  | 0  | 0                     | 8   | 0  | 15  | 0                     | 0  | 173  | 0  | 0                     | 0  | 0  | 0  |       |
| Percent                                                                              | 0%    | 0% | 100% | 0% | 0%                    | 35% | 0% | 65% | 0%                    | 0% | 100% | 0% | 0%                    | 0% | 0% | 0% |       |
| Pk total                                                                             | 262   |    |      |    | 23                    |     |    |     | 173                   |    |      |    | 0                     |    |    |    |       |
| Highest                                                                              | 08:30 |    |      |    | 09:00                 |     |    |     | 08:30                 |    |      |    | 07:30                 |    |    |    |       |
| Volume                                                                               | 0     | 0  | 69   | 0  | 0                     | 4   | 0  | 3   | 0                     | 0  | 60   | 0  | 0                     | 0  | 0  | 0  |       |
| Hi total                                                                             | 69    |    |      |    | 7                     |     |    |     | 60                    |    |      |    | 0                     |    |    |    |       |
| PHF                                                                                  | .95   |    |      |    | .82                   |     |    |     | .72                   |    |      |    | .0                    |    |    |    |       |



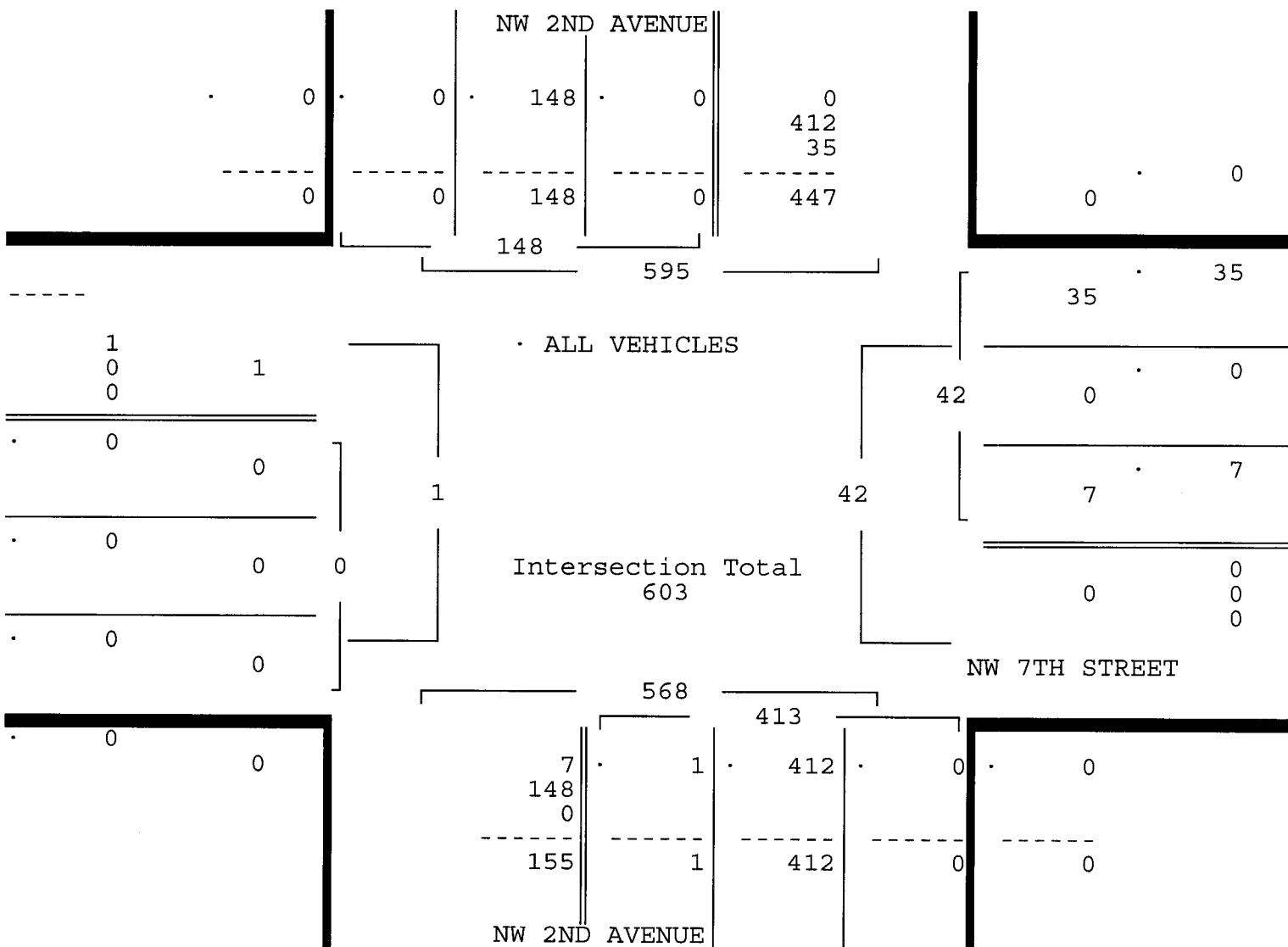
NW 7TH STREET & NW 2ND AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: AMBER PALOMINO  
 NOT SIGNALIZED

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

Site Code : 00140065  
 Start Date: 03/19/14  
 File I.D. : 7ST\_2AVE  
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ALL VEHICLES

| NW 2ND AVENUE                                                                        |       |      |       | NW 7TH STREET |      |      |       | NW 2ND AVENUE |       |      |       | -----     |      |      |       |       |
|--------------------------------------------------------------------------------------|-------|------|-------|---------------|------|------|-------|---------------|-------|------|-------|-----------|------|------|-------|-------|
| From North                                                                           |       |      |       | From East     |      |      |       | From South    |       |      |       | From West |      |      |       |       |
|                                                                                      |       |      |       |               |      |      |       |               |       |      |       |           |      |      |       |       |
| UTurn                                                                                | Left  | Thru | Right | UTurn         | Left | Thru | Right | UTurn         | Left  | Thru | Right | UTurn     | Left | Thru | Right | Total |
| Date 03/19/14 -----                                                                  |       |      |       |               |      |      |       |               |       |      |       |           |      |      |       |       |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/19/14 |       |      |       |               |      |      |       |               |       |      |       |           |      |      |       |       |
| Peak start 16:45                                                                     |       |      |       | 16:45         |      |      |       | 16:45         |       |      |       | 16:45     |      |      |       |       |
| Volume                                                                               | 0     | 0    | 148   | 0             | 0    | 7    | 0     | 35            | 1     | 0    | 412   | 0         | 0    | 0    | 0     |       |
| Percent                                                                              | 0%    | 0%   | 100%  | 0%            | 0%   | 17%  | 0%    | 83%           | 0%    | 0%   | 100%  | 0%        | 0%   | 0%   | 0%    |       |
| Pk total                                                                             | 148   |      |       | 42            |      |      |       |               | 413   |      |       | 0         |      |      |       |       |
| Highest                                                                              | 17:15 |      |       | 17:00         |      |      |       |               | 17:15 |      |       | 07:30     |      |      |       |       |
| Volume                                                                               | 0     | 0    | 47    | 0             | 0    | 5    | 0     | 15            | 0     | 0    | 116   | 0         | 0    | 0    | 0     |       |
| Hi total                                                                             | 47    |      |       | 20            |      |      |       |               | 116   |      |       | 0         |      |      |       |       |
| PHF                                                                                  | .79   |      |       | .52           |      |      |       |               | .89   |      |       | .0        |      |      |       |       |



NW 7TH STREET & NW 2ND AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: AMBER PALOMINO  
 NOT SIGNALIZED

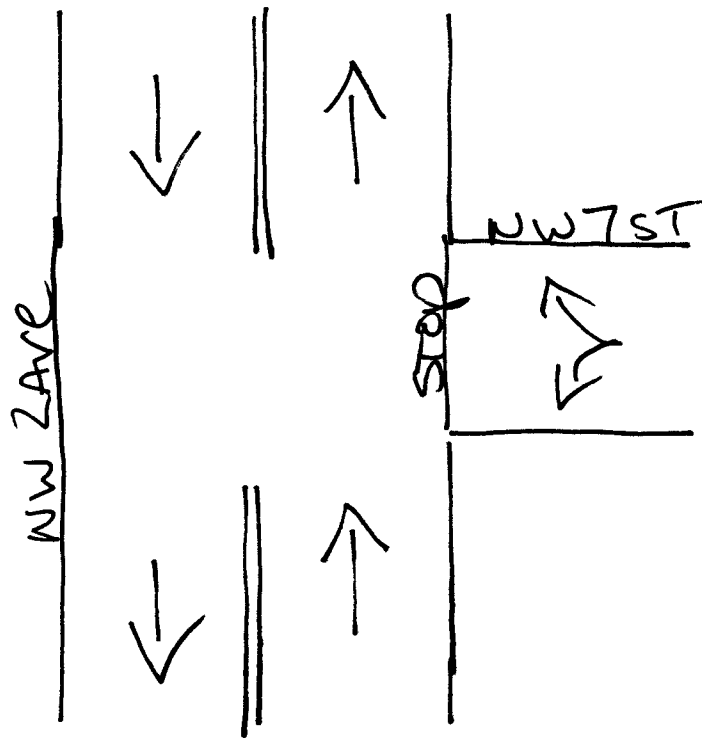
Traffic Survey Specialists, Inc.  
 624 Gardenia Terrace  
 Delray Beach, Florida 33444  
 Phone (561) 272-3255

Site Code : 00140065  
 Start Date: 03/19/14  
 File I.D. : 7ST\_2AVE  
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PEDESTRIANS

| Date 03/19/14         | NW 2ND AVENUE<br>From North |      |       |      | NW 7TH STREET<br>From East |      |       |      | NW 2ND AVENUE<br>From South |      |       |      | -----<br>From West |      |       |      | Total |
|-----------------------|-----------------------------|------|-------|------|----------------------------|------|-------|------|-----------------------------|------|-------|------|--------------------|------|-------|------|-------|
|                       | Left                        | Thru | Right | Peds | Left                       | Thru | Right | Peds | Left                        | Thru | Right | Peds | Left               | Thru | Right | Peds |       |
| 07:30                 | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 3    | 0                           | 0    | 0     | 2    | 0                  | 0    | 0     | 0    | 5     |
| 07:45                 | 0                           | 0    | 0     | 4    | 0                          | 0    | 0     | 2    | 0                           | 0    | 0     | 1    | 0                  | 0    | 0     | 0    | 7     |
| 08:00                 | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 1    | 0                           | 0    | 0     | 4    | 0                  | 0    | 0     | 0    | 8     |
| 08:15                 | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 2    | 0                           | 0    | 0     | 4    | 0                  | 0    | 0     | 0    | 7     |
| Hr Total              | 0                           | 0    | 0     | 8    | 0                          | 0    | 0     | 8    | 0                           | 0    | 0     | 11   | 0                  | 0    | 0     | 0    | 27    |
| 08:30                 | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 3    | 0                           | 0    | 0     | 5    | 0                  | 0    | 0     | 0    | 8     |
| 08:45                 | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 2    | 0                           | 0    | 0     | 1    | 0                  | 0    | 0     | 0    | 6     |
| 09:00                 | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 3    | 0                           | 0    | 0     | 0    | 0                  | 0    | 0     | 0    | 4     |
| 09:15                 | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 4    | 0                           | 0    | 0     | 3    | 0                  | 0    | 0     | 0    | 10    |
| Hr Total              | 0                           | 0    | 0     | 7    | 0                          | 0    | 0     | 12   | 0                           | 0    | 0     | 9    | 0                  | 0    | 0     | 0    | 28    |
| ----- * BREAK * ----- |                             |      |       |      |                            |      |       |      |                             |      |       |      |                    |      |       |      |       |
| 15:30                 | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                  | 0    | 0     | 0    | 0     |
| 15:45                 | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                  | 0    | 0     | 0    | 0     |
| 16:00                 | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 3    | 0                           | 0    | 0     | 3    | 0                  | 0    | 0     | 0    | 8     |
| 16:15                 | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 1    | 0                           | 0    | 0     | 1    | 0                  | 0    | 0     | 0    | 3     |
| Hr Total              | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 4    | 0                           | 0    | 0     | 4    | 0                  | 0    | 0     | 0    | 11    |
| 16:30                 | 0                           | 0    | 0     | 4    | 0                          | 0    | 0     | 5    | 0                           | 0    | 0     | 0    | 0                  | 0    | 0     | 0    | 9     |
| 16:45                 | 0                           | 0    | 0     | 5    | 0                          | 0    | 0     | 3    | 0                           | 0    | 0     | 1    | 0                  | 0    | 0     | 0    | 9     |
| 17:00                 | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 2    | 0                           | 0    | 0     | 1    | 0                  | 0    | 0     | 0    | 4     |
| 17:15                 | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 2    | 0                           | 0    | 0     | 3    | 0                  | 0    | 0     | 0    | 6     |
| Hr Total              | 0                           | 0    | 0     | 11   | 0                          | 0    | 0     | 12   | 0                           | 0    | 0     | 5    | 0                  | 0    | 0     | 0    | 28    |
| 17:30                 | 0                           | 0    | 0     | 4    | 0                          | 0    | 0     | 4    | 0                           | 0    | 0     | 4    | 0                  | 0    | 0     | 0    | 12    |
| 17:45                 | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 1    | 0                           | 0    | 0     | 6    | 0                  | 0    | 0     | 0    | 9     |
| Hr Total              | 0                           | 0    | 0     | 6    | 0                          | 0    | 0     | 5    | 0                           | 0    | 0     | 10   | 0                  | 0    | 0     | 0    | 21    |
| *TOTAL*               | 0                           | 0    | 0     | 35   | 0                          | 0    | 0     | 41   | 0                           | 0    | 0     | 39   | 0                  | 0    | 0     | 0    | 115   |

↑  
North



Miami, Florida  
March 19, 2014  
drawn by: Luis Palomino  
NOT Signalized

NW 7TH STREET & NW 1ST COURT  
 MIAMI, FLORIDA  
 COUNTED BY: MARISA CRUZ  
 NOT SIGNALIZED

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

Site Code : 00140065  
 Start Date: 03/19/14  
 File I.D. : 7STR\_1CT  
 Page : 1

ALL VEHICLES

| NW 1ST COURT<br>From North |      |      |       |    | -----<br>From East |      |      |       |   | NW 1ST COURT<br>From South |      |      |       |   | NW 7TH STREET<br>From West |      |      |       |   |       |     |
|----------------------------|------|------|-------|----|--------------------|------|------|-------|---|----------------------------|------|------|-------|---|----------------------------|------|------|-------|---|-------|-----|
| UTurn                      | Left | Thru | Right |    | UTurn              | Left | Thru | Right |   | UTurn                      | Left | Thru | Right |   | UTurn                      | Left | Thru | Right |   | Total |     |
| Date 03/19/14 -----        |      |      |       |    |                    |      |      |       |   |                            |      |      |       |   |                            |      |      |       |   |       |     |
| 07:30                      | 2    | 0    | 18    | 5  |                    | 0    | 0    | 0     | 0 |                            | 0    | 3    | 10    | 0 |                            | 0    | 0    | 0     | 0 |       | 38  |
| 07:45                      | 2    | 0    | 21    | 3  |                    | 0    | 0    | 0     | 0 |                            | 0    | 2    | 11    | 0 |                            | 0    | 0    | 0     | 0 |       | 39  |
| 08:00                      | 0    | 0    | 14    | 6  |                    | 0    | 0    | 0     | 0 |                            | 0    | 2    | 12    | 0 |                            | 0    | 0    | 0     | 0 |       | 34  |
| 08:15                      | 0    | 0    | 17    | 5  |                    | 0    | 0    | 0     | 0 |                            | 0    | 4    | 4     | 0 |                            | 0    | 0    | 0     | 0 |       | 30  |
| Hr Total                   | 4    | 0    | 70    | 19 |                    | 0    | 0    | 0     | 0 |                            | 0    | 11   | 37    | 0 |                            | 0    | 0    | 0     | 0 |       | 141 |
|                            |      |      |       |    |                    |      |      |       |   |                            |      |      |       |   |                            |      |      |       |   |       |     |
| 08:30                      | 1    | 0    | 13    | 5  |                    | 0    | 0    | 0     | 0 |                            | 0    | 2    | 12    | 0 |                            | 0    | 0    | 0     | 0 |       | 33  |
| 08:45                      | 0    | 0    | 12    | 6  |                    | 0    | 0    | 0     | 0 |                            | 0    | 3    | 10    | 0 |                            | 0    | 0    | 0     | 0 |       | 31  |
| 09:00                      | 3    | 0    | 14    | 2  |                    | 0    | 0    | 0     | 0 |                            | 0    | 4    | 11    | 0 |                            | 0    | 0    | 0     | 0 |       | 34  |
| 09:15                      | 0    | 0    | 20    | 7  |                    | 0    | 0    | 0     | 0 |                            | 0    | 3    | 15    | 0 |                            | 0    | 0    | 0     | 0 |       | 45  |
| Hr Total                   | 4    | 0    | 59    | 20 |                    | 0    | 0    | 0     | 0 |                            | 0    | 12   | 48    | 0 |                            | 0    | 0    | 0     | 0 |       | 143 |
| ----- * BREAK * -----      |      |      |       |    |                    |      |      |       |   |                            |      |      |       |   |                            |      |      |       |   |       |     |
|                            |      |      |       |    |                    |      |      |       |   |                            |      |      |       |   |                            |      |      |       |   |       |     |
| 15:30                      | 0    | 0    | 0     | 0  |                    | 0    | 0    | 0     | 0 |                            | 0    | 0    | 0     | 0 |                            | 0    | 0    | 0     | 0 |       | 0   |
| 15:45                      | 0    | 0    | 0     | 0  |                    | 0    | 0    | 0     | 0 |                            | 0    | 0    | 0     | 0 |                            | 0    | 0    | 0     | 0 |       | 0   |
| 16:00                      | 1    | 0    | 11    | 3  |                    | 0    | 0    | 0     | 0 |                            | 2    | 2    | 11    | 0 |                            | 0    | 0    | 0     | 0 |       | 30  |
| 16:15                      | 2    | 0    | 7     | 3  |                    | 0    | 0    | 0     | 0 |                            | 0    | 1    | 9     | 0 |                            | 0    | 0    | 0     | 0 |       | 22  |
| Hr Total                   | 3    | 0    | 18    | 6  |                    | 0    | 0    | 0     | 0 |                            | 2    | 3    | 20    | 0 |                            | 0    | 0    | 0     | 0 |       | 52  |
|                            |      |      |       |    |                    |      |      |       |   |                            |      |      |       |   |                            |      |      |       |   |       |     |
| 16:30                      | 1    | 0    | 12    | 2  |                    | 0    | 0    | 0     | 0 |                            | 1    | 8    | 22    | 0 |                            | 0    | 0    | 0     | 0 |       | 46  |
| 16:45                      | 1    | 0    | 13    | 2  |                    | 0    | 0    | 0     | 0 |                            | 0    | 5    | 17    | 0 |                            | 0    | 0    | 0     | 0 |       | 38  |
| 17:00                      | 1    | 0    | 5     | 4  |                    | 0    | 0    | 0     | 0 |                            | 0    | 12   | 38    | 0 |                            | 0    | 0    | 0     | 0 |       | 60  |
| 17:15                      | 1    | 0    | 8     | 3  |                    | 0    | 0    | 0     | 0 |                            | 1    | 7    | 24    | 0 |                            | 0    | 0    | 0     | 0 |       | 44  |
| Hr Total                   | 4    | 0    | 38    | 11 |                    | 0    | 0    | 0     | 0 |                            | 2    | 32   | 101   | 0 |                            | 0    | 0    | 0     | 0 |       | 188 |
|                            |      |      |       |    |                    |      |      |       |   |                            |      |      |       |   |                            |      |      |       |   |       |     |
| 17:30                      | 1    | 0    | 2     | 2  |                    | 0    | 0    | 0     | 0 |                            | 0    | 1    | 13    | 0 |                            | 0    | 0    | 0     | 0 |       | 19  |
| 17:45                      | 2    | 0    | 4     | 0  |                    | 0    | 0    | 0     | 0 |                            | 0    | 0    | 11    | 0 |                            | 0    | 0    | 0     | 0 |       | 17  |
| Hr Total                   | 3    | 0    | 6     | 2  |                    | 0    | 0    | 0     | 0 |                            | 0    | 1    | 24    | 0 |                            | 0    | 0    | 0     | 0 |       | 36  |
| -----                      |      |      |       |    |                    |      |      |       |   |                            |      |      |       |   |                            |      |      |       |   |       |     |
| *TOTAL*                    | 18   | 0    | 191   | 58 |                    | 0    | 0    | 0     | 0 |                            | 4    | 59   | 230   | 0 |                            | 0    | 0    | 0     | 0 |       | 560 |

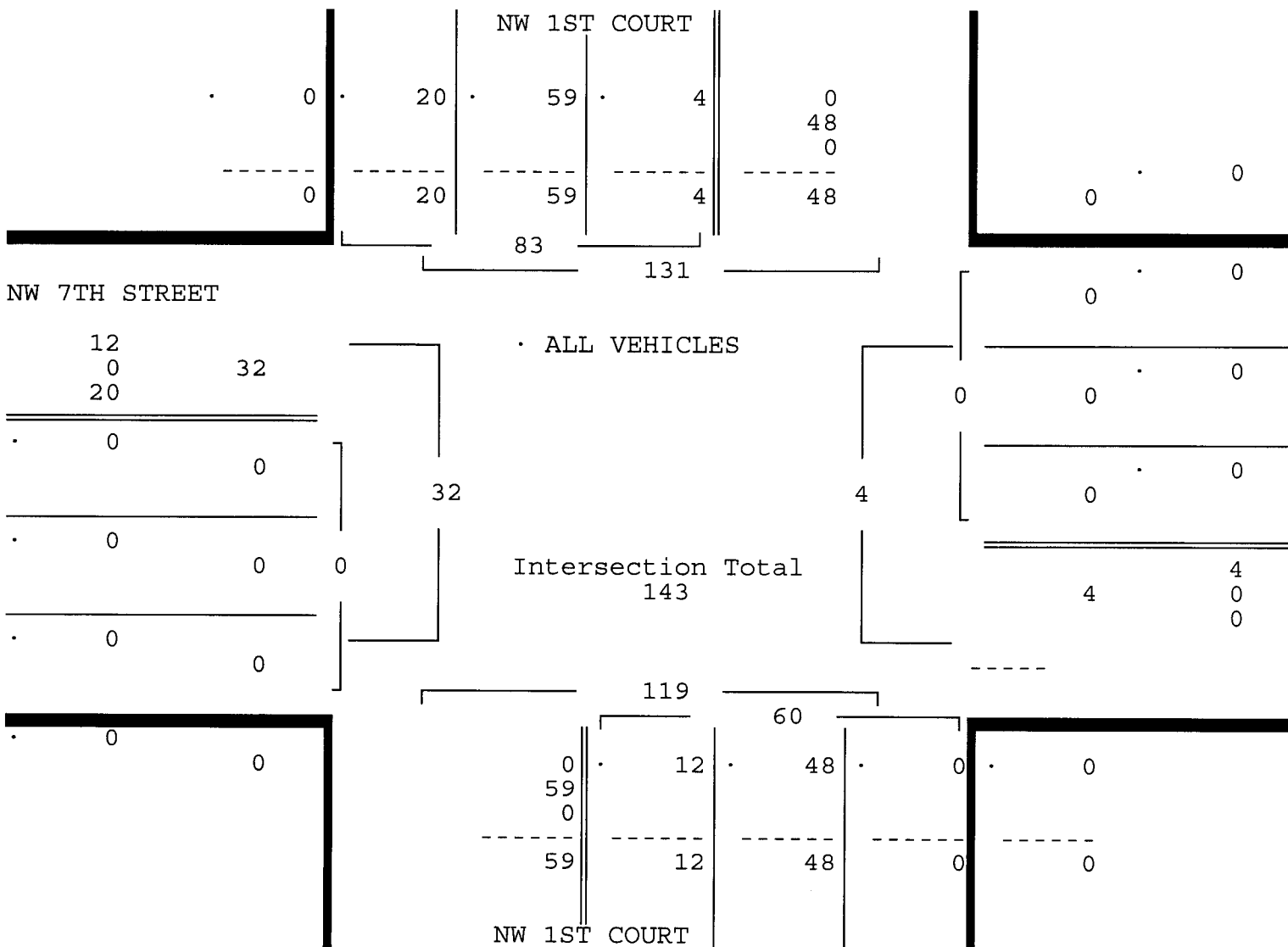
NW 7TH STREET & NW 1ST COURT  
 MIAMI, FLORIDA  
 COUNTED BY: MARISA CRUZ  
 NOT SIGNALIZED

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

Site Code : 00140065  
 Start Date: 03/19/14  
 File I.D. : 7STR\_1CT  
 Page : 2

ALL VEHICLES

| NW 1ST COURT                                                                         |       |      |       | -----     |      |      |       | NW 1ST COURT |      |      |       | NW 7TH STREET |      |      |       |       |
|--------------------------------------------------------------------------------------|-------|------|-------|-----------|------|------|-------|--------------|------|------|-------|---------------|------|------|-------|-------|
| From North                                                                           |       |      |       | From East |      |      |       | From South   |      |      |       | From West     |      |      |       |       |
|                                                                                      |       |      |       |           |      |      |       |              |      |      |       |               |      |      |       |       |
| UTurn                                                                                | Left  | Thru | Right | UTurn     | Left | Thru | Right | UTurn        | Left | Thru | Right | UTurn         | Left | Thru | Right | Total |
| Date 03/19/14 -----                                                                  |       |      |       |           |      |      |       |              |      |      |       |               |      |      |       |       |
| Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 03/19/14 |       |      |       |           |      |      |       |              |      |      |       |               |      |      |       |       |
| Peak start 08:30                                                                     |       |      |       | 08:30     |      |      |       | 08:30        |      |      |       | 08:30         |      |      |       |       |
| Volume                                                                               | 4     | 0    | 59    | 20        | 0    | 0    | 0     | 0            | 0    | 12   | 48    | 0             | 0    | 0    | 0     |       |
| Percent                                                                              | 5%    | 0%   | 71%   | 24%       | 0%   | 0%   | 0%    | 0%           | 0%   | 20%  | 80%   | 0%            | 0%   | 0%   | 0%    |       |
| Pk total                                                                             | 83    |      |       |           | 0    |      |       |              | 60   |      |       |               | 0    |      |       |       |
| Highest                                                                              | 09:15 |      |       | 07:30     |      |      |       | 09:15        |      |      |       | 07:30         |      |      |       |       |
| Volume                                                                               | 0     | 0    | 20    | 7         | 0    | 0    | 0     | 0            | 0    | 3    | 15    | 0             | 0    | 0    | 0     |       |
| Hi total                                                                             | 27    |      |       |           | 0    |      |       |              | 18   |      |       |               | 0    |      |       |       |
| PHF                                                                                  | .77   |      |       |           | .0   |      |       |              | .83  |      |       |               | .0   |      |       |       |



NW 7TH STREET & NW 1ST COURT  
 MIAMI, FLORIDA  
 COUNTED BY: MARISA CRUZ  
 NOT SIGNALIZED

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

Site Code : 00140065  
 Start Date: 03/19/14  
 File I.D. : 7STR\_1CT  
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ALL VEHICLES

| NW 1ST COURT                                                                         |       |      |       |     | From East |      |      |       | NW 1ST COURT |      |      |       | NW 7TH STREET |      |      |       | Total |
|--------------------------------------------------------------------------------------|-------|------|-------|-----|-----------|------|------|-------|--------------|------|------|-------|---------------|------|------|-------|-------|
| From North                                                                           |       |      |       |     | From East |      |      |       | From South   |      |      |       | From West     |      |      |       |       |
|                                                                                      |       |      |       |     |           |      |      |       |              |      |      |       |               |      |      |       |       |
| UTurn                                                                                | Left  | Thru | Right |     | UTurn     | Left | Thru | Right | UTurn        | Left | Thru | Right | UTurn         | Left | Thru | Right |       |
| Date 03/19/14                                                                        |       |      |       |     |           |      |      |       |              |      |      |       |               |      |      |       |       |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/19/14 |       |      |       |     |           |      |      |       |              |      |      |       |               |      |      |       |       |
| Peak start 16:30                                                                     |       |      |       |     | 16:30     |      |      |       | 16:30        |      |      |       | 16:30         |      |      |       |       |
| Volume                                                                               | 4     | 0    | 38    | 11  | 0         | 0    | 0    | 0     | 2            | 32   | 101  | 0     | 0             | 0    | 0    | 0     |       |
| Percent                                                                              | 8%    | 0%   | 72%   | 21% | 0%        | 0%   | 0%   | 0%    | 1%           | 24%  | 75%  | 0%    | 0%            | 0%   | 0%   | 0%    |       |
| Pk total                                                                             | 53    |      |       |     | 0         |      |      |       | 135          |      |      |       | 0             |      |      |       |       |
| Highest                                                                              | 16:45 |      |       |     | 07:30     |      |      |       | 17:00        |      |      |       | 07:30         |      |      |       |       |
| Volume                                                                               | 1     | 0    | 13    | 2   | 0         | 0    | 0    | 0     | 0            | 12   | 38   | 0     | 0             | 0    | 0    | 0     |       |
| Hi total                                                                             | 16    |      |       |     | 0         |      |      |       | 50           |      |      |       | 0             |      |      |       |       |
| PHF                                                                                  | .83   |      |       |     | .0        |      |      |       | .68          |      |      |       | .0            |      |      |       |       |



NW 7TH STREET & NW 1ST COURT  
 MIAMI, FLORIDA  
 COUNTED BY: MARISA CRUZ  
 NOT SIGNALIZED

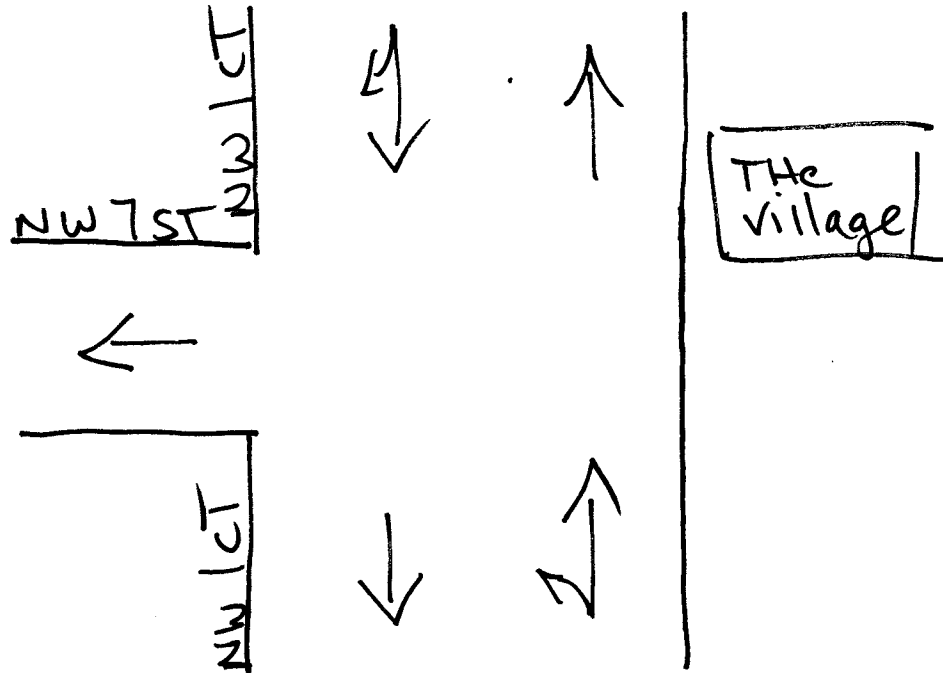
Traffic Survey Specialists, Inc.  
 624 Gardenia Terrace  
 Delray Beach, Florida 33444  
 Phone (561) 272-3255

Site Code : 00140065  
 Start Date: 03/19/14  
 File I.D. : 7STR\_1CT  
 Page : 1

PEDESTRIANS

| NW 1ST COURT<br>From North |      |       |      | -----<br>From East | NW 1ST COURT<br>From South |      |       |      | NW 7TH STREET<br>From West |      |       |      |      |      |       |      | Total |
|----------------------------|------|-------|------|--------------------|----------------------------|------|-------|------|----------------------------|------|-------|------|------|------|-------|------|-------|
| Left                       | Thru | Right | Peds |                    | Left                       | Thru | Right | Peds | Left                       | Thru | Right | Peds | Left | Thru | Right | Peds |       |
| Date 03/19/14 -----        |      |       |      |                    |                            |      |       |      |                            |      |       |      |      |      |       |      |       |
| 07:30                      | 0    | 0     | 0    | 24                 | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 1    | 0    | 0    | 0     | 4    | 29    |
| 07:45                      | 0    | 0     | 0    | 31                 | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 6    | 0    | 0    | 0     | 7    | 44    |
| 08:00                      | 0    | 0     | 0    | 27                 | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 5    | 0    | 0    | 0     | 7    | 39    |
| 08:15                      | 0    | 0     | 0    | 15                 | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 1    | 0    | 0    | 0     | 2    | 18    |
| Hr Total                   | 0    | 0     | 0    | 97                 | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 13   | 0    | 0    | 0     | 20   | 130   |
| 08:30                      | 0    | 0     | 0    | 11                 | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 8    | 0    | 0    | 0     | 13   | 32    |
| 08:45                      | 0    | 0     | 0    | 22                 | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 4    | 0    | 0    | 0     | 7    | 33    |
| 09:00                      | 0    | 0     | 0    | 7                  | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 8    | 0    | 0    | 0     | 16   | 31    |
| 09:15                      | 0    | 0     | 0    | 11                 | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0    | 0    | 0     | 7    | 18    |
| Hr Total                   | 0    | 0     | 0    | 51                 | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 20   | 0    | 0    | 0     | 43   | 114   |
| ----- * BREAK * -----      |      |       |      |                    |                            |      |       |      |                            |      |       |      |      |      |       |      |       |
| 15:30                      | 0    | 0     | 0    | 0                  | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0     |
| 15:45                      | 0    | 0     | 0    | 0                  | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0     |
| 16:00                      | 0    | 0     | 0    | 4                  | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0    | 0    | 0     | 5    | 9     |
| 16:15                      | 0    | 0     | 0    | 9                  | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0    | 0    | 0     | 2    | 11    |
| Hr Total                   | 0    | 0     | 0    | 13                 | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0    | 0    | 0     | 7    | 20    |
| 16:30                      | 0    | 0     | 0    | 4                  | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0    | 0    | 0     | 6    | 10    |
| 16:45                      | 0    | 0     | 0    | 8                  | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0    | 0    | 0     | 4    | 12    |
| 17:00                      | 0    | 0     | 0    | 10                 | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0    | 0    | 0     | 7    | 17    |
| 17:15                      | 0    | 0     | 0    | 3                  | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0    | 0    | 0     | 4    | 7     |
| Hr Total                   | 0    | 0     | 0    | 25                 | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0    | 0    | 0     | 21   | 46    |
| 17:30                      | 0    | 0     | 0    | 2                  | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0    | 0    | 0     | 1    | 3     |
| 17:45                      | 0    | 0     | 0    | 2                  | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0    | 0    | 0     | 3    | 5     |
| Hr Total                   | 0    | 0     | 0    | 4                  | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0    | 0    | 0     | 4    | 8     |
| -----                      |      |       |      |                    |                            |      |       |      |                            |      |       |      |      |      |       |      |       |
| *TOTAL*                    | 0    | 0     | 0    | 190                | 0                          | 0    | 0     | 0    | 0                          | 0    | 0     | 33   | 0    | 0    | 0     | 95   | 318   |

↑  
North



Miami, Florida  
March 19, 2014  
drawn by: Luis Palomino  
NOT signalized  
no stop signs.

NW 6TH STREET & NW 2ND AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: CARLOS PALOMINO  
 SIGNALIZED

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

Site Code : 00140065  
 Start Date: 03/19/14  
 File I.D. : 6ST\_2AV  
 Page : 1

ALL VEHICLES

| NW 2ND AVENUE<br>From North |      |      |       |     | NW 6TH STREET<br>From East |      |      |       | NW 2ND AVENUE<br>From South |       |      |      | NW 6TH STREET<br>From West |   |       |      |      |       |      |
|-----------------------------|------|------|-------|-----|----------------------------|------|------|-------|-----------------------------|-------|------|------|----------------------------|---|-------|------|------|-------|------|
| UTurn                       | Left | Thru | Right |     | UTurn                      | Left | Thru | Right |                             | UTurn | Left | Thru | Right                      |   | UTurn | Left | Thru | Right |      |
| Date 03/19/14               |      |      |       |     |                            |      |      |       |                             |       |      |      |                            |   |       |      |      |       |      |
| 07:30                       | 0    | 0    | 35    | 7   | 0                          | 19   | 30   | 10    | 0                           | 11    | 27   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 139  |
| 07:45                       | 0    | 0    | 52    | 10  | 0                          | 25   | 33   | 9     | 0                           | 6     | 32   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 167  |
| 08:00                       | 0    | 0    | 47    | 15  | 0                          | 18   | 39   | 8     | 0                           | 17    | 32   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 176  |
| 08:15                       | 0    | 0    | 49    | 21  | 0                          | 19   | 35   | 8     | 0                           | 11    | 40   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 183  |
| Hr Total                    | 0    | 0    | 183   | 53  | 0                          | 81   | 137  | 35    | 0                           | 45    | 131  | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 665  |
|                             |      |      |       |     |                            |      |      |       |                             |       |      |      |                            |   |       |      |      |       |      |
| 08:30                       | 0    | 0    | 49    | 13  | 0                          | 26   | 28   | 11    | 0                           | 14    | 48   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 189  |
| 08:45                       | 0    | 0    | 55    | 12  | 0                          | 17   | 38   | 7     | 0                           | 8     | 30   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 167  |
| 09:00                       | 0    | 0    | 64    | 9   | 0                          | 12   | 41   | 13    | 0                           | 10    | 20   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 169  |
| 09:15                       | 0    | 0    | 52    | 6   | 0                          | 15   | 36   | 9     | 0                           | 12    | 17   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 147  |
| Hr Total                    | 0    | 0    | 220   | 40  | 0                          | 70   | 143  | 40    | 0                           | 44    | 115  | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 672  |
| * BREAK *                   |      |      |       |     |                            |      |      |       |                             |       |      |      |                            |   |       |      |      |       |      |
|                             |      |      |       |     |                            |      |      |       |                             |       |      |      |                            |   |       |      |      |       |      |
| 15:30                       | 0    | 0    | 0     | 0   | 0                          | 0    | 0    | 0     | 0                           | 0     | 0    | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 0    |
| 15:45                       | 0    | 0    | 0     | 0   | 0                          | 0    | 0    | 0     | 0                           | 0     | 0    | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 0    |
| 16:00                       | 0    | 0    | 27    | 8   | 0                          | 14   | 141  | 11    | 0                           | 26    | 45   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 272  |
| 16:15                       | 0    | 0    | 22    | 12  | 0                          | 12   | 95   | 6     | 0                           | 30    | 72   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 249  |
| Hr Total                    | 0    | 0    | 49    | 20  | 0                          | 26   | 236  | 17    | 0                           | 56    | 117  | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 521  |
|                             |      |      |       |     |                            |      |      |       |                             |       |      |      |                            |   |       |      |      |       |      |
| 16:30                       | 0    | 0    | 24    | 10  | 0                          | 18   | 152  | 20    | 0                           | 34    | 51   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 309  |
| 16:45                       | 0    | 0    | 30    | 10  | 0                          | 16   | 123  | 16    | 0                           | 32    | 79   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 306  |
| 17:00                       | 0    | 0    | 22    | 16  | 0                          | 21   | 184  | 15    | 0                           | 39    | 82   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 379  |
| 17:15                       | 0    | 0    | 41    | 9   | 0                          | 11   | 149  | 20    | 0                           | 28    | 96   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 354  |
| Hr Total                    | 0    | 0    | 117   | 45  | 0                          | 66   | 608  | 71    | 0                           | 133   | 308  | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 1348 |
|                             |      |      |       |     |                            |      |      |       |                             |       |      |      |                            |   |       |      |      |       |      |
| 17:30                       | 0    | 0    | 21    | 8   | 0                          | 8    | 100  | 12    | 0                           | 24    | 88   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 261  |
| 17:45                       | 0    | 0    | 23    | 8   | 0                          | 5    | 93   | 4     | 0                           | 35    | 65   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 233  |
| Hr Total                    | 0    | 0    | 44    | 16  | 0                          | 13   | 193  | 16    | 0                           | 59    | 153  | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 494  |
|                             |      |      |       |     |                            |      |      |       |                             |       |      |      |                            |   |       |      |      |       |      |
| *TOTAL*                     | 0    | 0    | 613   | 174 | 0                          | 256  | 1317 | 179   | 0                           | 337   | 824  | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 3700 |

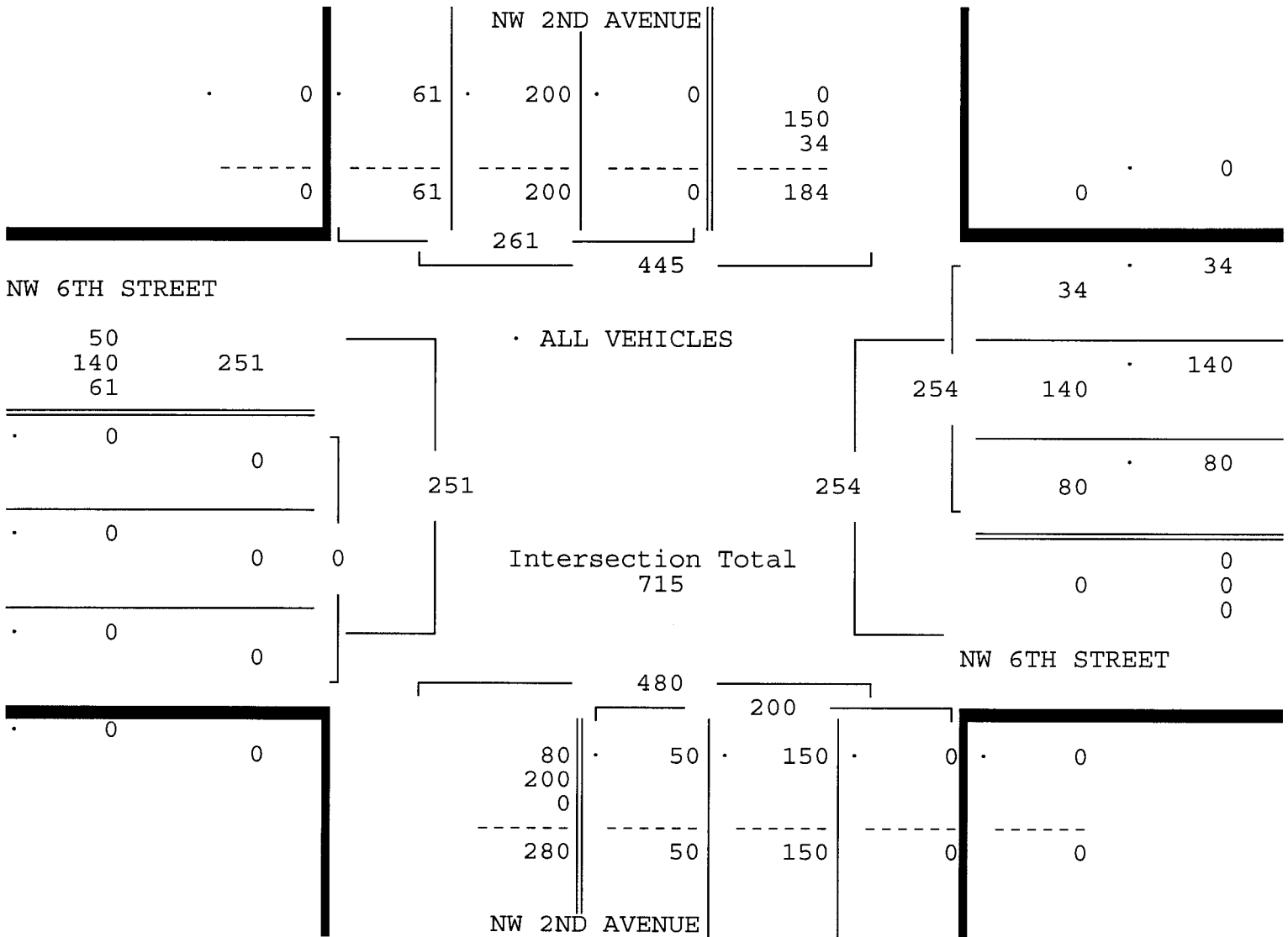
NW 6TH STREET & NW 2ND AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: CARLOS PALOMINO  
 SIGNALIZED

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

Site Code : 00140065  
 Start Date: 03/19/14  
 File I.D. : 6ST\_\_2AV  
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ALL VEHICLES

| NW 2ND AVENUE                                                                        |       |      |       |     | NW 6TH STREET |      |      |       | NW 2ND AVENUE |       |      |      | NW 6TH STREET |       |       |      |      |       |    |       |
|--------------------------------------------------------------------------------------|-------|------|-------|-----|---------------|------|------|-------|---------------|-------|------|------|---------------|-------|-------|------|------|-------|----|-------|
| From North                                                                           |       |      |       |     | From East     |      |      |       | From South    |       |      |      | From West     |       |       |      |      |       |    |       |
|                                                                                      |       |      |       |     |               |      |      |       |               |       |      |      |               |       |       |      |      |       |    |       |
| UTurn                                                                                | Left  | Thru | Right |     | UTurn         | Left | Thru | Right |               | UTurn | Left | Thru | Right         |       | UTurn | Left | Thru | Right |    | Total |
| Date 03/19/14                                                                        |       |      |       |     |               |      |      |       |               |       |      |      |               |       |       |      |      |       |    |       |
| Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 03/19/14 |       |      |       |     |               |      |      |       |               |       |      |      |               |       |       |      |      |       |    |       |
| Peak start 08:00                                                                     |       |      |       |     | 08:00         |      |      |       | 08:00         |       |      |      | 08:00         |       |       |      |      |       |    |       |
| Volume                                                                               | 0     | 0    | 200   | 61  | 0             | 80   | 140  | 34    | 0             | 50    | 150  | 0    | 0             | 0     | 0     | 0    | 0    | 0     | 0  |       |
| Percent                                                                              | 0%    | 0%   | 77%   | 23% | 0%            | 31%  | 55%  | 13%   | 0%            | 25%   | 75%  | 0%   | 0%            | 0%    | 0%    | 0%   | 0%   | 0%    | 0% |       |
| Pk total                                                                             | 261   |      |       |     | 254           |      |      |       | 200           |       |      |      |               | 0     |       |      |      |       |    |       |
| Highest                                                                              | 08:15 |      |       |     | 08:00         |      |      |       | 08:30         |       |      |      |               | 07:30 |       |      |      |       |    |       |
| Volume                                                                               | 0     | 0    | 49    | 21  | 0             | 18   | 39   | 8     | 0             | 14    | 48   | 0    | 0             | 0     | 0     | 0    | 0    | 0     | 0  |       |
| Hi total                                                                             | 70    |      |       |     | 65            |      |      |       | 62            |       |      |      |               | 0     |       |      |      |       |    |       |
| PHF                                                                                  | .93   |      |       |     | .98           |      |      |       | .81           |       |      |      |               | .0    |       |      |      |       |    |       |



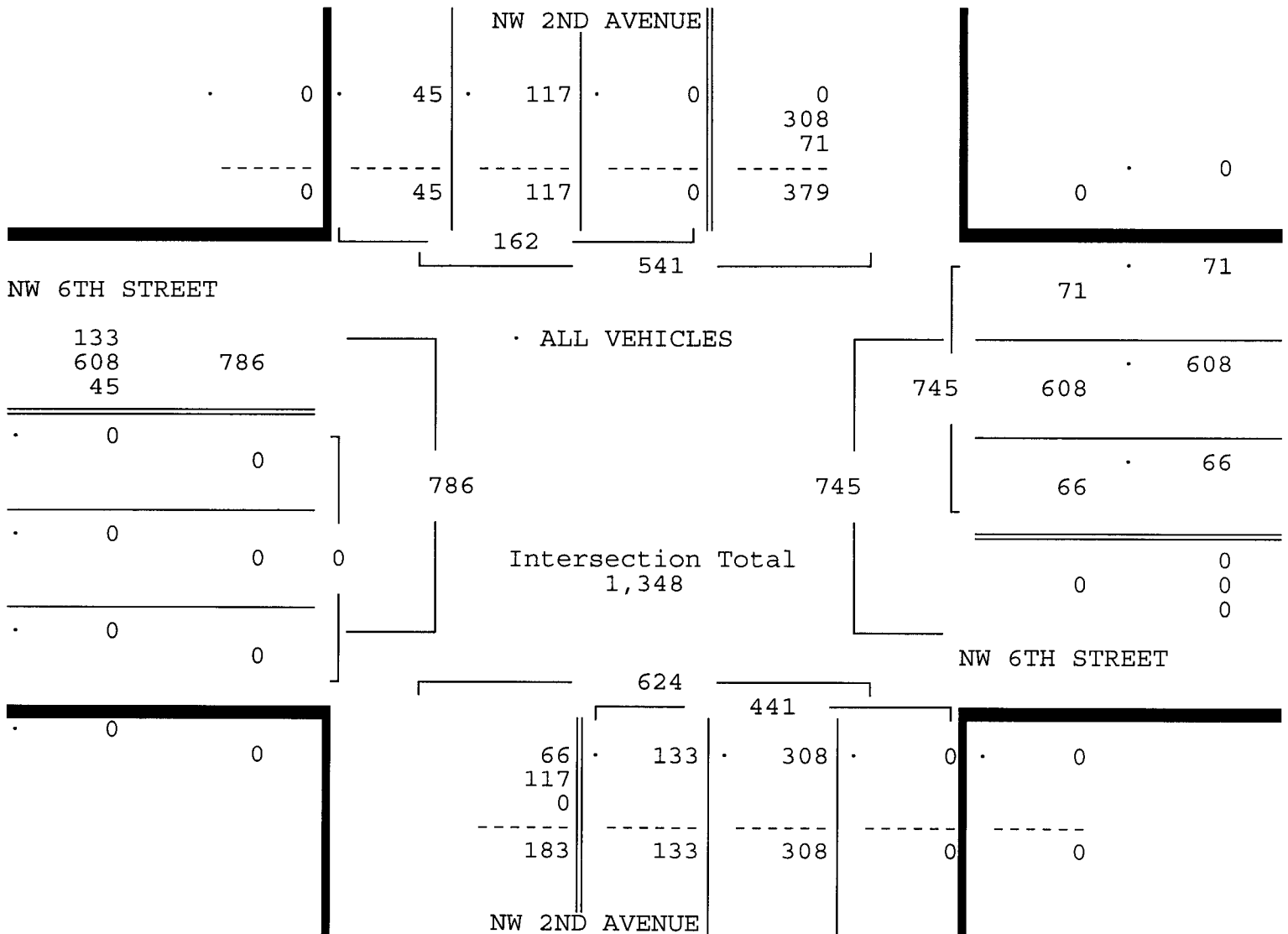
NW 6TH STREET & NW 2ND AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: CARLOS PALOMINO  
 SIGNALIZED

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

Site Code : 00140065  
 Start Date: 03/19/14  
 File I.D. : 6ST\_2AV  
 Page : 3

ALL VEHICLES

| NW 2ND AVENUE                                                                        |       |      |       |     | NW 6TH STREET |      |      |       |  | NW 2ND AVENUE |      |      |       |  | NW 6TH STREET |      |      |       |  |       |
|--------------------------------------------------------------------------------------|-------|------|-------|-----|---------------|------|------|-------|--|---------------|------|------|-------|--|---------------|------|------|-------|--|-------|
| From North                                                                           |       |      |       |     | From East     |      |      |       |  | From South    |      |      |       |  | From West     |      |      |       |  |       |
|                                                                                      |       |      |       |     |               |      |      |       |  |               |      |      |       |  |               |      |      |       |  |       |
| UTurn                                                                                | Left  | Thru | Right |     | UTurn         | Left | Thru | Right |  | UTurn         | Left | Thru | Right |  | UTurn         | Left | Thru | Right |  | Total |
| Date 03/19/14                                                                        |       |      |       |     |               |      |      |       |  |               |      |      |       |  |               |      |      |       |  |       |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/19/14 |       |      |       |     |               |      |      |       |  |               |      |      |       |  |               |      |      |       |  |       |
| Peak start 16:30                                                                     |       |      |       |     | 16:30         |      |      |       |  | 16:30         |      |      |       |  | 16:30         |      |      |       |  |       |
| Volume                                                                               | 0     | 0    | 117   | 45  | 0             | 66   | 608  | 71    |  | 0             | 133  | 308  | 0     |  | 0             | 0    | 0    | 0     |  |       |
| Percent                                                                              | 0%    | 0%   | 72%   | 28% | 0%            | 9%   | 82%  | 10%   |  | 0%            | 30%  | 70%  | 0%    |  | 0%            | 0%   | 0%   | 0%    |  |       |
| Pk total                                                                             | 162   |      |       |     | 745           |      |      |       |  | 441           |      |      |       |  | 0             |      |      |       |  |       |
| Highest                                                                              | 17:15 |      |       |     | 17:00         |      |      |       |  | 17:15         |      |      |       |  | 07:30         |      |      |       |  |       |
| Volume                                                                               | 0     | 0    | 41    | 9   | 0             | 21   | 184  | 15    |  | 0             | 28   | 96   | 0     |  | 0             | 0    | 0    | 0     |  |       |
| Hi total                                                                             | 50    |      |       |     | 220           |      |      |       |  | 124           |      |      |       |  | 0             |      |      |       |  |       |
| PHF                                                                                  | .81   |      |       |     | .85           |      |      |       |  | .89           |      |      |       |  | .0            |      |      |       |  |       |



NW 6TH STREET & NW 2ND AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: CARLOS PALOMINO  
 SIGNALIZED

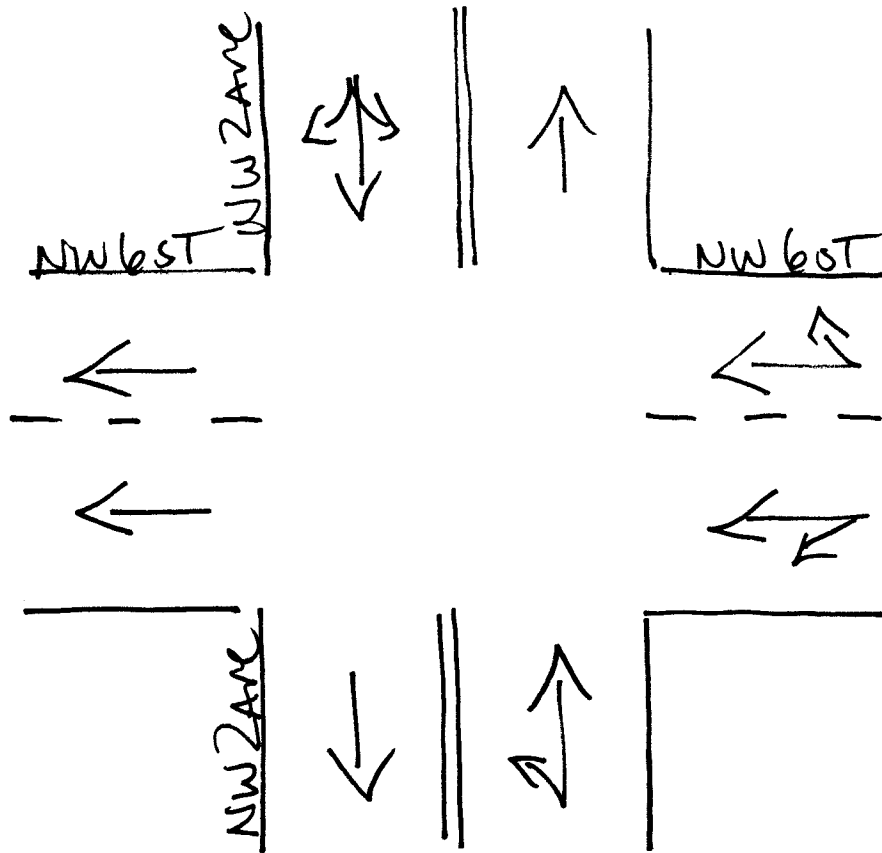
Traffic Survey Specialists, Inc.  
 624 Gardenia Terrace  
 Delray Beach, Florida 33444  
 Phone (561) 272-3255

Site Code : 00140065  
 Start Date: 03/19/14  
 File I.D. : 6ST\_\_2AV  
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PEDESTRIANS

| Date 03/19/14 | NW 2ND AVENUE<br>From North |      |       |      | NW 6TH STREET<br>From East |      |       |      | NW 2ND AVENUE<br>From South |      |       |      | NW 6TH STREET<br>From West |      |       |      | Total |
|---------------|-----------------------------|------|-------|------|----------------------------|------|-------|------|-----------------------------|------|-------|------|----------------------------|------|-------|------|-------|
|               | Left                        | Thru | Right | Peds | Left                       | Thru | Right | Peds | Left                        | Thru | Right | Peds | Left                       | Thru | Right | Peds |       |
|               |                             |      |       |      |                            |      |       |      |                             |      |       |      |                            |      |       |      |       |
| 07:30         | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 5    | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 3    | 10    |
| 07:45         | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 3    | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 3    | 11    |
| 08:00         | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 4    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 6     |
| 08:15         | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 3    | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 2    | 7     |
| Hr Total      | 0                           | 0    | 0     | 7    | 0                          | 0    | 0     | 15   | 0                           | 0    | 0     | 4    | 0                          | 0    | 0     | 8    | 34    |
| 08:30         | 0                           | 0    | 0     | 6    | 0                          | 0    | 0     | 2    | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 3    | 12    |
| 08:45         | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 3    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 9    | 13    |
| 09:00         | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 9    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 1    | 11    |
| 09:15         | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 7    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 1    | 8     |
| Hr Total      | 0                           | 0    | 0     | 8    | 0                          | 0    | 0     | 21   | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 14   | 44    |
| * BREAK *     |                             |      |       |      |                            |      |       |      |                             |      |       |      |                            |      |       |      |       |
| 15:30         | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0     |
| 15:45         | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0     |
| 16:00         | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 6    | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 4    | 14    |
| 16:15         | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 1    | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 6    | 8     |
| Hr Total      | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 7    | 0                           | 0    | 0     | 4    | 0                          | 0    | 0     | 10   | 22    |
| 16:30         | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 4    | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 4    | 9     |
| 16:45         | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 3    | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 4    | 9     |
| 17:00         | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 3    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 2    | 7     |
| 17:15         | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 2    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 3    | 6     |
| Hr Total      | 0                           | 0    | 0     | 4    | 0                          | 0    | 0     | 12   | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 13   | 31    |
| 17:30         | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 5    | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 1    | 8     |
| 17:45         | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 2    | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 4    | 9     |
| Hr Total      | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 7    | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 5    | 17    |
| *TOTAL*       | 0                           | 0    | 0     | 23   | 0                          | 0    | 0     | 62   | 0                           | 0    | 0     | 13   | 0                          | 0    | 0     | 50   | 148   |

↑  
North



Miami, Florida  
March 19, 2014  
drawn by: Luis Palomino  
Signalized

NW 6TH STREET & NW 1ST COURT  
 MIAMI, FLORIDA  
 COUNTED BY: RALPH ESPADA  
 NOT SIGNALIZED

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

Site Code : 00140065  
 Start Date: 03/19/14  
 File I.D. : 6STR\_1CT  
 Page : 1

ALL VEHICLES

| Date 03/19/14 | NW 1ST COURT<br>From North |      |      |       | NW 6TH STREET<br>From East |      |      |       | NW 1ST COURT<br>From South |      |      |       | NW 6TH STREET<br>From West |      |      |       | Total |
|---------------|----------------------------|------|------|-------|----------------------------|------|------|-------|----------------------------|------|------|-------|----------------------------|------|------|-------|-------|
|               | UTurn                      | Left | Thru | Right | UTurn                      | Left | Thru | Right | UTurn                      | Left | Thru | Right | UTurn                      | Left | Thru | Right |       |
| 07:30         | 0                          | 0    | 1    | 15    | 0                          | 3    | 48   | 6     | 0                          | 1    | 7    | 0     | 0                          | 0    | 0    | 0     | 81    |
| 07:45         | 0                          | 0    | 4    | 10    | 0                          | 3    | 57   | 6     | 0                          | 1    | 5    | 0     | 0                          | 0    | 0    | 0     | 86    |
| 08:00         | 0                          | 0    | 3    | 16    | 0                          | 2    | 50   | 7     | 0                          | 1    | 6    | 0     | 0                          | 0    | 0    | 0     | 85    |
| 08:15         | 1                          | 0    | 0    | 14    | 0                          | 2    | 51   | 8     | 0                          | 0    | 4    | 0     | 0                          | 0    | 0    | 0     | 80    |
| Hr Total      | 1                          | 0    | 8    | 55    | 0                          | 10   | 206  | 27    | 0                          | 3    | 22   | 0     | 0                          | 0    | 0    | 0     | 332   |
| 08:30         | 0                          | 0    | 1    | 11    | 0                          | 0    | 49   | 9     | 0                          | 4    | 3    | 0     | 0                          | 0    | 0    | 0     | 77    |
| 08:45         | 0                          | 0    | 6    | 4     | 0                          | 4    | 54   | 11    | 0                          | 5    | 2    | 0     | 0                          | 0    | 0    | 0     | 86    |
| 09:00         | 0                          | 0    | 0    | 12    | 0                          | 1    | 52   | 11    | 0                          | 4    | 6    | 0     | 0                          | 0    | 0    | 0     | 86    |
| 09:15         | 1                          | 0    | 7    | 9     | 0                          | 5    | 42   | 13    | 0                          | 2    | 7    | 0     | 0                          | 0    | 0    | 0     | 86    |
| Hr Total      | 1                          | 0    | 14   | 36    | 0                          | 10   | 197  | 44    | 0                          | 15   | 18   | 0     | 0                          | 0    | 0    | 0     | 335   |
| * BREAK *     |                            |      |      |       |                            |      |      |       |                            |      |      |       |                            |      |      |       |       |
| 15:30         | 0                          | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0     |
| 15:45         | 0                          | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0     |
| 16:00         | 0                          | 0    | 2    | 10    | 0                          | 2    | 148  | 9     | 0                          | 2    | 5    | 0     | 0                          | 0    | 0    | 0     | 178   |
| 16:15         | 0                          | 0    | 3    | 8     | 0                          | 3    | 101  | 12    | 0                          | 3    | 1    | 0     | 0                          | 0    | 0    | 0     | 131   |
| Hr Total      | 0                          | 0    | 5    | 18    | 0                          | 5    | 249  | 21    | 0                          | 5    | 6    | 0     | 0                          | 0    | 0    | 0     | 309   |
| 16:30         | 0                          | 0    | 3    | 9     | 0                          | 4    | 183  | 25    | 0                          | 2    | 6    | 0     | 0                          | 0    | 0    | 0     | 232   |
| 16:45         | 0                          | 0    | 2    | 8     | 0                          | 0    | 142  | 21    | 0                          | 3    | 2    | 0     | 0                          | 0    | 0    | 0     | 178   |
| 17:00         | 0                          | 0    | 1    | 3     | 0                          | 5    | 222  | 49    | 0                          | 1    | 3    | 0     | 0                          | 0    | 0    | 0     | 284   |
| 17:15         | 0                          | 0    | 2    | 5     | 0                          | 2    | 159  | 27    | 0                          | 4    | 0    | 0     | 0                          | 0    | 0    | 0     | 199   |
| Hr Total      | 0                          | 0    | 8    | 25    | 0                          | 11   | 706  | 122   | 0                          | 10   | 11   | 0     | 0                          | 0    | 0    | 0     | 893   |
| 17:30         | 0                          | 0    | 0    | 3     | 0                          | 0    | 114  | 10    | 0                          | 3    | 2    | 0     | 0                          | 0    | 0    | 0     | 132   |
| 17:45         | 0                          | 0    | 1    | 3     | 0                          | 0    | 96   | 8     | 0                          | 3    | 3    | 0     | 0                          | 0    | 0    | 0     | 114   |
| Hr Total      | 0                          | 0    | 1    | 6     | 0                          | 0    | 210  | 18    | 0                          | 6    | 5    | 0     | 0                          | 0    | 0    | 0     | 246   |
| *TOTAL*       | 2                          | 0    | 36   | 140   | 0                          | 36   | 1568 | 232   | 0                          | 39   | 62   | 0     | 0                          | 0    | 0    | 0     | 2115  |

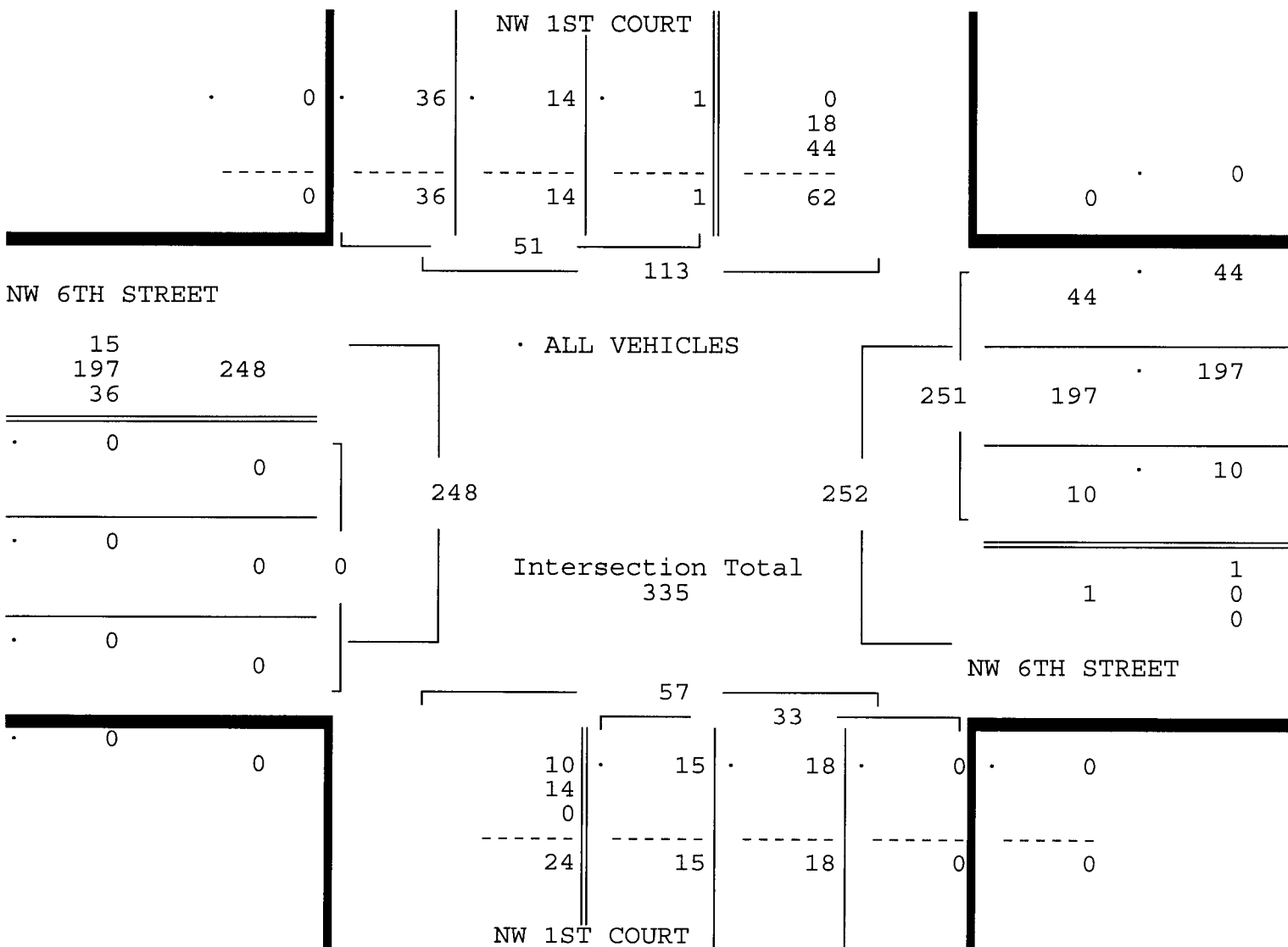
NW 6TH STREET & NW 1ST COURT  
 MIAMI, FLORIDA  
 COUNTED BY: RALPH ESPADA  
 NOT SIGNALIZED

Traffic Survey Specialists, Inc.  
 624 Gardenia Terrace  
 Delray Beach, Florida 33444  
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Site Code : 00140065  
 Start Date: 03/19/14  
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 Page : 2

ALL VEHICLES

| NW 1ST COURT<br>From North                                                           |       |      |       | NW 6TH STREET<br>From East |       |      |       | NW 1ST COURT<br>From South |       |      |       | NW 6TH STREET<br>From West |       |      |       |       |
|--------------------------------------------------------------------------------------|-------|------|-------|----------------------------|-------|------|-------|----------------------------|-------|------|-------|----------------------------|-------|------|-------|-------|
| UTurn                                                                                | Left  | Thru | Right | UTurn                      | Left  | Thru | Right | UTurn                      | Left  | Thru | Right | UTurn                      | Left  | Thru | Right | Total |
| Date 03/19/14 -----                                                                  |       |      |       |                            |       |      |       |                            |       |      |       |                            |       |      |       |       |
| Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 03/19/14 |       |      |       |                            |       |      |       |                            |       |      |       |                            |       |      |       |       |
| Peak start 08:30                                                                     |       |      |       | 08:30                      |       |      |       | 08:30                      |       |      |       | 08:30                      |       |      |       |       |
| Volume                                                                               | 1     | 0    | 14    | 36                         | 0     | 10   | 197   | 44                         | 0     | 15   | 18    | 0                          | 0     | 0    | 0     | 0     |
| Percent                                                                              | 2%    | 0%   | 27%   | 71%                        | 0%    | 4%   | 78%   | 18%                        | 0%    | 45%  | 55%   | 0%                         | 0%    | 0%   | 0%    | 0%    |
| Pk total                                                                             | 51    |      |       |                            | 251   |      |       |                            | 33    |      |       |                            | 0     |      |       |       |
| Highest                                                                              | 09:15 |      |       |                            | 08:45 |      |       |                            | 09:00 |      |       |                            | 07:30 |      |       |       |
| Volume                                                                               | 1     | 0    | 7     | 9                          | 0     | 4    | 54    | 11                         | 0     | 4    | 6     | 0                          | 0     | 0    | 0     | 0     |
| Hi total                                                                             | 17    |      |       |                            | 69    |      |       |                            | 10    |      |       |                            | 0     |      |       |       |
| PHF                                                                                  | .75   |      |       |                            | .91   |      |       |                            | .82   |      |       |                            | .0    |      |       |       |



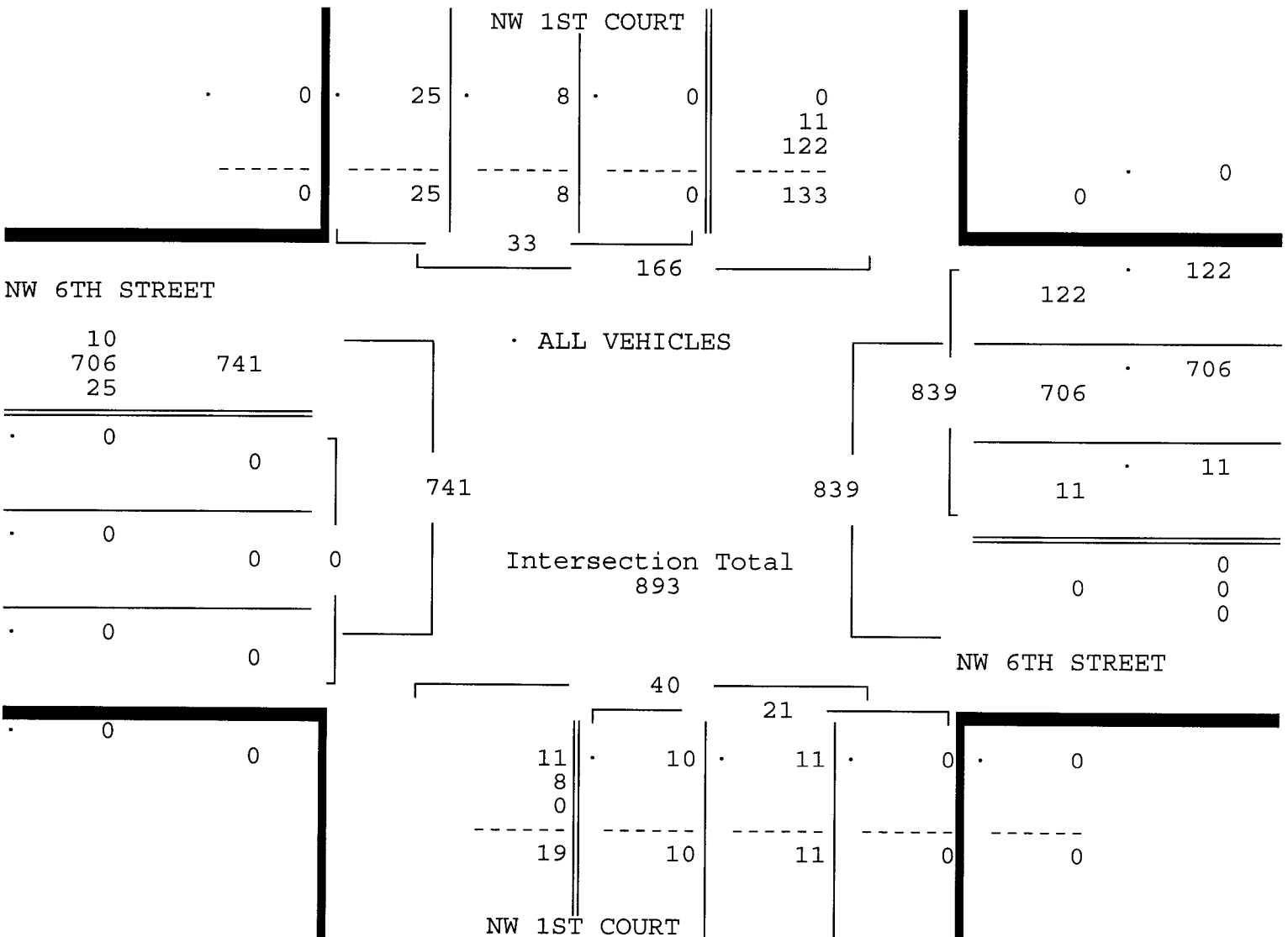
NW 6TH STREET & NW 1ST COURT  
 MIAMI, FLORIDA  
 COUNTED BY: RALPH ESPADA  
 NOT SIGNALIZED

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

Site Code : 00140065  
 Start Date: 03/19/14  
 File I.D. : 6STR\_1CT  
 Page : 3

ALL VEHICLES

| NW 1ST COURT                                                                         |       |      |       |     | NW 6TH STREET |      |      |       | NW 1ST COURT |       |      |      | NW 6TH STREET |       |       |      |      |       |       |
|--------------------------------------------------------------------------------------|-------|------|-------|-----|---------------|------|------|-------|--------------|-------|------|------|---------------|-------|-------|------|------|-------|-------|
| From North                                                                           |       |      |       |     | From East     |      |      |       | From South   |       |      |      | From West     |       |       |      |      |       |       |
|                                                                                      |       |      |       |     |               |      |      |       |              |       |      |      |               |       |       |      |      |       |       |
| UTurn                                                                                | Left  | Thru | Right |     | UTurn         | Left | Thru | Right |              | UTurn | Left | Thru | Right         |       | UTurn | Left | Thru | Right | Total |
| Date 03/19/14 -----                                                                  |       |      |       |     |               |      |      |       |              |       |      |      |               |       |       |      |      |       |       |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/19/14 |       |      |       |     |               |      |      |       |              |       |      |      |               |       |       |      |      |       |       |
| Peak start 16:30                                                                     |       |      |       |     | 16:30         |      |      |       | 16:30        |       |      |      | 16:30         |       |       |      |      |       |       |
| Volume                                                                               | 0     | 0    | 8     | 25  | 0             | 11   | 706  | 122   | 0            | 10    | 11   | 0    | 0             | 0     | 0     | 0    | 0    | 0     |       |
| Percent                                                                              | 0%    | 0%   | 24%   | 76% | 0%            | 1%   | 84%  | 15%   | 0%           | 48%   | 52%  | 0%   | 0%            | 0%    | 0%    | 0%   | 0%   | 0%    |       |
| Pk total                                                                             | 33    |      |       |     | 839           |      |      |       | 21           |       |      |      |               | 0     |       |      |      |       |       |
| Highest                                                                              | 16:30 |      |       |     | 17:00         |      |      |       | 16:30        |       |      |      |               | 07:30 |       |      |      |       |       |
| Volume                                                                               | 0     | 0    | 3     | 9   | 0             | 5    | 222  | 49    | 0            | 2     | 6    | 0    | 0             | 0     | 0     | 0    | 0    | 0     |       |
| Hi total                                                                             | 12    |      |       |     | 276           |      |      |       | 8            |       |      |      |               | 0     |       |      |      |       |       |
| PHF                                                                                  | .69   |      |       |     | .76           |      |      |       | .66          |       |      |      |               | .0    |       |      |      |       |       |



NW 6TH STREET & NW 1ST COURT  
 MIAMI, FLORIDA  
 COUNTED BY: RALPH ESPADA  
 NOT SIGNALIZED

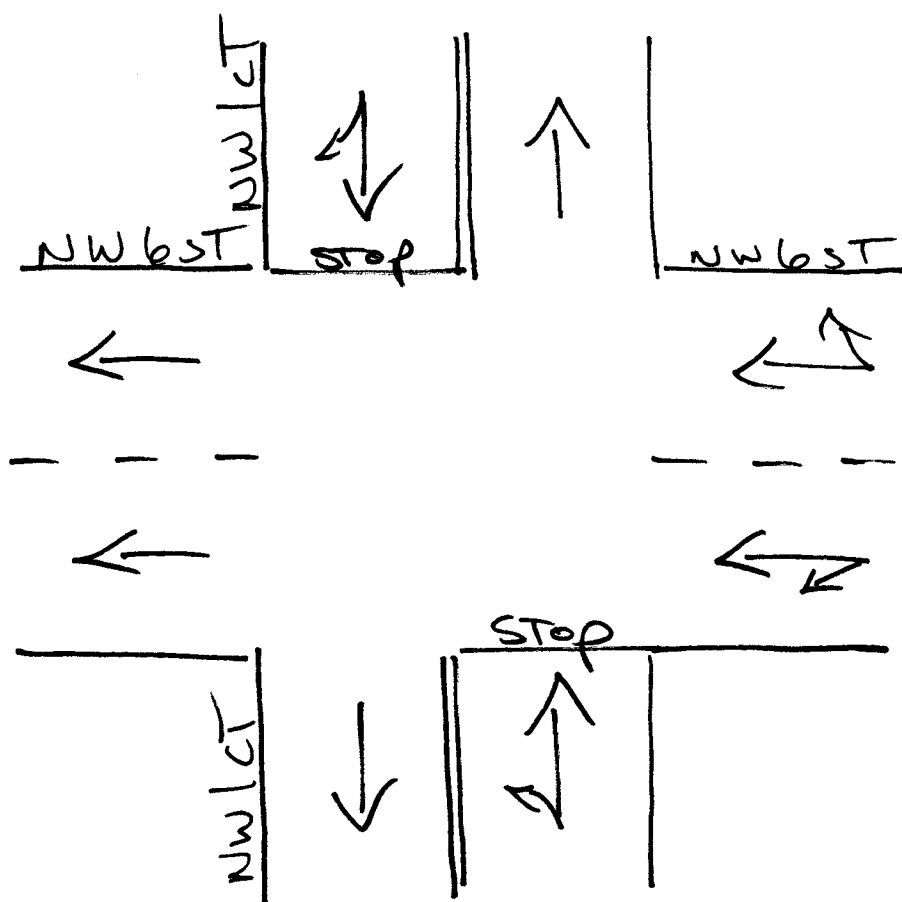
Traffic Survey Specialists, Inc.  
 624 Gardenia Terrace  
 Delray Beach, Florida 33444  
 Phone (561) 272-3255

Site Code : 00140065  
 Start Date: 03/19/14  
 File I.D. : 6STR\_1CT  
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PEDESTRIANS

| NW 1ST COURT<br>From North |      |       |      |    | NW 6TH STREET<br>From East |      |       |      | NW 1ST COURT<br>From South |      |      |       | NW 6TH STREET<br>From West |   |      |      |       |      |  |
|----------------------------|------|-------|------|----|----------------------------|------|-------|------|----------------------------|------|------|-------|----------------------------|---|------|------|-------|------|--|
| Left                       | Thru | Right | Peds |    | Left                       | Thru | Right | Peds |                            | Left | Thru | Right | Peds                       |   | Left | Thru | Right | Peds |  |
| Date 03/19/14              |      |       |      |    |                            |      |       |      |                            |      |      |       |                            |   |      |      |       |      |  |
| 07:30                      | 0    | 0     | 0    | 9  | 0                          | 0    | 0     | 6    | 0                          | 0    | 0    | 2     | 0                          | 0 | 0    | 0    |       | 17   |  |
| 07:45                      | 0    | 0     | 0    | 5  | 0                          | 0    | 0     | 5    | 0                          | 0    | 0    | 1     | 0                          | 0 | 0    | 1    |       | 12   |  |
| 08:00                      | 0    | 0     | 0    | 5  | 0                          | 0    | 0     | 9    | 0                          | 0    | 0    | 0     | 0                          | 0 | 0    | 3    |       | 17   |  |
| 08:15                      | 0    | 0     | 0    | 9  | 0                          | 0    | 0     | 6    | 0                          | 0    | 0    | 3     | 0                          | 0 | 0    | 3    |       | 21   |  |
| Hr Total                   | 0    | 0     | 0    | 28 | 0                          | 0    | 0     | 26   | 0                          | 0    | 0    | 6     | 0                          | 0 | 0    | 7    |       | 67   |  |
|                            |      |       |      |    |                            |      |       |      |                            |      |      |       |                            |   |      |      |       |      |  |
| 08:30                      | 0    | 0     | 0    | 12 | 0                          | 0    | 0     | 7    | 0                          | 0    | 0    | 6     | 0                          | 0 | 0    | 5    |       | 30   |  |
| 08:45                      | 0    | 0     | 0    | 5  | 0                          | 0    | 0     | 6    | 0                          | 0    | 0    | 1     | 0                          | 0 | 0    | 1    |       | 13   |  |
| 09:00                      | 0    | 0     | 0    | 2  | 0                          | 0    | 0     | 7    | 0                          | 0    | 0    | 3     | 0                          | 0 | 0    | 4    |       | 16   |  |
| 09:15                      | 0    | 0     | 0    | 9  | 0                          | 0    | 0     | 14   | 0                          | 0    | 0    | 2     | 0                          | 0 | 0    | 2    |       | 27   |  |
| Hr Total                   | 0    | 0     | 0    | 28 | 0                          | 0    | 0     | 34   | 0                          | 0    | 0    | 12    | 0                          | 0 | 0    | 12   |       | 86   |  |
| ----- * BREAK * -----      |      |       |      |    |                            |      |       |      |                            |      |      |       |                            |   |      |      |       |      |  |
|                            |      |       |      |    |                            |      |       |      |                            |      |      |       |                            |   |      |      |       |      |  |
| 15:30                      | 0    | 0     | 0    | 0  | 0                          | 0    | 0     | 0    | 0                          | 0    | 0    | 0     | 0                          | 0 | 0    | 0    |       | 0    |  |
| 15:45                      | 0    | 0     | 0    | 0  | 0                          | 0    | 0     | 0    | 0                          | 0    | 0    | 0     | 0                          | 0 | 0    | 0    |       | 0    |  |
| 16:00                      | 0    | 0     | 0    | 0  | 0                          | 0    | 0     | 13   | 0                          | 0    | 0    | 0     | 0                          | 0 | 0    | 0    |       | 13   |  |
| 16:15                      | 0    | 0     | 0    | 4  | 0                          | 0    | 0     | 3    | 0                          | 0    | 0    | 0     | 0                          | 0 | 0    | 4    |       | 11   |  |
| Hr Total                   | 0    | 0     | 0    | 4  | 0                          | 0    | 0     | 16   | 0                          | 0    | 0    | 0     | 0                          | 0 | 0    | 4    |       | 24   |  |
|                            |      |       |      |    |                            |      |       |      |                            |      |      |       |                            |   |      |      |       |      |  |
| 16:30                      | 0    | 0     | 0    | 3  | 0                          | 0    | 0     | 14   | 0                          | 0    | 0    | 0     | 0                          | 0 | 0    | 0    |       | 17   |  |
| 16:45                      | 0    | 0     | 0    | 0  | 0                          | 0    | 0     | 3    | 0                          | 0    | 0    | 2     | 0                          | 0 | 0    | 3    |       | 8    |  |
| 17:00                      | 0    | 0     | 0    | 0  | 0                          | 0    | 0     | 12   | 0                          | 0    | 0    | 1     | 0                          | 0 | 0    | 0    |       | 13   |  |
| 17:15                      | 0    | 0     | 0    | 2  | 0                          | 0    | 0     | 10   | 0                          | 0    | 0    | 0     | 0                          | 0 | 0    | 0    |       | 12   |  |
| Hr Total                   | 0    | 0     | 0    | 5  | 0                          | 0    | 0     | 39   | 0                          | 0    | 0    | 3     | 0                          | 0 | 0    | 3    |       | 50   |  |
|                            |      |       |      |    |                            |      |       |      |                            |      |      |       |                            |   |      |      |       |      |  |
| 17:30                      | 0    | 0     | 0    | 4  | 0                          | 0    | 0     | 2    | 0                          | 0    | 0    | 2     | 0                          | 0 | 0    | 3    |       | 11   |  |
| 17:45                      | 0    | 0     | 0    | 1  | 0                          | 0    | 0     | 6    | 0                          | 0    | 0    | 2     | 0                          | 0 | 0    | 4    |       | 13   |  |
| Hr Total                   | 0    | 0     | 0    | 5  | 0                          | 0    | 0     | 8    | 0                          | 0    | 0    | 4     | 0                          | 0 | 0    | 7    |       | 24   |  |
|                            |      |       |      |    |                            |      |       |      |                            |      |      |       |                            |   |      |      |       |      |  |
| *TOTAL*                    | 0    | 0     | 0    | 70 | 0                          | 0    | 0     | 123  | 0                          | 0    | 0    | 25    | 0                          | 0 | 0    | 33   |       | 251  |  |

↑  
North



Miami, Florida  
March 19, 2014  
drawn by: Luis Palomino  
not signalized

NW 6TH STREET & NW 1ST AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: W. ASSAM & R. MARTINEZ  
 NOT SIGNALIZED

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

Site Code : 00140065  
 Start Date: 03/20/14  
 File I.D. : 6ST\_1AVE  
 Page : 1

ALL VEHICLES

| NW 1ST AVENUE |      |      |       |     | NW 6TH STREET |      |      |       | NW 1ST AVENUE |            |      |      | NW 6TH STREET |   |           |      | Total |      |   |       |     |
|---------------|------|------|-------|-----|---------------|------|------|-------|---------------|------------|------|------|---------------|---|-----------|------|-------|------|---|-------|-----|
| From North    |      |      |       |     | From East     |      |      |       |               | From South |      |      |               |   | From West |      |       |      |   |       |     |
| UTurn         | Left | Thru | Right |     | UTurn         | Left | Thru | Right |               | UTurn      | Left | Thru | Right         |   | UTurn     | Left |       | Thru |   | Right |     |
| Date 03/20/14 |      |      |       |     |               |      |      |       |               |            |      |      |               |   |           |      |       |      |   |       |     |
| 07:00         | 0    | 0    | 13    | 18  |               | 0    | 0    | 13    | 2             |            | 0    | 19   | 6             | 0 |           | 0    | 0     | 0    | 0 |       | 71  |
| 07:15         | 0    | 0    | 10    | 47  |               | 0    | 1    | 35    | 3             |            | 0    | 28   | 3             | 0 |           | 0    | 0     | 0    | 0 |       | 127 |
| 07:30         | 0    | 0    | 10    | 47  |               | 0    | 0    | 34    | 4             |            | 0    | 39   | 8             | 0 |           | 0    | 0     | 0    | 0 |       | 142 |
| 07:45         | 0    | 0    | 20    | 75  |               | 0    | 1    | 47    | 1             |            | 0    | 59   | 10            | 0 |           | 0    | 0     | 0    | 0 |       | 213 |
| Hr Total      | 0    | 0    | 53    | 187 |               | 0    | 2    | 129   | 10            |            | 0    | 145  | 27            | 0 |           | 0    | 0     | 0    | 0 |       | 553 |
|               |      |      |       |     |               |      |      |       |               |            |      |      |               |   |           |      |       |      |   |       |     |
| 08:00         | 1    | 0    | 19    | 41  |               | 0    | 2    | 64    | 6             |            | 0    | 39   | 19            | 0 |           | 0    | 0     | 0    | 0 |       | 191 |
| 08:15         | 0    | 0    | 24    | 40  |               | 0    | 7    | 56    | 6             |            | 0    | 34   | 14            | 0 |           | 0    | 0     | 0    | 0 |       | 181 |
| 08:30         | 0    | 0    | 28    | 37  |               | 0    | 8    | 43    | 1             |            | 0    | 35   | 11            | 0 |           | 0    | 0     | 0    | 0 |       | 163 |
| 08:45         | 0    | 0    | 31    | 31  |               | 0    | 7    | 50    | 1             |            | 0    | 25   | 12            | 0 |           | 0    | 0     | 0    | 0 |       | 157 |
| Hr Total      | 1    | 0    | 102   | 149 |               | 0    | 24   | 213   | 14            |            | 0    | 133  | 56            | 0 |           | 0    | 0     | 0    | 0 |       | 692 |
|               |      |      |       |     |               |      |      |       |               |            |      |      |               |   |           |      |       |      |   |       |     |
| 09:00         | 0    | 0    | 17    | 19  |               | 0    | 12   | 35    | 1             |            | 0    | 23   | 16            | 0 |           | 0    | 0     | 0    | 0 |       | 123 |
| 09:15         | 0    | 0    | 24    | 22  |               | 0    | 3    | 29    | 0             |            | 0    | 24   | 10            | 0 |           | 0    | 0     | 0    | 0 |       | 112 |
| 09:30         | 0    | 0    | 13    | 19  |               | 0    | 7    | 50    | 1             |            | 0    | 18   | 15            | 0 |           | 0    | 0     | 0    | 0 |       | 123 |
| 09:45         | 0    | 0    | 18    | 13  |               | 0    | 7    | 54    | 2             |            | 2    | 15   | 11            | 0 |           | 0    | 0     | 0    | 0 |       | 122 |
| Hr Total      | 0    | 0    | 72    | 73  |               | 0    | 29   | 168   | 4             |            | 2    | 80   | 52            | 0 |           | 0    | 0     | 0    | 0 |       | 480 |
|               |      |      |       |     |               |      |      |       |               |            |      |      |               |   |           |      |       |      |   |       |     |
| 10:00         | 0    | 0    | 15    | 6   |               | 0    | 7    | 49    | 0             |            | 0    | 25   | 17            | 0 |           | 0    | 0     | 0    | 0 |       | 119 |
| 10:15         | 0    | 0    | 25    | 16  |               | 0    | 4    | 41    | 1             |            | 1    | 16   | 15            | 0 |           | 0    | 0     | 0    | 0 |       | 119 |
| 10:30         | 0    | 0    | 14    | 8   |               | 0    | 0    | 34    | 1             |            | 2    | 16   | 13            | 0 |           | 0    | 0     | 0    | 0 |       | 88  |
| 10:45         | 0    | 0    | 11    | 5   |               | 0    | 3    | 36    | 4             |            | 2    | 23   | 20            | 0 |           | 0    | 0     | 0    | 0 |       | 104 |
| Hr Total      | 0    | 0    | 65    | 35  |               | 0    | 14   | 160   | 6             |            | 5    | 80   | 65            | 0 |           | 0    | 0     | 0    | 0 |       | 430 |
|               |      |      |       |     |               |      |      |       |               |            |      |      |               |   |           |      |       |      |   |       |     |
| 11:00         | 0    | 0    | 10    | 10  |               | 0    | 2    | 55    | 4             |            | 0    | 19   | 14            | 0 |           | 0    | 0     | 0    | 0 |       | 114 |
| 11:15         | 0    | 0    | 7     | 11  |               | 0    | 2    | 51    | 4             |            | 1    | 19   | 13            | 0 |           | 0    | 0     | 0    | 0 |       | 108 |
| 11:30         | 0    | 0    | 16    | 14  |               | 0    | 1    | 30    | 4             |            | 0    | 18   | 13            | 0 |           | 0    | 0     | 0    | 0 |       | 96  |
| 11:45         | 0    | 0    | 19    | 14  |               | 0    | 1    | 48    | 2             |            | 0    | 17   | 29            | 0 |           | 0    | 0     | 0    | 0 |       | 130 |
| Hr Total      | 0    | 0    | 52    | 49  |               | 0    | 6    | 184   | 14            |            | 1    | 73   | 69            | 0 |           | 0    | 0     | 0    | 0 |       | 448 |
|               |      |      |       |     |               |      |      |       |               |            |      |      |               |   |           |      |       |      |   |       |     |
| 12:00         | 0    | 0    | 8     | 8   |               | 0    | 3    | 71    | 9             |            | 2    | 16   | 21            | 0 |           | 0    | 0     | 0    | 0 |       | 138 |
| 12:15         | 0    | 0    | 9     | 13  |               | 0    | 2    | 59    | 6             |            | 0    | 23   | 25            | 0 |           | 0    | 0     | 0    | 0 |       | 137 |
| 12:30         | 0    | 0    | 13    | 10  |               | 0    | 4    | 69    | 3             |            | 1    | 24   | 19            | 0 |           | 0    | 0     | 0    | 0 |       | 143 |
| 12:45         | 1    | 0    | 15    | 9   |               | 0    | 2    | 56    | 5             |            | 0    | 18   | 18            | 0 |           | 0    | 0     | 0    | 0 |       | 124 |
| Hr Total      | 1    | 0    | 45    | 40  |               | 0    | 11   | 255   | 23            |            | 3    | 81   | 83            | 0 |           | 0    | 0     | 0    | 0 |       | 542 |
|               |      |      |       |     |               |      |      |       |               |            |      |      |               |   |           |      |       |      |   |       |     |
| 13:00         | 0    | 0    | 11    | 9   |               | 0    | 4    | 47    | 3             |            | 0    | 20   | 17            | 0 |           | 0    | 0     | 0    | 0 |       | 111 |
| 13:15         | 0    | 0    | 11    | 7   |               | 0    | 3    | 42    | 3             |            | 0    | 19   | 9             | 0 |           | 0    | 0     | 0    | 0 |       | 94  |
| 13:30         | 0    | 0    | 14    | 16  |               | 0    | 2    | 56    | 3             |            | 1    | 14   | 20            | 0 |           | 0    | 0     | 0    | 0 |       | 126 |
| 13:45         | 0    | 0    | 14    | 17  |               | 0    | 6    | 71    | 3             |            | 0    | 28   | 22            | 0 |           | 0    | 0     | 0    | 0 |       | 161 |
| Hr Total      | 0    | 0    | 50    | 49  |               | 0    | 15   | 216   | 12            |            | 1    | 81   | 68            | 0 |           | 0    | 0     | 0    | 0 |       | 492 |

NW 6TH STREET & NW 1ST AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: W. ASSAM & R. MARTINEZ  
 NOT SIGNALIZED

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Site Code : 00140065  
 Start Date: 03/20/14  
 File I.D. : 6ST\_1AVE  
 Page : 2

ALL VEHICLES

| NW 1ST AVENUE<br>From North |      |      |       |    | NW 6TH STREET<br>From East |      |      |       | NW 1ST AVENUE<br>From South |       |      |      | NW 6TH STREET<br>From West |   |       |      |      |       |     |
|-----------------------------|------|------|-------|----|----------------------------|------|------|-------|-----------------------------|-------|------|------|----------------------------|---|-------|------|------|-------|-----|
| UTurn                       | Left | Thru | Right |    | UTurn                      | Left | Thru | Right |                             | UTurn | Left | Thru | Right                      |   | UTurn | Left | Thru | Right |     |
| Date 03/20/14               |      |      |       |    |                            |      |      |       |                             |       |      |      |                            |   |       |      |      |       |     |
| 14:00                       | 0    | 0    | 10    | 11 | 0                          | 3    | 69   | 1     | 1                           | 23    | 17   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 135 |
| 14:15                       | 1    | 0    | 10    | 6  | 0                          | 2    | 58   | 5     | 1                           | 10    | 15   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 108 |
| 14:30                       | 1    | 0    | 16    | 15 | 0                          | 3    | 48   | 3     | 0                           | 18    | 26   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 130 |
| 14:45                       | 0    | 0    | 9     | 19 | 0                          | 3    | 39   | 5     | 1                           | 14    | 13   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 103 |
| Hr Total                    | 2    | 0    | 45    | 51 | 0                          | 11   | 214  | 14    | 3                           | 65    | 71   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 476 |
| 15:00                       | 1    | 0    | 5     | 8  | 0                          | 6    | 71   | 5     | 0                           | 30    | 28   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 154 |
| 15:15                       | 1    | 0    | 10    | 9  | 0                          | 1    | 51   | 3     | 1                           | 19    | 21   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 116 |
| 15:30                       | 3    | 0    | 14    | 16 | 0                          | 1    | 88   | 6     | 1                           | 29    | 19   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 177 |
| 15:45                       | 3    | 0    | 17    | 29 | 0                          | 1    | 65   | 3     | 0                           | 23    | 30   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 171 |
| Hr Total                    | 8    | 0    | 46    | 62 | 0                          | 9    | 275  | 17    | 2                           | 101   | 98   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 618 |
| 16:00                       | 0    | 0    | 9     | 5  | 0                          | 3    | 101  | 5     | 1                           | 19    | 35   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 178 |
| 16:15                       | 0    | 0    | 7     | 5  | 0                          | 2    | 85   | 9     | 0                           | 12    | 18   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 138 |
| 16:30                       | 0    | 0    | 13    | 5  | 0                          | 1    | 111  | 7     | 1                           | 15    | 41   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 194 |
| 16:45                       | 0    | 0    | 10    | 4  | 0                          | 2    | 93   | 9     | 0                           | 22    | 37   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 177 |
| Hr Total                    | 0    | 0    | 39    | 19 | 0                          | 8    | 390  | 30    | 2                           | 68    | 131  | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 687 |
| 17:00                       | 0    | 0    | 10    | 5  | 0                          | 3    | 141  | 7     | 0                           | 12    | 32   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 210 |
| 17:15                       | 4    | 0    | 11    | 9  | 0                          | 0    | 101  | 4     | 0                           | 14    | 47   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 190 |
| 17:30                       | 1    | 0    | 9     | 6  | 0                          | 2    | 72   | 6     | 0                           | 11    | 41   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 148 |
| 17:45                       | 0    | 0    | 10    | 15 | 0                          | 4    | 65   | 6     | 0                           | 12    | 28   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 140 |
| Hr Total                    | 5    | 0    | 40    | 35 | 0                          | 9    | 379  | 23    | 0                           | 49    | 148  | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 688 |
| 18:00                       | 0    | 0    | 12    | 4  | 0                          | 0    | 76   | 6     | 0                           | 7     | 21   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 126 |
| 18:15                       | 1    | 0    | 5     | 2  | 0                          | 2    | 75   | 4     | 1                           | 7     | 14   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 111 |
| 18:30                       | 1    | 0    | 9     | 5  | 0                          | 0    | 71   | 8     | 0                           | 6     | 8    | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 108 |
| 18:45                       | 0    | 0    | 7     | 1  | 0                          | 1    | 45   | 4     | 0                           | 2     | 12   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 72  |
| Hr Total                    | 2    | 0    | 33    | 12 | 0                          | 3    | 267  | 22    | 1                           | 22    | 55   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 417 |
| 19:00                       | 1    | 0    | 4     | 2  | 0                          | 2    | 43   | 1     | 0                           | 5     | 10   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 68  |
| 19:15                       | 0    | 0    | 7     | 5  | 0                          | 0    | 49   | 2     | 1                           | 5     | 4    | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 73  |
| 19:30                       | 0    | 0    | 6     | 2  | 0                          | 3    | 52   | 6     | 1                           | 1     | 10   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 81  |
| 19:45                       | 0    | 0    | 1     | 0  | 0                          | 1    | 20   | 1     | 0                           | 1     | 7    | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 31  |
| Hr Total                    | 1    | 0    | 18    | 9  | 0                          | 6    | 164  | 10    | 2                           | 12    | 31   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 253 |
| 20:00                       | 0    | 0    | 3     | 4  | 0                          | 1    | 23   | 3     | 0                           | 0     | 4    | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 38  |
| 20:15                       | 0    | 0    | 3     | 1  | 0                          | 0    | 41   | 5     | 0                           | 2     | 6    | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 58  |
| 20:30                       | 0    | 0    | 6     | 4  | 0                          | 0    | 26   | 3     | 0                           | 1     | 7    | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 47  |
| 20:45                       | 0    | 0    | 1     | 3  | 0                          | 1    | 28   | 2     | 0                           | 4     | 12   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 51  |
| Hr Total                    | 0    | 0    | 13    | 12 | 0                          | 2    | 118  | 13    | 0                           | 7     | 29   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 194 |

NW 6TH STREET & NW 1ST AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: W. ASSAM & R. MARTINEZ  
 NOT SIGNALIZED

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

Site Code : 00140065  
 Start Date: 03/20/14  
 File I.D. : 6ST\_1AVE  
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ALL VEHICLES

| NW 1ST AVENUE |      |      |       |     | NW 6TH STREET |      |      |       |    | NW 1ST AVENUE |      |      |       |   | NW 6TH STREET |      |      |       |      |  |
|---------------|------|------|-------|-----|---------------|------|------|-------|----|---------------|------|------|-------|---|---------------|------|------|-------|------|--|
| From North    |      |      |       |     | From East     |      |      |       |    | From South    |      |      |       |   | From West     |      |      |       |      |  |
| UTurn         | Left | Thru | Right |     | UTurn         | Left | Thru | Right |    | UTurn         | Left | Thru | Right |   | UTurn         | Left | Thru | Right |      |  |
| Date 03/20/14 |      |      |       |     |               |      |      |       |    |               |      |      |       |   |               |      |      |       |      |  |
|               |      |      |       |     |               |      |      |       |    |               |      |      |       |   |               |      |      |       |      |  |
| *TOTAL*       | 20   | 0    | 673   | 782 | 0             | 149  | 3132 | 212   | 22 | 997           | 983  | 0    | 0     | 0 | 0             | 0    | 0    | 0     | 6970 |  |

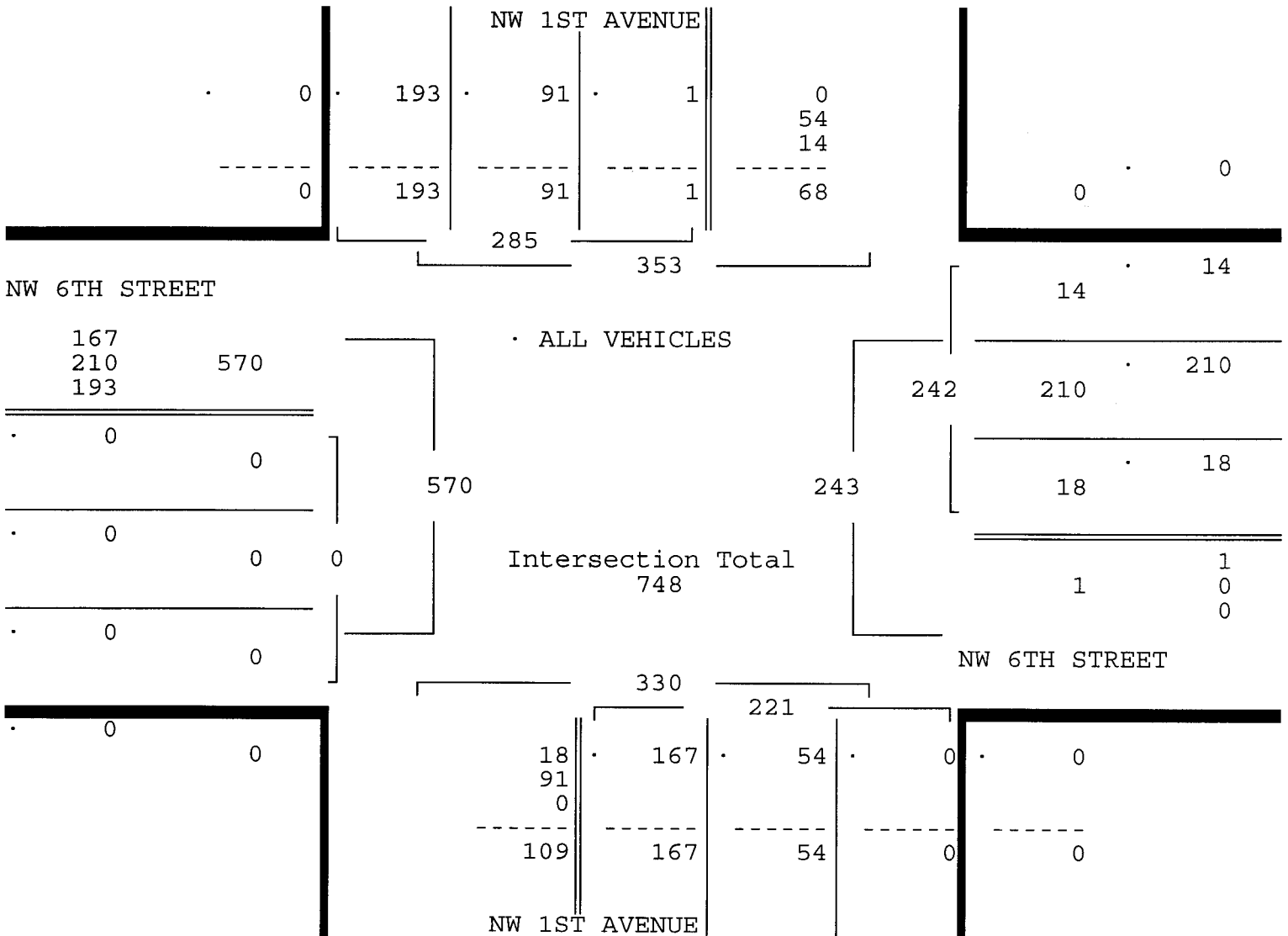
NW 6TH STREET & NW 1ST AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: W. ASSAM & R. MARTINEZ  
 NOT SIGNALIZED

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ALL VEHICLES

| NW 1ST AVENUE                                                                        |       |      |       | NW 6TH STREET |       |      |       | NW 1ST AVENUE |       |      |       | NW 6TH STREET |       |      |       |       |
|--------------------------------------------------------------------------------------|-------|------|-------|---------------|-------|------|-------|---------------|-------|------|-------|---------------|-------|------|-------|-------|
| From North                                                                           |       |      |       | From East     |       |      |       | From South    |       |      |       | From West     |       |      |       |       |
|                                                                                      |       |      |       |               |       |      |       |               |       |      |       |               |       |      |       |       |
| UTurn                                                                                | Left  | Thru | Right | UTurn         | Left  | Thru | Right | UTurn         | Left  | Thru | Right | UTurn         | Left  | Thru | Right | Total |
| Date 03/20/14                                                                        |       |      |       |               |       |      |       |               |       |      |       |               |       |      |       |       |
| Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 03/20/14 |       |      |       |               |       |      |       |               |       |      |       |               |       |      |       |       |
| Peak start 07:45                                                                     |       |      |       | 07:45         |       |      |       | 07:45         |       |      |       | 07:45         |       |      |       |       |
| Volume                                                                               | 1     | 0    | 91    | 193           | 0     | 18   | 210   | 14            | 0     | 167  | 54    | 0             | 0     | 0    | 0     |       |
| Percent                                                                              | 0%    | 0%   | 32%   | 68%           | 0%    | 7%   | 87%   | 6%            | 0%    | 76%  | 24%   | 0%            | 0%    | 0%   | 0%    |       |
| Pk total                                                                             | 285   |      |       |               | 242   |      |       |               | 221   |      |       |               | 0     |      |       |       |
| Highest                                                                              | 07:45 |      |       |               | 08:00 |      |       |               | 07:45 |      |       |               | 07:00 |      |       |       |
| Volume                                                                               | 0     | 0    | 20    | 75            | 0     | 2    | 64    | 6             | 0     | 59   | 10    | 0             | 0     | 0    | 0     |       |
| Hi total                                                                             | 95    |      |       |               | 72    |      |       |               | 69    |      |       |               | 0     |      |       |       |
| PHF                                                                                  | .75   |      |       |               | .84   |      |       |               | .80   |      |       |               | .0    |      |       |       |



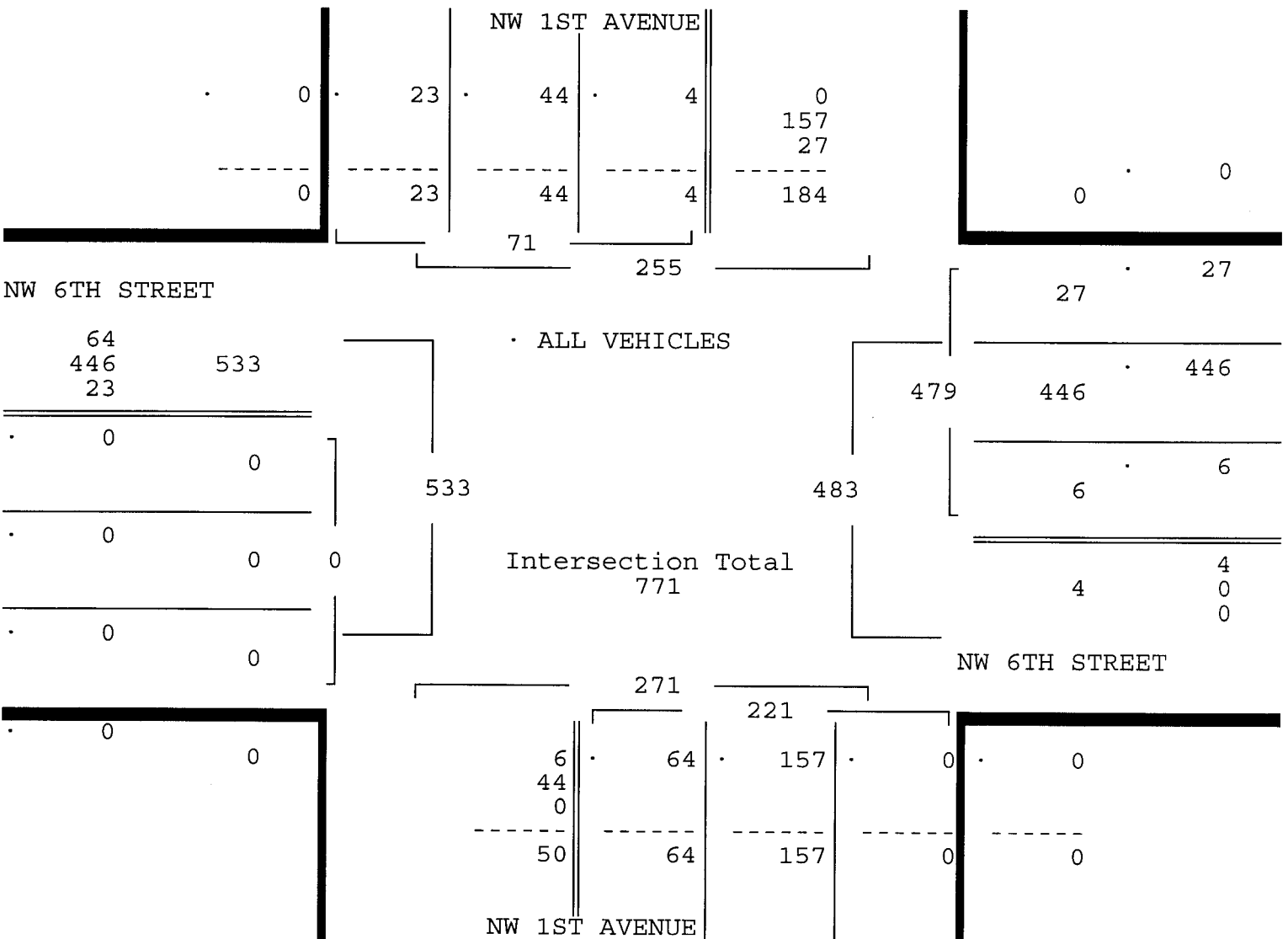
NW 6TH STREET & NW 1ST AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: W. ASSAM & R. MARTINEZ  
 NOT SIGNALIZED

Traffic Survey Specialists, Inc.  
 624 Gardenia Terrace  
 Delray Beach, Florida 33444  
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Site Code : 00140065  
 Start Date: 03/20/14  
 File I.D. : 6ST\_1AVE  
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ALL VEHICLES

| NW 1ST AVENUE                                                                        |       |    |     |     | NW 6TH STREET         |    |     |    |       | NW 1ST AVENUE         |     |    |       |    | NW 6TH STREET         |    |  |  |  |  |
|--------------------------------------------------------------------------------------|-------|----|-----|-----|-----------------------|----|-----|----|-------|-----------------------|-----|----|-------|----|-----------------------|----|--|--|--|--|
| From North                                                                           |       |    |     |     | From East             |    |     |    |       | From South            |     |    |       |    | From West             |    |  |  |  |  |
| UTurn Left Thru Right                                                                |       |    |     |     | UTurn Left Thru Right |    |     |    |       | UTurn Left Thru Right |     |    |       |    | UTurn Left Thru Right |    |  |  |  |  |
| Date 03/20/14                                                                        |       |    |     |     |                       |    |     |    |       |                       |     |    |       |    |                       |    |  |  |  |  |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/20/14 |       |    |     |     |                       |    |     |    |       |                       |     |    |       |    |                       |    |  |  |  |  |
| Peak start 16:30                                                                     |       |    |     |     | 16:30                 |    |     |    |       | 16:30                 |     |    |       |    | 16:30                 |    |  |  |  |  |
| Volume                                                                               | 4     | 0  | 44  | 23  | 0                     | 6  | 446 | 27 | 1     | 63                    | 157 | 0  | 0     | 0  | 0                     | 0  |  |  |  |  |
| Percent                                                                              | 6%    | 0% | 62% | 32% | 0%                    | 1% | 93% | 6% | 0%    | 29%                   | 71% | 0% | 0%    | 0% | 0%                    | 0% |  |  |  |  |
| Pk total                                                                             | 71    |    |     |     | 479                   |    |     |    | 221   |                       |     |    | 0     |    |                       |    |  |  |  |  |
| Highest                                                                              | 17:15 |    |     |     | 17:00                 |    |     |    | 17:15 |                       |     |    | 07:00 |    |                       |    |  |  |  |  |
| Volume                                                                               | 4     | 0  | 11  | 9   | 0                     | 3  | 141 | 7  | 0     | 14                    | 47  | 0  | 0     | 0  | 0                     | 0  |  |  |  |  |
| Hi total                                                                             | 24    |    |     |     | 151                   |    |     |    | 61    |                       |     |    | 0     |    |                       |    |  |  |  |  |
| PHF                                                                                  | .74   |    |     |     | .79                   |    |     |    | .91   |                       |     |    | .0    |    |                       |    |  |  |  |  |



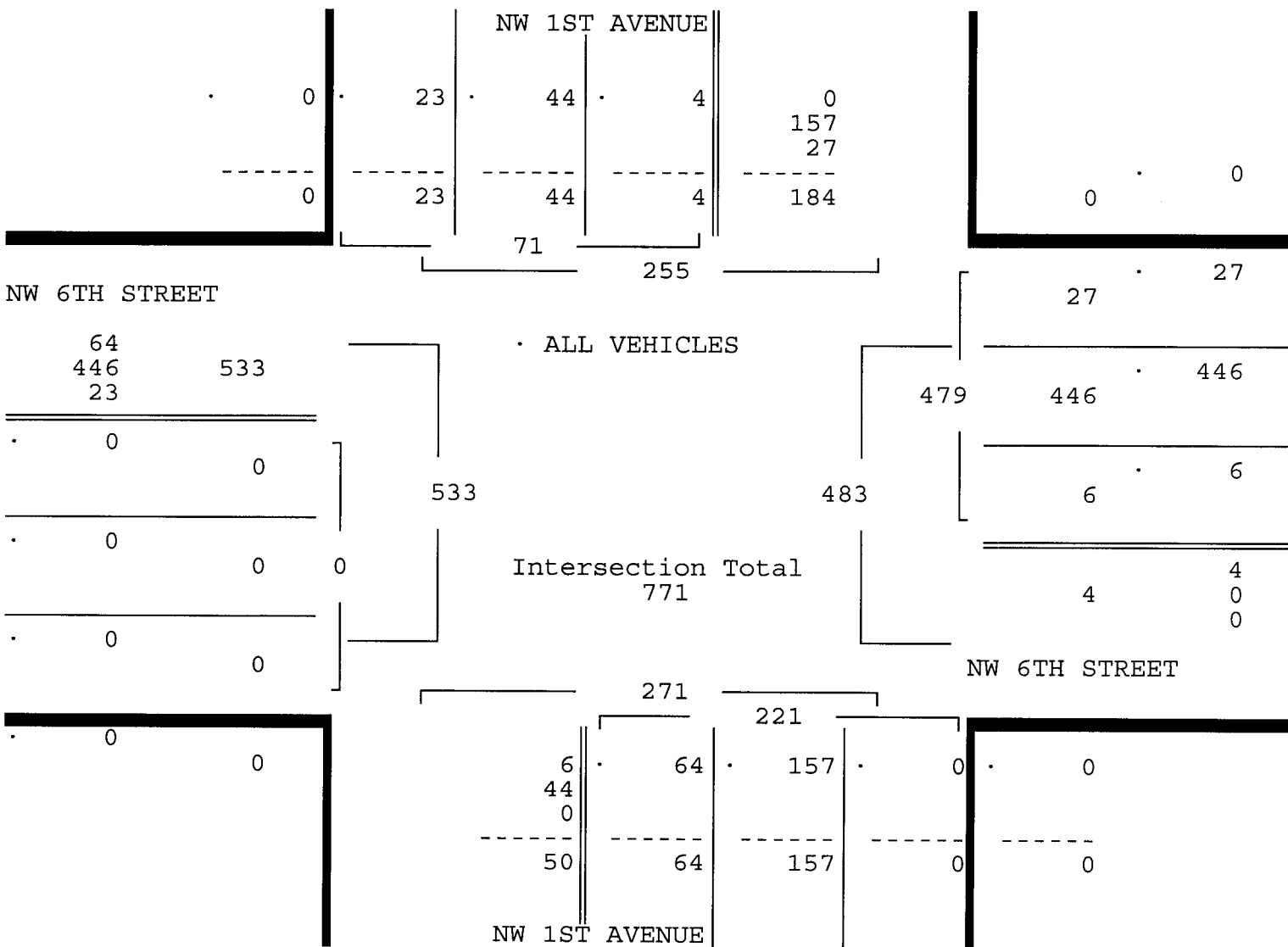
NW 6TH STREET & NW 1ST AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: W. ASSAM & R. MARTINEZ  
 NOT SIGNALIZED

Traffic Survey Specialists, Inc.  
 624 Gardenia Terrace  
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 Start Date: 03/20/14  
 File I.D. : 6ST\_1AVE  
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ALL VEHICLES

| NW 1ST AVENUE                                                                        |       |      |       | NW 6TH STREET |       |      |       | NW 1ST AVENUE |       |      |       | NW 6TH STREET |       |      |       | Total |
|--------------------------------------------------------------------------------------|-------|------|-------|---------------|-------|------|-------|---------------|-------|------|-------|---------------|-------|------|-------|-------|
| From North                                                                           |       |      |       | From East     |       |      |       | From South    |       |      |       | From West     |       |      |       |       |
| UTurn                                                                                | Left  | Thru | Right | UTurn         | Left  | Thru | Right | UTurn         | Left  | Thru | Right | UTurn         | Left  | Thru | Right |       |
| Date 03/20/14                                                                        |       |      |       |               |       |      |       |               |       |      |       |               |       |      |       |       |
| Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 21:00 on 03/20/14 |       |      |       |               |       |      |       |               |       |      |       |               |       |      |       |       |
| Peak start 16:30                                                                     |       |      |       | 16:30         |       |      |       | 16:30         |       |      |       | 16:30         |       |      |       |       |
| Volume                                                                               | 4     | 0    | 44    | 23            | 0     | 6    | 446   | 27            | 1     | 63   | 157   | 0             | 0     | 0    | 0     |       |
| Percent                                                                              | 6%    | 0%   | 62%   | 32%           | 0%    | 1%   | 93%   | 6%            | 0%    | 29%  | 71%   | 0%            | 0%    | 0%   | 0%    |       |
| Pk total                                                                             | 71    |      |       |               | 479   |      |       |               | 221   |      |       |               | 0     |      |       |       |
| Highest                                                                              | 17:15 |      |       |               | 17:00 |      |       |               | 17:15 |      |       |               | 07:00 |      |       |       |
| Volume                                                                               | 4     | 0    | 11    | 9             | 0     | 3    | 141   | 7             | 0     | 14   | 47    | 0             | 0     | 0    | 0     |       |
| Hi total                                                                             | 24    |      |       |               | 151   |      |       |               | 61    |      |       |               | 0     |      |       |       |
| PHF                                                                                  | .74   |      |       |               | .79   |      |       |               | .91   |      |       |               | .0    |      |       |       |



NW 6TH STREET & NW 1ST AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: W. ASSAM & R. MARTINEZ  
 NOT SIGNALIZED

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 Delray Beach, Florida 33444  
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Site Code : 00140065  
 Start Date: 03/20/14  
 File I.D. : 6ST\_1AVE  
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PEDESTRIANS

| Date 03/20/14 | NW 1ST AVENUE<br>From North |      |       |      | NW 6TH STREET<br>From East |      |       |      | NW 1ST AVENUE<br>From South |      |       |      | NW 6TH STREET<br>From West |      |       |      | Total |
|---------------|-----------------------------|------|-------|------|----------------------------|------|-------|------|-----------------------------|------|-------|------|----------------------------|------|-------|------|-------|
|               | Left                        | Thru | Right | Peds | Left                       | Thru | Right | Peds | Left                        | Thru | Right | Peds | Left                       | Thru | Right | Peds |       |
|               |                             |      |       |      |                            |      |       |      |                             |      |       |      |                            |      |       |      |       |
| 07:00         | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 1    | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 16   | 18    |
| 07:15         | 0                           | 0    | 0     | 7    | 0                          | 0    | 0     | 3    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 7    | 17    |
| 07:30         | 0                           | 0    | 0     | 9    | 0                          | 0    | 0     | 3    | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 2    | 15    |
| 07:45         | 0                           | 0    | 0     | 5    | 0                          | 0    | 0     | 5    | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 2    | 14    |
| Hr Total      | 0                           | 0    | 0     | 21   | 0                          | 0    | 0     | 12   | 0                           | 0    | 0     | 4    | 0                          | 0    | 0     | 27   | 64    |
| 08:00         | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 2    | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 3    | 9     |
| 08:15         | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 2    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 5    | 9     |
| 08:30         | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 4    | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 8    | 16    |
| 08:45         | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 4    | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 8    | 15    |
| Hr Total      | 0                           | 0    | 0     | 7    | 0                          | 0    | 0     | 12   | 0                           | 0    | 0     | 6    | 0                          | 0    | 0     | 24   | 49    |
| 09:00         | 0                           | 0    | 0     | 4    | 0                          | 0    | 0     | 2    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 5    | 11    |
| 09:15         | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 2    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 3    | 7     |
| 09:30         | 0                           | 0    | 0     | 4    | 0                          | 0    | 0     | 1    | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 5    | 13    |
| 09:45         | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 4    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 6    | 13    |
| Hr Total      | 0                           | 0    | 0     | 13   | 0                          | 0    | 0     | 9    | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 19   | 44    |
| 10:00         | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 2    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 4    | 6     |
| 10:15         | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 2    | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 3    | 9     |
| 10:30         | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 1    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 3    | 5     |
| 10:45         | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 5    | 0                           | 0    | 0     | 4    | 0                          | 0    | 0     | 3    | 13    |
| Hr Total      | 0                           | 0    | 0     | 5    | 0                          | 0    | 0     | 10   | 0                           | 0    | 0     | 5    | 0                          | 0    | 0     | 13   | 33    |
| 11:00         | 0                           | 0    | 0     | 5    | 0                          | 0    | 0     | 1    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 4    | 10    |
| 11:15         | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 3    | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 4    | 9     |
| 11:30         | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 1    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 2    | 5     |
| 11:45         | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 3    | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 3    | 7     |
| Hr Total      | 0                           | 0    | 0     | 7    | 0                          | 0    | 0     | 8    | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 13   | 31    |
| 12:00         | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 1    | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 4    | 10    |
| 12:15         | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 3    | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 6    | 11    |
| 12:30         | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 2    | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 3    | 6     |
| 12:45         | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 6    | 7     |
| Hr Total      | 0                           | 0    | 0     | 4    | 0                          | 0    | 0     | 6    | 0                           | 0    | 0     | 5    | 0                          | 0    | 0     | 19   | 34    |
| 13:00         | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 4    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 1    | 8     |
| 13:15         | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 1    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 12   | 16    |
| 13:30         | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 1    | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 14   | 19    |
| 13:45         | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 1    | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 8    | 10    |
| Hr Total      | 0                           | 0    | 0     | 7    | 0                          | 0    | 0     | 7    | 0                           | 0    | 0     | 4    | 0                          | 0    | 0     | 35   | 53    |

NW 6TH STREET & NW 1ST AVENUE  
 MIAMI, FLORIDA  
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PEDESTRIANS

| Date 03/20/14 | NW 1ST AVENUE<br>From North |      |       |      | NW 6TH STREET<br>From East |      |       |      | NW 1ST AVENUE<br>From South |      |       |      | NW 6TH STREET<br>From West |      |       |      | Total |
|---------------|-----------------------------|------|-------|------|----------------------------|------|-------|------|-----------------------------|------|-------|------|----------------------------|------|-------|------|-------|
|               | Left                        | Thru | Right | Peds | Left                       | Thru | Right | Peds | Left                        | Thru | Right | Peds | Left                       | Thru | Right | Peds |       |
| 14:00         | 0                           | 0    | 0     | 4    | 0                          | 0    | 0     | 4    | 0                           | 0    | 0     | 4    | 0                          | 0    | 0     | 1    | 13    |
| 14:15         | 0                           | 0    | 0     | 5    | 0                          | 0    | 0     | 7    | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 6    | 20    |
| 14:30         | 0                           | 0    | 0     | 4    | 0                          | 0    | 0     | 8    | 0                           | 0    | 0     | 4    | 0                          | 0    | 0     | 14   | 30    |
| 14:45         | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 4    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 17   | 22    |
| Hr Total      | 0                           | 0    | 0     | 14   | 0                          | 0    | 0     | 23   | 0                           | 0    | 0     | 10   | 0                          | 0    | 0     | 38   | 85    |
| 15:00         | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 2    | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 4    | 8     |
| 15:15         | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 1    | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 8    | 12    |
| 15:30         | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 6    | 0                           | 0    | 0     | 11   | 0                          | 0    | 0     | 14   | 31    |
| 15:45         | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 2    | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 44   | 50    |
| Hr Total      | 0                           | 0    | 0     | 5    | 0                          | 0    | 0     | 11   | 0                           | 0    | 0     | 15   | 0                          | 0    | 0     | 70   | 101   |
| 16:00         | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 4    | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 12   | 18    |
| 16:15         | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 2    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 4    | 7     |
| 16:30         | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 2    | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 3    | 8     |
| 16:45         | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 2    | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 9    | 16    |
| Hr Total      | 0                           | 0    | 0     | 6    | 0                          | 0    | 0     | 10   | 0                           | 0    | 0     | 5    | 0                          | 0    | 0     | 28   | 49    |
| 17:00         | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 1    | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 10   | 12    |
| 17:15         | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 2    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 20   | 23    |
| 17:30         | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 2    | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 8    | 12    |
| 17:45         | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 4    | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 17   | 25    |
| Hr Total      | 0                           | 0    | 0     | 5    | 0                          | 0    | 0     | 9    | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 55   | 72    |
| 18:00         | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 1    | 0                           | 0    | 0     | 5    | 0                          | 0    | 0     | 8    | 14    |
| 18:15         | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 3    | 3     |
| 18:30         | 0                           | 0    | 0     | 5    | 0                          | 0    | 0     | 2    | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 9    | 18    |
| 18:45         | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 2    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 4    | 9     |
| Hr Total      | 0                           | 0    | 0     | 8    | 0                          | 0    | 0     | 5    | 0                           | 0    | 0     | 7    | 0                          | 0    | 0     | 24   | 44    |
| 19:00         | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 1    | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 1    | 3     |
| 19:15         | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 1    | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 7    | 13    |
| 19:30         | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 0    | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 2    | 4     |
| 19:45         | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 1    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 3    | 4     |
| Hr Total      | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 3    | 0                           | 0    | 0     | 5    | 0                          | 0    | 0     | 13   | 24    |
| 20:00         | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 1    | 4     |
| 20:15         | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 1    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 1    | 5     |
| 20:30         | 0                           | 0    | 0     | 5    | 0                          | 0    | 0     | 1    | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 1    | 8     |
| 20:45         | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 1    | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 3    | 6     |
| Hr Total      | 0                           | 0    | 0     | 12   | 0                          | 0    | 0     | 3    | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 6    | 23    |

NW 6TH STREET & NW 1ST AVENUE  
MIAMI, FLORIDA  
COUNTED BY: W. ASSAM & R. MARTINEZ  
NOT SIGNALIZED

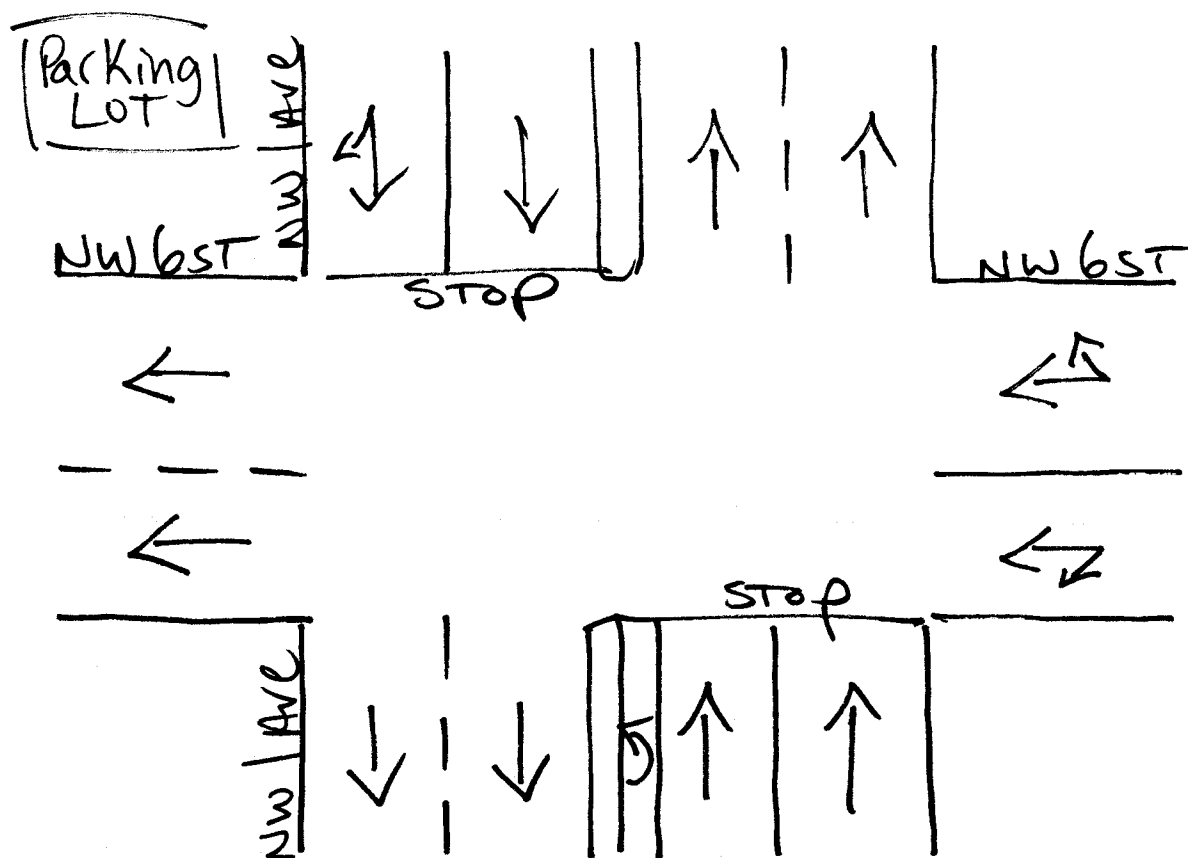
Traffic Survey Specialists, Inc.  
624 Gardenia Terrace  
Delray Beach, Florida 33444  
Phone (561) 272-3255

Site Code : 00140065  
Start Date: 03/20/14  
File I.D. : 6ST\_1AVE  
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PEDESTRIANS

| NW 1ST AVENUE |      |       |      | NW 6TH STREET |      |       |      | NW 1ST AVENUE |      |       |      | NW 6TH STREET |      |       |      | Total |
|---------------|------|-------|------|---------------|------|-------|------|---------------|------|-------|------|---------------|------|-------|------|-------|
| From North    |      |       |      | From East     |      |       |      | From South    |      |       |      | From West     |      |       |      |       |
| Left          | Thru | Right | Peds | Left          | Thru | Right | Peds | Left          | Thru | Right | Peds | Left          | Thru | Right | Peds |       |
| Date 03/20/14 |      |       |      |               |      |       |      |               |      |       |      |               |      |       |      |       |
|               |      |       |      |               |      |       |      |               |      |       |      |               |      |       |      |       |
| *TOTAL*       | 0    | 0     | 0    | 117           | 0    | 0     | 0    | 128           | 0    | 0     | 0    | 77            | 0    | 0     | 0    | 384   |

↑  
North



Miami, Florida  
March 20, 2014  
drawn by: Luis Palomino  
NOT Signalized

NW 5TH STREET & NW 2ND AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: LUIS PALOMINO  
 SIGNALIZED

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

Site Code : 00140065  
 Start Date: 03/20/14  
 File I.D. : 5ST\_2AV  
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ALL VEHICLES

| Date      | NW 2ND AVENUE<br>From North |      |      |       | NW 5TH STREET<br>From East |      |      |       | NW 2ND AVENUE<br>From South |      |      |       | NW 5TH STREET<br>From West |      |      |       | Total |
|-----------|-----------------------------|------|------|-------|----------------------------|------|------|-------|-----------------------------|------|------|-------|----------------------------|------|------|-------|-------|
|           | UTurn                       | Left | Thru | Right | UTurn                      | Left | Thru | Right | UTurn                       | Left | Thru | Right | UTurn                      | Left | Thru | Right |       |
| 03/20/14  |                             |      |      |       |                            |      |      |       |                             |      |      |       |                            |      |      |       |       |
| 07:30     | 0                           | 4    | 38   | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 39   | 40    | 0                          | 7    | 208  | 50    | 386   |
| 07:45     | 0                           | 3    | 63   | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 41   | 43    | 0                          | 6    | 268  | 60    | 484   |
| 08:00     | 0                           | 7    | 55   | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 43   | 41    | 0                          | 8    | 288  | 37    | 479   |
| 08:15     | 0                           | 13   | 54   | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 48   | 37    | 0                          | 9    | 229  | 33    | 423   |
| Hr Total  | 0                           | 27   | 210  | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 171  | 161   | 0                          | 30   | 993  | 180   | 1772  |
| 08:30     | 0                           | 5    | 62   | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 49   | 31    | 0                          | 7    | 241  | 30    | 425   |
| 08:45     | 0                           | 13   | 73   | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 43   | 32    | 0                          | 5    | 255  | 40    | 461   |
| 09:00     | 0                           | 14   | 61   | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 60   | 31    | 0                          | 5    | 229  | 40    | 440   |
| 09:15     | 0                           | 14   | 45   | 0     | 0                          | 0    | 0    | 0     | 1                           | 0    | 51   | 35    | 0                          | 2    | 245  | 38    | 431   |
| Hr Total  | 0                           | 46   | 241  | 0     | 0                          | 0    | 0    | 0     | 1                           | 0    | 203  | 129   | 0                          | 19   | 970  | 148   | 1757  |
| * BREAK * |                             |      |      |       |                            |      |      |       |                             |      |      |       |                            |      |      |       |       |
| 15:30     | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0     |
| 15:45     | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0     |
| 16:00     | 0                           | 4    | 35   | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 74   | 27    | 0                          | 12   | 57   | 14    | 223   |
| 16:15     | 0                           | 4    | 27   | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 85   | 20    | 0                          | 4    | 81   | 11    | 232   |
| Hr Total  | 0                           | 8    | 62   | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 159  | 47    | 0                          | 16   | 138  | 25    | 455   |
| 16:30     | 0                           | 1    | 33   | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 112  | 27    | 0                          | 7    | 76   | 18    | 274   |
| 16:45     | 0                           | 1    | 33   | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 110  | 20    | 0                          | 12   | 90   | 21    | 287   |
| 17:00     | 0                           | 7    | 51   | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 118  | 35    | 0                          | 4    | 83   | 18    | 316   |
| 17:15     | 0                           | 10   | 39   | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 132  | 27    | 0                          | 3    | 93   | 11    | 315   |
| Hr Total  | 0                           | 19   | 156  | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 472  | 109   | 0                          | 26   | 342  | 68    | 1192  |
| 17:30     | 0                           | 3    | 21   | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 93   | 33    | 0                          | 6    | 93   | 14    | 263   |
| 17:45     | 0                           | 7    | 27   | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 80   | 22    | 0                          | 5    | 81   | 16    | 238   |
| Hr Total  | 0                           | 10   | 48   | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 173  | 55    | 0                          | 11   | 174  | 30    | 501   |
| *TOTAL*   | 0                           | 110  | 717  | 0     | 0                          | 0    | 0    | 0     | 1                           | 0    | 1178 | 501   | 0                          | 102  | 2617 | 451   | 5677  |

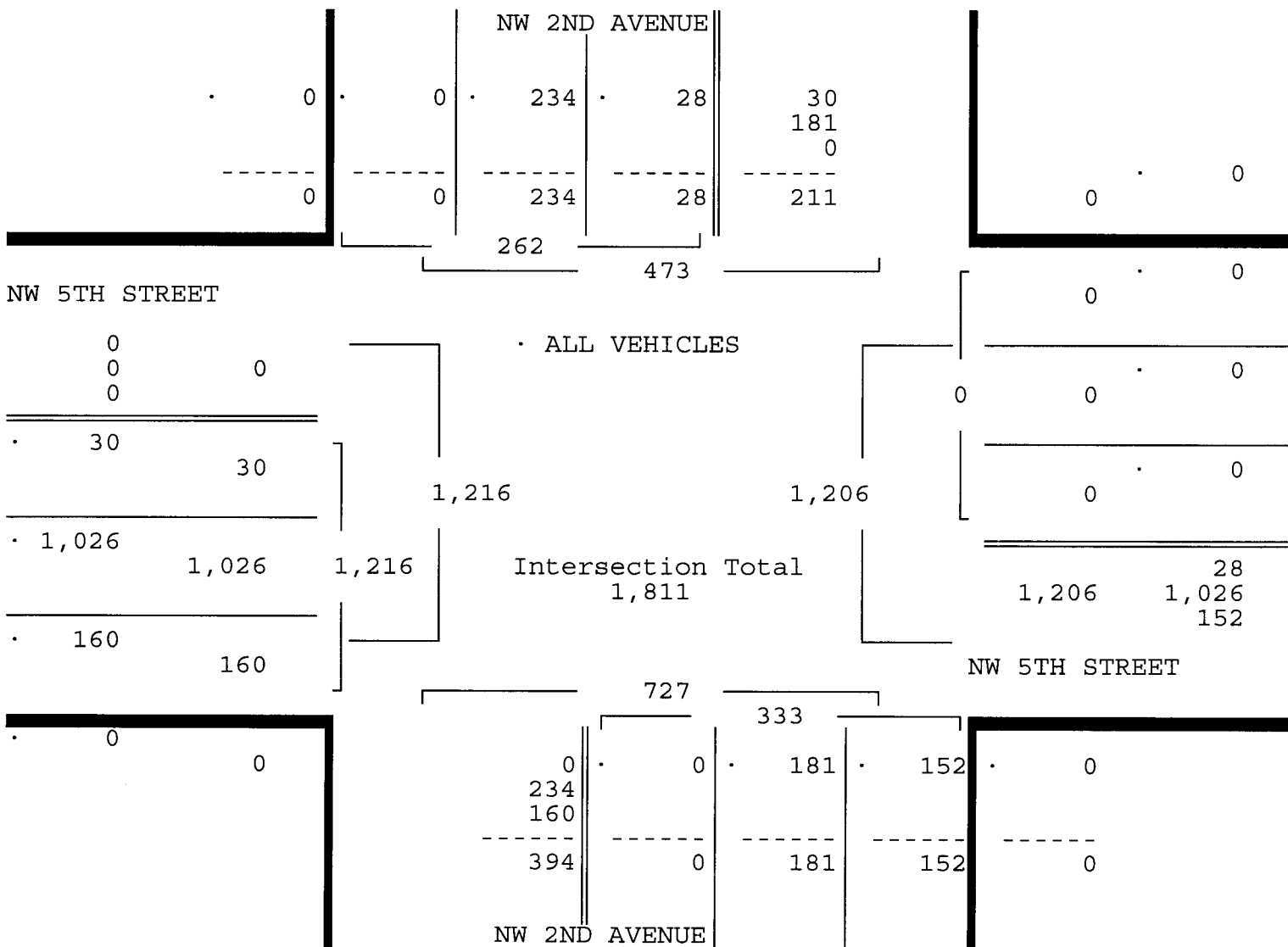
NW 5TH STREET & NW 2ND AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: LUIS PALOMINO  
 SIGNALIZED

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

Site Code : 00140065  
 Start Date: 03/20/14  
 File I.D. : 5ST\_2AV  
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ALL VEHICLES

| NW 2ND AVENUE                                                                        |       |      |       | NW 5TH STREET |      |      |       | NW 2ND AVENUE |      |      |       | NW 5TH STREET |      |      |       |       |
|--------------------------------------------------------------------------------------|-------|------|-------|---------------|------|------|-------|---------------|------|------|-------|---------------|------|------|-------|-------|
| From North                                                                           |       |      |       | From East     |      |      |       | From South    |      |      |       | From West     |      |      |       |       |
|                                                                                      |       |      |       |               |      |      |       |               |      |      |       |               |      |      |       |       |
| UTurn                                                                                | Left  | Thru | Right | UTurn         | Left | Thru | Right | UTurn         | Left | Thru | Right | UTurn         | Left | Thru | Right | Total |
| Date 03/20/14                                                                        |       |      |       |               |      |      |       |               |      |      |       |               |      |      |       |       |
| Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 03/20/14 |       |      |       |               |      |      |       |               |      |      |       |               |      |      |       |       |
| Peak start 07:45                                                                     |       |      |       | 07:45         |      |      |       | 07:45         |      |      |       | 07:45         |      |      |       |       |
| Volume                                                                               | 0     | 28   | 234   | 0             | 0    | 0    | 0     | 0             | 0    | 181  | 152   | 0             | 30   | 1026 | 160   |       |
| Percent                                                                              | 0%    | 11%  | 89%   | 0%            | 0%   | 0%   | 0%    | 0%            | 0%   | 54%  | 46%   | 0%            | 2%   | 84%  | 13%   |       |
| Pk total                                                                             | 262   |      |       | 0             |      |      |       | 333           |      |      |       | 1216          |      |      |       |       |
| Highest                                                                              | 08:15 |      |       | 07:30         |      |      |       | 08:15         |      |      |       | 07:45         |      |      |       |       |
| Volume                                                                               | 0     | 13   | 54    | 0             | 0    | 0    | 0     | 0             | 0    | 48   | 37    | 0             | 6    | 268  | 60    |       |
| Hi total                                                                             | 67    |      |       | 0             |      |      |       | 85            |      |      |       | 334           |      |      |       |       |
| PHF                                                                                  | .98   |      |       | .0            |      |      |       | .98           |      |      |       | .91           |      |      |       |       |



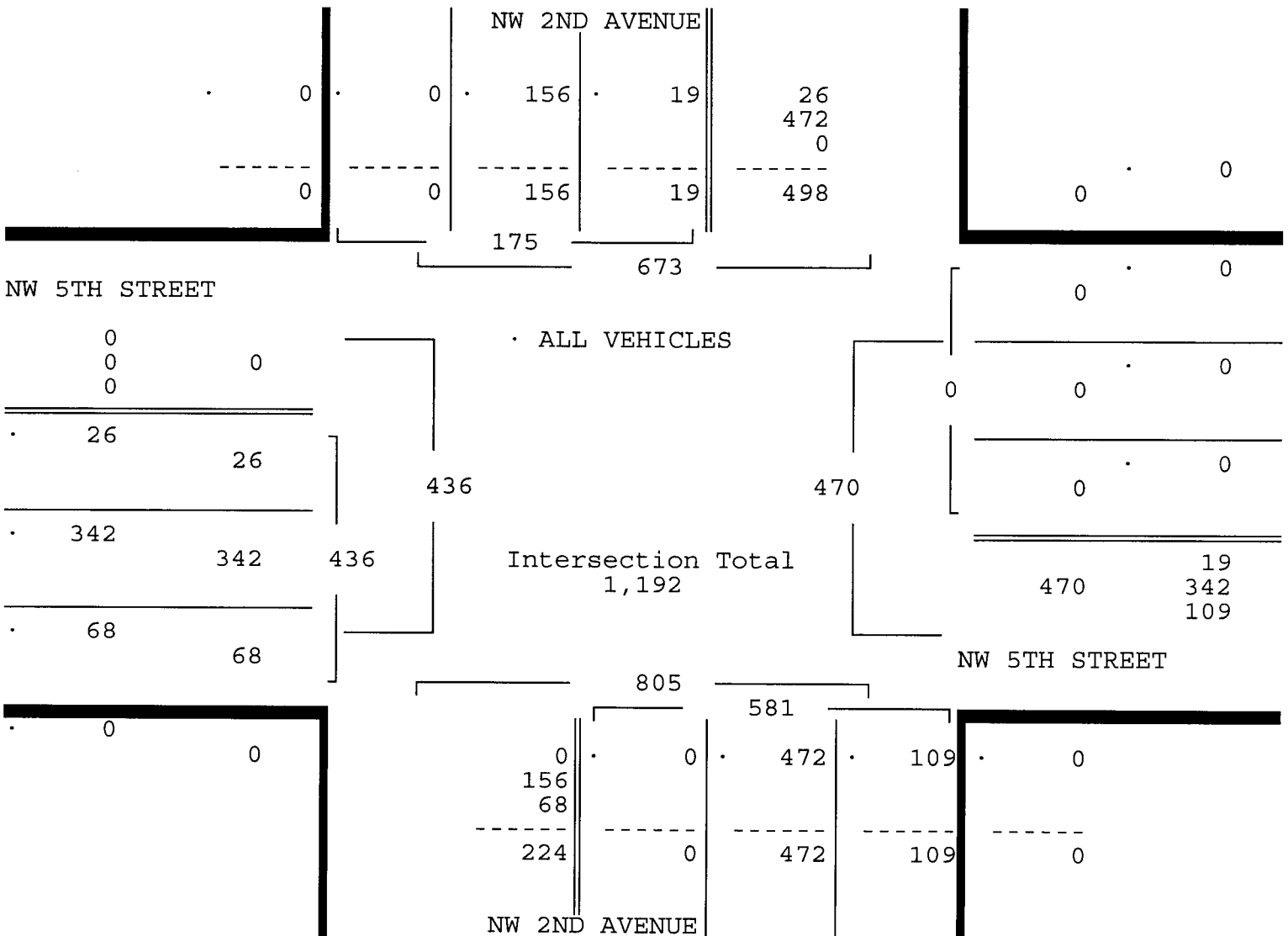
NW 5TH STREET & NW 2ND AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: LUIS PALOMINO  
 SIGNALIZED

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

Site Code : 00140065  
 Start Date: 03/20/14  
 File I.D. : 5ST\_2AV  
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ALL VEHICLES

| NW 2ND AVENUE                                                                        |       |      |       |    | NW 5TH STREET |      |      |       |  | NW 2ND AVENUE |       |      |       |  | NW 5TH STREET |      |       |       |  |  |  |  |
|--------------------------------------------------------------------------------------|-------|------|-------|----|---------------|------|------|-------|--|---------------|-------|------|-------|--|---------------|------|-------|-------|--|--|--|--|
| From North                                                                           |       |      |       |    | From East     |      |      |       |  | From South    |       |      |       |  | From West     |      |       |       |  |  |  |  |
|                                                                                      |       |      |       |    |               |      |      |       |  |               |       |      |       |  |               |      |       |       |  |  |  |  |
| UTurn                                                                                | Left  | Thru | Right |    | UTurn         | Left | Thru | Right |  | UTurn         | Left  | Thru | Right |  | UTurn         | Left | Thru  | Right |  |  |  |  |
| Date 03/20/14 -----                                                                  |       |      |       |    |               |      |      |       |  |               |       |      |       |  |               |      |       |       |  |  |  |  |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/20/14 |       |      |       |    |               |      |      |       |  |               |       |      |       |  |               |      |       |       |  |  |  |  |
| Peak start 16:30                                                                     |       |      |       |    | 16:30         |      |      |       |  | 16:30         |       |      |       |  | 16:30         |      |       |       |  |  |  |  |
| Volume                                                                               | 0     | 19   | 156   | 0  | 0             | 0    | 0    | 0     |  | 0             | 0     | 472  | 109   |  | 0             | 26   | 342   | 68    |  |  |  |  |
| Percent                                                                              | 0%    | 11%  | 89%   | 0% | 0%            | 0%   | 0%   | 0%    |  | 0%            | 0%    | 81%  | 19%   |  | 0%            | 6%   | 78%   | 16%   |  |  |  |  |
| Pk total                                                                             | 175   |      |       |    | 0             |      |      |       |  |               | 581   |      |       |  |               |      | 436   |       |  |  |  |  |
| Highest                                                                              | 17:00 |      |       |    | 07:30         |      |      |       |  |               | 17:15 |      |       |  |               |      | 16:45 |       |  |  |  |  |
| Volume                                                                               | 0     | 7    | 51    | 0  | 0             | 0    | 0    | 0     |  | 0             | 0     | 132  | 27    |  | 0             | 12   | 90    | 21    |  |  |  |  |
| Hi total                                                                             | 58    |      |       |    | 0             |      |      |       |  |               | 159   |      |       |  |               |      | 123   |       |  |  |  |  |
| PHF                                                                                  | .75   |      |       |    | .0            |      |      |       |  |               | .91   |      |       |  |               |      | .89   |       |  |  |  |  |



NW 5TH STREET & NW 2ND AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: LUIS PALOMINO  
 SIGNALIZED

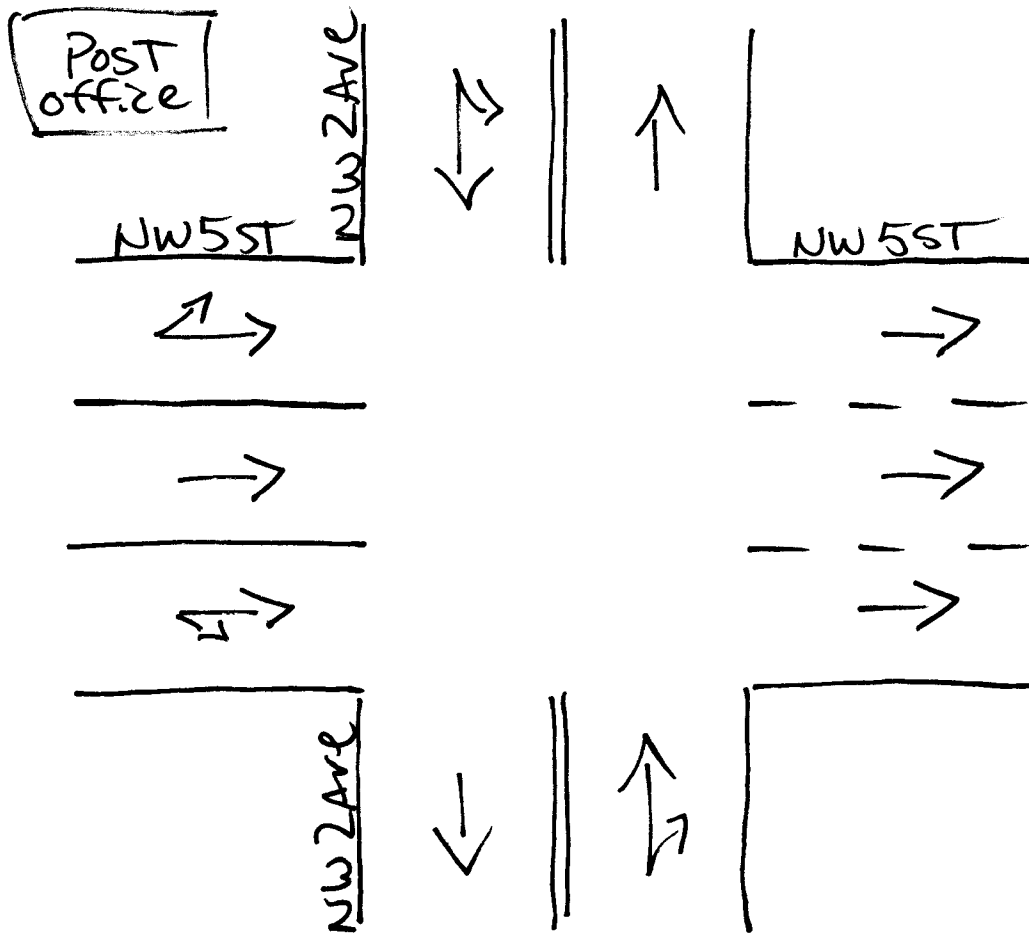
Traffic Survey Specialists, Inc.  
 624 Gardenia Terrace  
 Delray Beach, Florida 33444  
 Phone (561) 272-3255

Site Code : 00140065  
 Start Date: 03/20/14  
 File I.D. : 5ST\_\_2AV  
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PEDESTRIANS

| Date 03/20/14 | NW 2ND AVENUE |      |       |      | NW 5TH STREET |      |       |      | NW 2ND AVENUE |      |       |      | NW 5TH STREET |      |       |      | Total |
|---------------|---------------|------|-------|------|---------------|------|-------|------|---------------|------|-------|------|---------------|------|-------|------|-------|
|               | From North    |      |       |      | From East     |      |       |      | From South    |      |       |      | From West     |      |       |      |       |
|               | Left          | Thru | Right | Peds | Left          | Thru | Right | Peds | Left          | Thru | Right | Peds | Left          | Thru | Right | Peds |       |
| 07:30         | 0             | 0    | 0     | 2    | 0             | 0    | 0     | 6    | 0             | 0    | 0     | 1    | 0             | 0    | 0     | 2    | 11    |
| 07:45         | 0             | 0    | 0     | 2    | 0             | 0    | 0     | 2    | 0             | 0    | 0     | 6    | 0             | 0    | 0     | 3    | 13    |
| 08:00         | 0             | 0    | 0     | 5    | 0             | 0    | 0     | 5    | 0             | 0    | 0     | 4    | 0             | 0    | 0     | 4    | 18    |
| 08:15         | 0             | 0    | 0     | 3    | 0             | 0    | 0     | 1    | 0             | 0    | 0     | 8    | 0             | 0    | 0     | 13   | 25    |
| Hr Total      | 0             | 0    | 0     | 12   | 0             | 0    | 0     | 14   | 0             | 0    | 0     | 19   | 0             | 0    | 0     | 22   | 67    |
| 08:30         | 0             | 0    | 0     | 3    | 0             | 0    | 0     | 3    | 0             | 0    | 0     | 4    | 0             | 0    | 0     | 3    | 13    |
| 08:45         | 0             | 0    | 0     | 3    | 0             | 0    | 0     | 3    | 0             | 0    | 0     | 10   | 0             | 0    | 0     | 8    | 24    |
| 09:00         | 0             | 0    | 0     | 3    | 0             | 0    | 0     | 7    | 0             | 0    | 0     | 8    | 0             | 0    | 0     | 6    | 24    |
| 09:15         | 0             | 0    | 0     | 6    | 0             | 0    | 0     | 8    | 0             | 0    | 0     | 6    | 0             | 0    | 0     | 15   | 35    |
| Hr Total      | 0             | 0    | 0     | 15   | 0             | 0    | 0     | 21   | 0             | 0    | 0     | 28   | 0             | 0    | 0     | 32   | 96    |
| * BREAK *     |               |      |       |      |               |      |       |      |               |      |       |      |               |      |       |      |       |
| 15:30         | 0             | 0    | 0     | 0    | 0             | 0    | 0     | 0    | 0             | 0    | 0     | 0    | 0             | 0    | 0     | 0    | 0     |
| 15:45         | 0             | 0    | 0     | 0    | 0             | 0    | 0     | 0    | 0             | 0    | 0     | 0    | 0             | 0    | 0     | 0    | 0     |
| 16:00         | 0             | 0    | 0     | 8    | 0             | 0    | 0     | 7    | 0             | 0    | 0     | 6    | 0             | 0    | 0     | 13   | 34    |
| 16:15         | 0             | 0    | 0     | 7    | 0             | 0    | 0     | 6    | 0             | 0    | 0     | 2    | 0             | 0    | 0     | 3    | 18    |
| Hr Total      | 0             | 0    | 0     | 15   | 0             | 0    | 0     | 13   | 0             | 0    | 0     | 8    | 0             | 0    | 0     | 16   | 52    |
| 16:30         | 0             | 0    | 0     | 8    | 0             | 0    | 0     | 5    | 0             | 0    | 0     | 4    | 0             | 0    | 0     | 2    | 19    |
| 16:45         | 0             | 0    | 0     | 1    | 0             | 0    | 0     | 6    | 0             | 0    | 0     | 3    | 0             | 0    | 0     | 3    | 13    |
| 17:00         | 0             | 0    | 0     | 4    | 0             | 0    | 0     | 4    | 0             | 0    | 0     | 4    | 0             | 0    | 0     | 6    | 18    |
| 17:15         | 0             | 0    | 0     | 0    | 0             | 0    | 0     | 1    | 0             | 0    | 0     | 1    | 0             | 0    | 0     | 2    | 4     |
| Hr Total      | 0             | 0    | 0     | 13   | 0             | 0    | 0     | 16   | 0             | 0    | 0     | 12   | 0             | 0    | 0     | 13   | 54    |
| 17:30         | 0             | 0    | 0     | 2    | 0             | 0    | 0     | 5    | 0             | 0    | 0     | 2    | 0             | 0    | 0     | 2    | 11    |
| 17:45         | 0             | 0    | 0     | 1    | 0             | 0    | 0     | 0    | 0             | 0    | 0     | 1    | 0             | 0    | 0     | 1    | 3     |
| Hr Total      | 0             | 0    | 0     | 3    | 0             | 0    | 0     | 5    | 0             | 0    | 0     | 3    | 0             | 0    | 0     | 3    | 14    |
| *TOTAL*       | 0             | 0    | 0     | 58   | 0             | 0    | 0     | 69   | 0             | 0    | 0     | 70   | 0             | 0    | 0     | 86   | 283   |

↑  
North



Miami, Florida  
March 20 2014  
drawn by: Luis Palomino  
signalized

NW 5TH STREET & NW 1ST COURT  
 MIAMI, FLORIDA  
 COUNTED BY: MARISA CRUZ  
 NOT SIGNALIZED

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

Site Code : 00140065  
 Start Date: 03/20/14  
 File I.D. : 5STR\_1CT  
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ALL VEHICLES

| Date      | NW 1ST COURT<br>From North |      |      |       | NW 5TH STREET<br>From East |      |      |       | -----<br>From South |      |      |       | NW 5TH STREET<br>From West |      |      |       | Total |
|-----------|----------------------------|------|------|-------|----------------------------|------|------|-------|---------------------|------|------|-------|----------------------------|------|------|-------|-------|
|           | UTurn                      | Left | Thru | Right | UTurn                      | Left | Thru | Right | UTurn               | Left | Thru | Right | UTurn                      | Left | Thru | Right |       |
| 03/20/14  |                            |      |      |       |                            |      |      |       |                     |      |      |       |                            |      |      |       |       |
| 07:30     | 0                          | 4    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                   | 0    | 0    | 0     | 0                          | 8    | 242  | 0     | 254   |
| 07:45     | 0                          | 6    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                   | 0    | 0    | 0     | 0                          | 11   | 307  | 0     | 324   |
| 08:00     | 0                          | 3    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                   | 0    | 0    | 0     | 0                          | 6    | 323  | 0     | 332   |
| 08:15     | 1                          | 3    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                   | 0    | 0    | 0     | 0                          | 5    | 271  | 0     | 280   |
| Hr Total  | 1                          | 16   | 0    | 0     | 0                          | 0    | 0    | 0     | 0                   | 0    | 0    | 0     | 0                          | 30   | 1143 | 0     | 1190  |
| 08:30     | 1                          | 4    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                   | 0    | 0    | 0     | 0                          | 8    | 269  | 0     | 282   |
| 08:45     | 1                          | 2    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                   | 0    | 0    | 0     | 0                          | 4    | 288  | 0     | 295   |
| 09:00     | 2                          | 2    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                   | 0    | 0    | 0     | 0                          | 4    | 260  | 0     | 268   |
| 09:15     | 0                          | 5    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                   | 0    | 0    | 0     | 0                          | 3    | 283  | 0     | 291   |
| Hr Total  | 4                          | 13   | 0    | 0     | 0                          | 0    | 0    | 0     | 0                   | 0    | 0    | 0     | 0                          | 19   | 1100 | 0     | 1136  |
| * BREAK * |                            |      |      |       |                            |      |      |       |                     |      |      |       |                            |      |      |       |       |
| 15:30     | 0                          | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                   | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0     |
| 15:45     | 0                          | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                   | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0     |
| 16:00     | 0                          | 4    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                   | 0    | 0    | 0     | 0                          | 10   | 81   | 0     | 95    |
| 16:15     | 0                          | 5    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                   | 0    | 0    | 0     | 0                          | 11   | 99   | 0     | 115   |
| Hr Total  | 0                          | 9    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                   | 0    | 0    | 0     | 0                          | 21   | 180  | 0     | 210   |
| 16:30     | 0                          | 4    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                   | 0    | 0    | 0     | 0                          | 5    | 104  | 0     | 113   |
| 16:45     | 0                          | 2    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                   | 0    | 0    | 0     | 0                          | 4    | 110  | 0     | 116   |
| 17:00     | 0                          | 6    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                   | 0    | 0    | 0     | 0                          | 7    | 120  | 0     | 133   |
| 17:15     | 0                          | 3    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                   | 0    | 0    | 0     | 0                          | 6    | 129  | 0     | 138   |
| Hr Total  | 0                          | 15   | 0    | 0     | 0                          | 0    | 0    | 0     | 0                   | 0    | 0    | 0     | 0                          | 22   | 463  | 0     | 500   |
| 17:30     | 0                          | 2    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                   | 0    | 0    | 0     | 0                          | 3    | 131  | 0     | 136   |
| 17:45     | 0                          | 1    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                   | 0    | 0    | 0     | 0                          | 3    | 104  | 0     | 108   |
| Hr Total  | 0                          | 3    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                   | 0    | 0    | 0     | 0                          | 6    | 235  | 0     | 244   |
| *TOTAL*   | 5                          | 56   | 0    | 0     | 0                          | 0    | 0    | 0     | 0                   | 0    | 0    | 0     | 0                          | 98   | 3121 | 0     | 3280  |

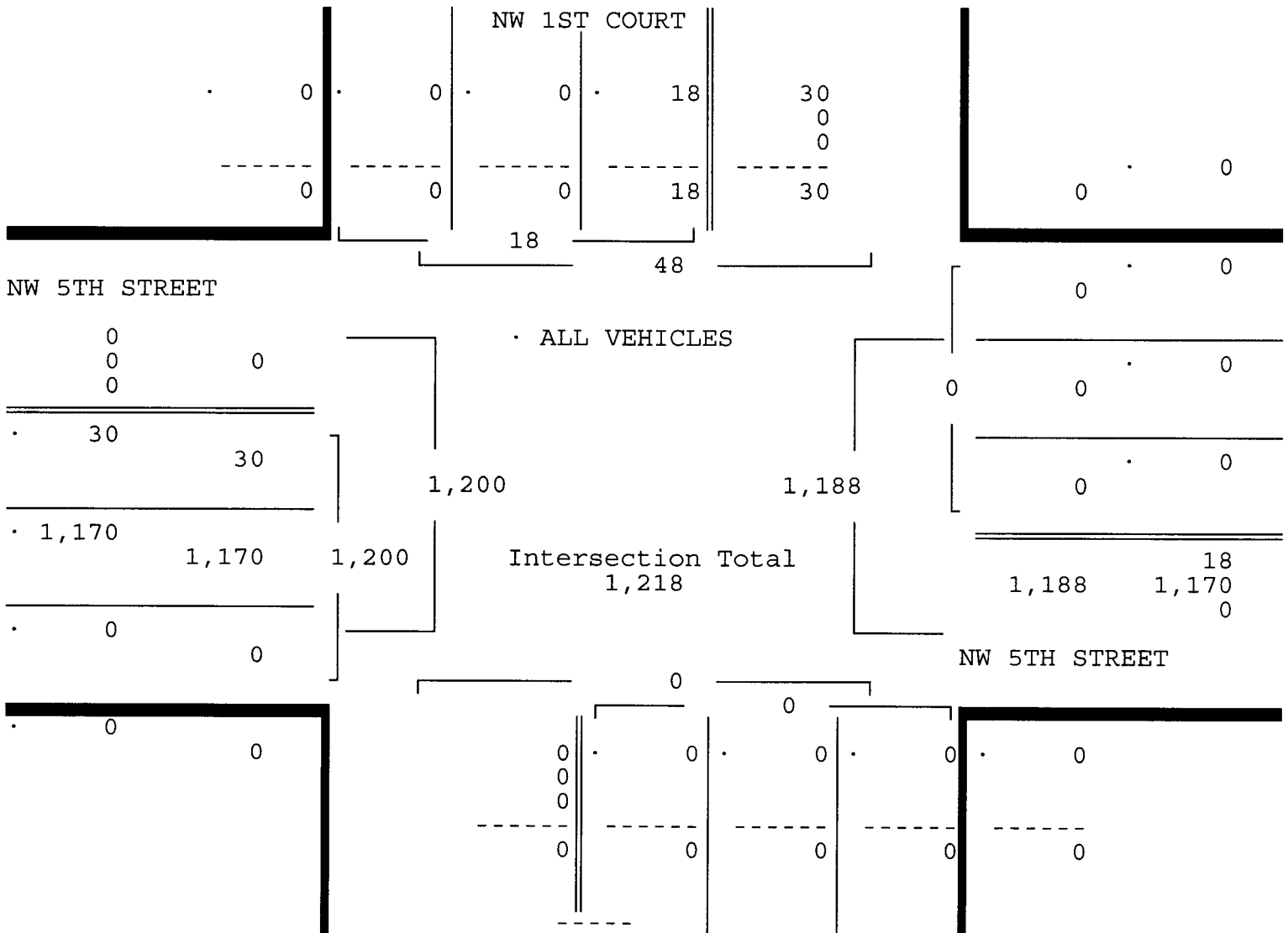
NW 5TH STREET & NW 1ST COURT  
 MIAMI, FLORIDA  
 COUNTED BY: MARISA CRUZ  
 NOT SIGNALIZED

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ALL VEHICLES

| NW 1ST COURT                                                                         |       |      |       | NW 5TH STREET |      |      |       | -----      |      |      |       | NW 5TH STREET |      |      |       |       |  |
|--------------------------------------------------------------------------------------|-------|------|-------|---------------|------|------|-------|------------|------|------|-------|---------------|------|------|-------|-------|--|
| From North                                                                           |       |      |       | From East     |      |      |       | From South |      |      |       | From West     |      |      |       |       |  |
| UTurn                                                                                | Left  | Thru | Right | UTurn         | Left | Thru | Right | UTurn      | Left | Thru | Right | UTurn         | Left | Thru | Right | Total |  |
| Date 03/20/14                                                                        |       |      |       |               |      |      |       |            |      |      |       |               |      |      |       |       |  |
| Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 03/20/14 |       |      |       |               |      |      |       |            |      |      |       |               |      |      |       |       |  |
| Peak start 07:45                                                                     |       |      |       | 07:45         |      |      |       | 07:45      |      |      |       | 07:45         |      |      |       |       |  |
| Volume                                                                               | 2     | 16   | 0     | 0             | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 0             | 30   | 1170 | 0     |       |  |
| Percent                                                                              | 11%   | 89%  | 0%    | 0%            | 0%   | 0%   | 0%    | 0%         | 0%   | 0%   | 0%    | 0%            | 2%   | 98%  | 0%    |       |  |
| Pk total                                                                             | 18    |      |       |               | 0    |      |       |            | 0    |      |       |               | 1200 |      |       |       |  |
| Highest                                                                              | 07:45 |      |       | 07:30         |      |      |       | 07:30      |      |      |       | 08:00         |      |      |       |       |  |
| Volume                                                                               | 0     | 6    | 0     | 0             | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 0             | 6    | 323  | 0     |       |  |
| Hi total                                                                             | 6     |      |       | 0             |      |      |       | 0          |      |      |       | 329           |      |      |       |       |  |
| PHF                                                                                  | .75   |      |       | .0            |      |      |       | .0         |      |      |       | .91           |      |      |       |       |  |



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ALL VEHICLES

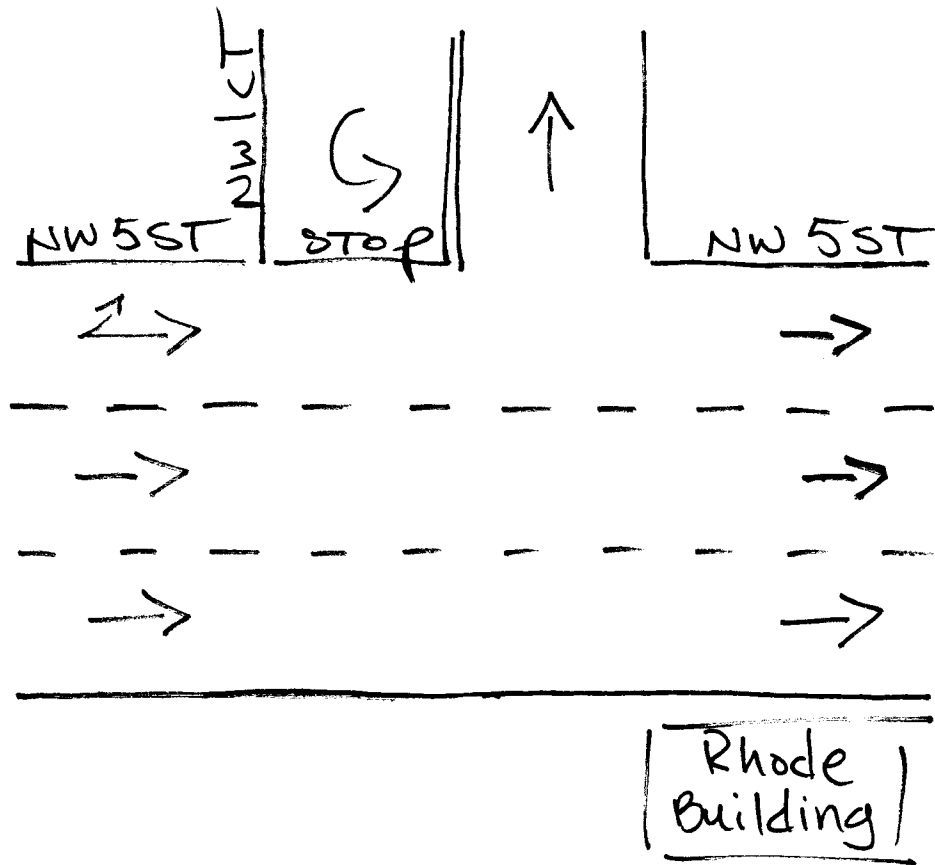
| NW 1ST COURT<br>From North                                                           |       |      |       |    | NW 5TH STREET<br>From East |      |      |       |    | -----<br>From South |      |      |       |    | NW 5TH STREET<br>From West |      |      |       |  |  |
|--------------------------------------------------------------------------------------|-------|------|-------|----|----------------------------|------|------|-------|----|---------------------|------|------|-------|----|----------------------------|------|------|-------|--|--|
| UTurn                                                                                | Left  | Thru | Right |    | UTurn                      | Left | Thru | Right |    | UTurn               | Left | Thru | Right |    | UTurn                      | Left | Thru | Right |  |  |
| Date 03/20/14 -----                                                                  |       |      |       |    |                            |      |      |       |    |                     |      |      |       |    |                            |      |      |       |  |  |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/20/14 |       |      |       |    |                            |      |      |       |    |                     |      |      |       |    |                            |      |      |       |  |  |
| Peak start 16:45                                                                     |       |      |       |    | 16:45                      |      |      |       |    | 16:45               |      |      |       |    | 16:45                      |      |      |       |  |  |
| Volume                                                                               | 0     | 13   | 0     | 0  | 0                          | 0    | 0    | 0     | 0  | 0                   | 0    | 0    | 0     | 0  | 0                          | 20   | 490  | 0     |  |  |
| Percent                                                                              | 0%    | 100% | 0%    | 0% | 0%                         | 0%   | 0%   | 0%    | 0% | 0%                  | 0%   | 0%   | 0%    | 0% | 0%                         | 4%   | 96%  | 0%    |  |  |
| Pk total                                                                             | 13    |      |       |    | 0                          |      |      |       |    | 0                   |      |      |       |    | 510                        |      |      |       |  |  |
| Highest                                                                              | 17:00 |      |       |    | 07:30                      |      |      |       |    | 07:30               |      |      |       |    | 17:15                      |      |      |       |  |  |
| Volume                                                                               | 0     | 6    | 0     | 0  | 0                          | 0    | 0    | 0     | 0  | 0                   | 0    | 0    | 0     | 0  | 0                          | 6    | 129  | 0     |  |  |
| Hi total                                                                             | 6     |      |       |    | 0                          |      |      |       |    | 0                   |      |      |       |    | 135                        |      |      |       |  |  |
| PHF                                                                                  | .54   |      |       |    | .0                         |      |      |       |    | .0                  |      |      |       |    | .94                        |      |      |       |  |  |



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Page : 1

[illegible]

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North



Miami, Florida  
March 20, 2014  
drawn by: Luis Palomino  
NOT signalized

NW 5TH STREET & NW 1ST AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: ISIDRO GONZALEZ  
 SIGNALIZED

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

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 Page : 1

ALL VEHICLES

| Date 03/20/14 | NW 1ST AVENUE<br>From North |      |      |       | NW 5TH STREET<br>From East |      |      |       | NW 1ST AVENUE<br>From South |      |      |       | NW 5TH STREET<br>From West |      |      |       | Total |
|---------------|-----------------------------|------|------|-------|----------------------------|------|------|-------|-----------------------------|------|------|-------|----------------------------|------|------|-------|-------|
|               | UTurn                       | Left | Thru | Right | UTurn                      | Left | Thru | Right | UTurn                       | Left | Thru | Right | UTurn                      | Left | Thru | Right |       |
| 07:30         | 0                           | 4    | 7    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 16   | 11    | 0                          | 36   | 166  | 35    | 275   |
| 07:45         | 0                           | 4    | 17   | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 15   | 9     | 0                          | 52   | 221  | 38    | 356   |
| 08:00         | 0                           | 6    | 15   | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 27   | 11    | 0                          | 33   | 247  | 46    | 385   |
| 08:15         | 0                           | 8    | 22   | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 16   | 18    | 0                          | 33   | 204  | 30    | 331   |
| Hr Total      | 0                           | 22   | 61   | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 74   | 49    | 0                          | 154  | 838  | 149   | 1347  |
| 08:30         | 0                           | 5    | 32   | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 13   | 11    | 0                          | 30   | 204  | 38    | 333   |
| 08:45         | 0                           | 4    | 33   | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 22   | 14    | 0                          | 20   | 215  | 53    | 361   |
| 09:00         | 0                           | 8    | 22   | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 21   | 11    | 0                          | 19   | 194  | 42    | 317   |
| 09:15         | 0                           | 5    | 22   | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 14   | 8     | 0                          | 21   | 229  | 42    | 341   |
| Hr Total      | 0                           | 22   | 109  | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 70   | 44    | 0                          | 90   | 842  | 175   | 1352  |
| * BREAK *     |                             |      |      |       |                            |      |      |       |                             |      |      |       |                            |      |      |       |       |
| 15:30         | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0     |
| 15:45         | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0     |
| 16:00         | 0                           | 1    | 13   | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 45   | 20    | 0                          | 10   | 72   | 6     | 167   |
| 16:15         | 0                           | 0    | 9    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 18   | 25    | 0                          | 12   | 86   | 12    | 162   |
| Hr Total      | 0                           | 1    | 22   | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 63   | 45    | 0                          | 22   | 158  | 18    | 329   |
| 16:30         | 0                           | 4    | 10   | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 50   | 24    | 0                          | 14   | 84   | 23    | 209   |
| 16:45         | 0                           | 3    | 9    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 45   | 19    | 0                          | 10   | 95   | 13    | 194   |
| 17:00         | 0                           | 4    | 9    | 0     | 0                          | 0    | 0    | 0     | 1                           | 0    | 30   | 33    | 0                          | 16   | 111  | 16    | 220   |
| 17:15         | 0                           | 4    | 6    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 45   | 28    | 0                          | 13   | 114  | 14    | 224   |
| Hr Total      | 0                           | 15   | 34   | 0     | 0                          | 0    | 0    | 0     | 1                           | 0    | 170  | 104   | 0                          | 53   | 404  | 66    | 847   |
| 17:30         | 0                           | 4    | 10   | 0     | 0                          | 0    | 0    | 0     | 1                           | 0    | 41   | 20    | 0                          | 12   | 127  | 4     | 219   |
| 17:45         | 1                           | 3    | 10   | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 31   | 15    | 0                          | 9    | 97   | 7     | 173   |
| Hr Total      | 1                           | 7    | 20   | 0     | 0                          | 0    | 0    | 0     | 1                           | 0    | 72   | 35    | 0                          | 21   | 224  | 11    | 392   |
| *TOTAL*       | 1                           | 67   | 246  | 0     | 0                          | 0    | 0    | 0     | 2                           | 0    | 449  | 277   | 0                          | 340  | 2466 | 419   | 4267  |

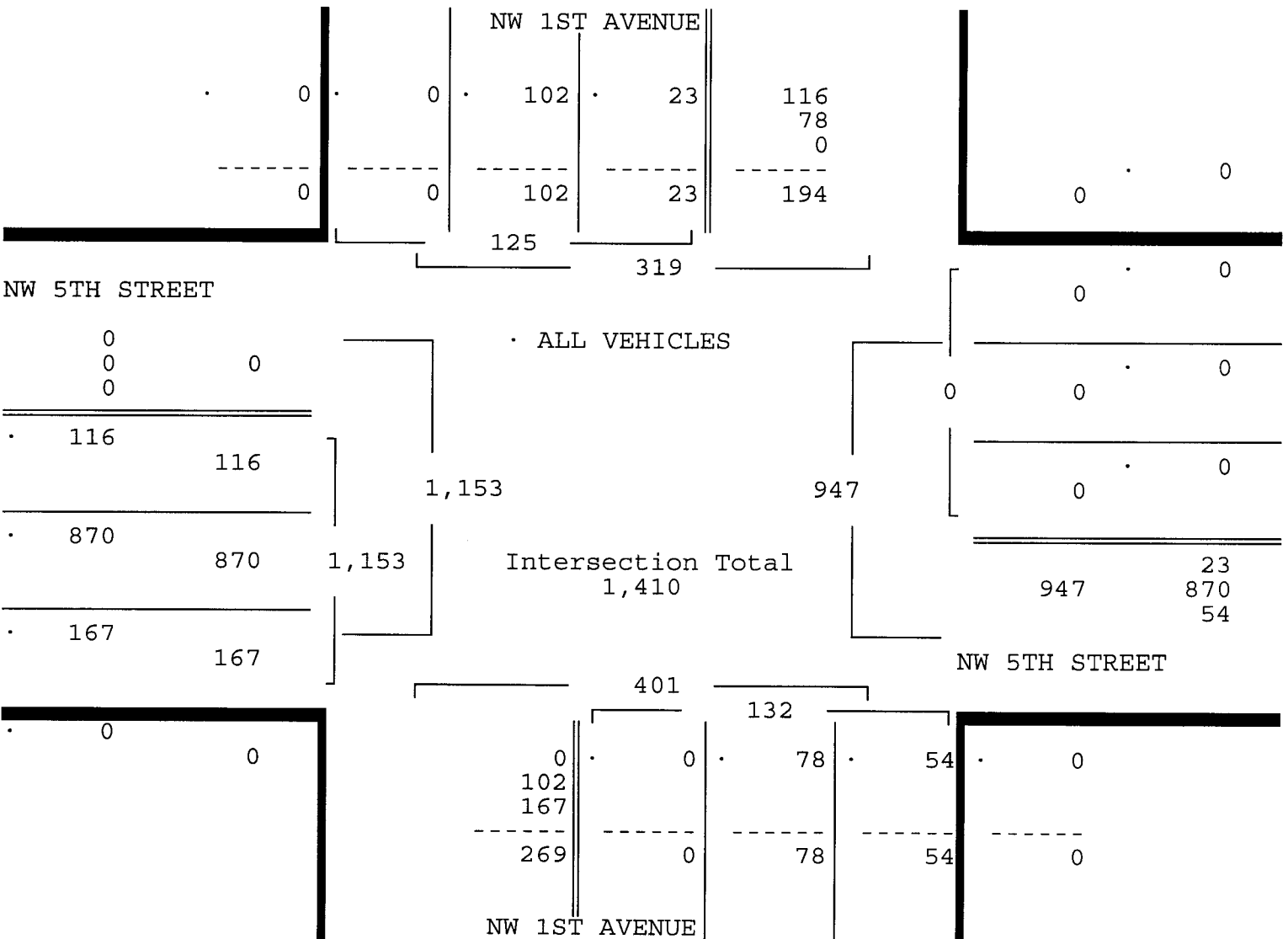
NW 5TH STREET & NW 1ST AVENUE  
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ALL VEHICLES

| NW 1ST AVENUE                                                                        |       |      |       |    | NW 5TH STREET |      |      |       |  | NW 1ST AVENUE |       |      |       |  | NW 5TH STREET |      |       |       |  | Total |  |  |
|--------------------------------------------------------------------------------------|-------|------|-------|----|---------------|------|------|-------|--|---------------|-------|------|-------|--|---------------|------|-------|-------|--|-------|--|--|
| From North                                                                           |       |      |       |    | From East     |      |      |       |  | From South    |       |      |       |  | From West     |      |       |       |  |       |  |  |
|                                                                                      |       |      |       |    |               |      |      |       |  |               |       |      |       |  |               |      |       |       |  |       |  |  |
| UTurn                                                                                | Left  | Thru | Right |    | UTurn         | Left | Thru | Right |  | UTurn         | Left  | Thru | Right |  | UTurn         | Left | Thru  | Right |  |       |  |  |
| Date 03/20/14                                                                        |       |      |       |    |               |      |      |       |  |               |       |      |       |  |               |      |       |       |  |       |  |  |
| Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 03/20/14 |       |      |       |    |               |      |      |       |  |               |       |      |       |  |               |      |       |       |  |       |  |  |
| Peak start 08:00                                                                     |       |      |       |    | 08:00         |      |      |       |  | 08:00         |       |      |       |  | 08:00         |      |       |       |  |       |  |  |
| Volume                                                                               | 0     | 23   | 102   | 0  | 0             | 0    | 0    | 0     |  | 0             | 0     | 78   | 54    |  | 0             | 116  | 870   | 167   |  |       |  |  |
| Percent                                                                              | 0%    | 18%  | 82%   | 0% | 0%            | 0%   | 0%   | 0%    |  | 0%            | 0%    | 59%  | 41%   |  | 0%            | 10%  | 75%   | 14%   |  |       |  |  |
| Pk total                                                                             | 125   |      |       |    | 0             |      |      |       |  |               | 132   |      |       |  |               |      | 1153  |       |  |       |  |  |
| Highest                                                                              | 08:30 |      |       |    | 07:30         |      |      |       |  |               | 08:00 |      |       |  |               |      | 08:00 |       |  |       |  |  |
| Volume                                                                               | 0     | 5    | 32    | 0  | 0             | 0    | 0    | 0     |  | 0             | 0     | 27   | 11    |  | 0             | 33   | 247   | 46    |  |       |  |  |
| Hi total                                                                             | 37    |      |       |    | 0             |      |      |       |  |               | 38    |      |       |  |               |      | 326   |       |  |       |  |  |
| PHF                                                                                  | .84   |      |       |    | .0            |      |      |       |  |               | .87   |      |       |  |               |      | .88   |       |  |       |  |  |



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ALL VEHICLES

| NW 1ST AVENUE<br>From North                                                          |       |     |     |    | NW 5TH STREET<br>From East  |    |    |    |    | NW 1ST AVENUE<br>From South |     |     |    |    | NW 5TH STREET<br>From West  |    |  |  |  |       |
|--------------------------------------------------------------------------------------|-------|-----|-----|----|-----------------------------|----|----|----|----|-----------------------------|-----|-----|----|----|-----------------------------|----|--|--|--|-------|
| UTurn   Left   Thru   Right                                                          |       |     |     |    | UTurn   Left   Thru   Right |    |    |    |    | UTurn   Left   Thru   Right |     |     |    |    | UTurn   Left   Thru   Right |    |  |  |  |       |
| Date 03/20/14                                                                        |       |     |     |    |                             |    |    |    |    |                             |     |     |    |    |                             |    |  |  |  | Total |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/20/14 |       |     |     |    |                             |    |    |    |    |                             |     |     |    |    |                             |    |  |  |  |       |
| Peak start 16:45                                                                     |       |     |     |    | 16:45                       |    |    |    |    | 16:45                       |     |     |    |    | 16:45                       |    |  |  |  |       |
| Volume                                                                               | 0     | 15  | 34  | 0  | 0                           | 0  | 0  | 0  | 2  | 0                           | 161 | 100 | 0  | 51 | 447                         | 47 |  |  |  |       |
| Percent                                                                              | 0%    | 31% | 69% | 0% | 0%                          | 0% | 0% | 0% | 1% | 0%                          | 61% | 38% | 0% | 9% | 82%                         | 9% |  |  |  |       |
| Pk total                                                                             | 49    |     |     |    | 0                           |    |    |    |    | 263                         |     |     |    |    | 545                         |    |  |  |  |       |
| Highest                                                                              | 17:30 |     |     |    | 07:30                       |    |    |    |    | 17:15                       |     |     |    |    | 17:00                       |    |  |  |  |       |
| Volume                                                                               | 0     | 4   | 10  | 0  | 0                           | 0  | 0  | 0  | 0  | 0                           | 45  | 28  | 0  | 16 | 111                         | 16 |  |  |  |       |
| Hi total                                                                             | 14    |     |     |    | 0                           |    |    |    |    | 73                          |     |     |    |    | 143                         |    |  |  |  |       |
| PHF                                                                                  | .88   |     |     |    | .0                          |    |    |    |    | .90                         |     |     |    |    | .95                         |    |  |  |  |       |



NW 5TH STREET & NW 1ST AVENUE  
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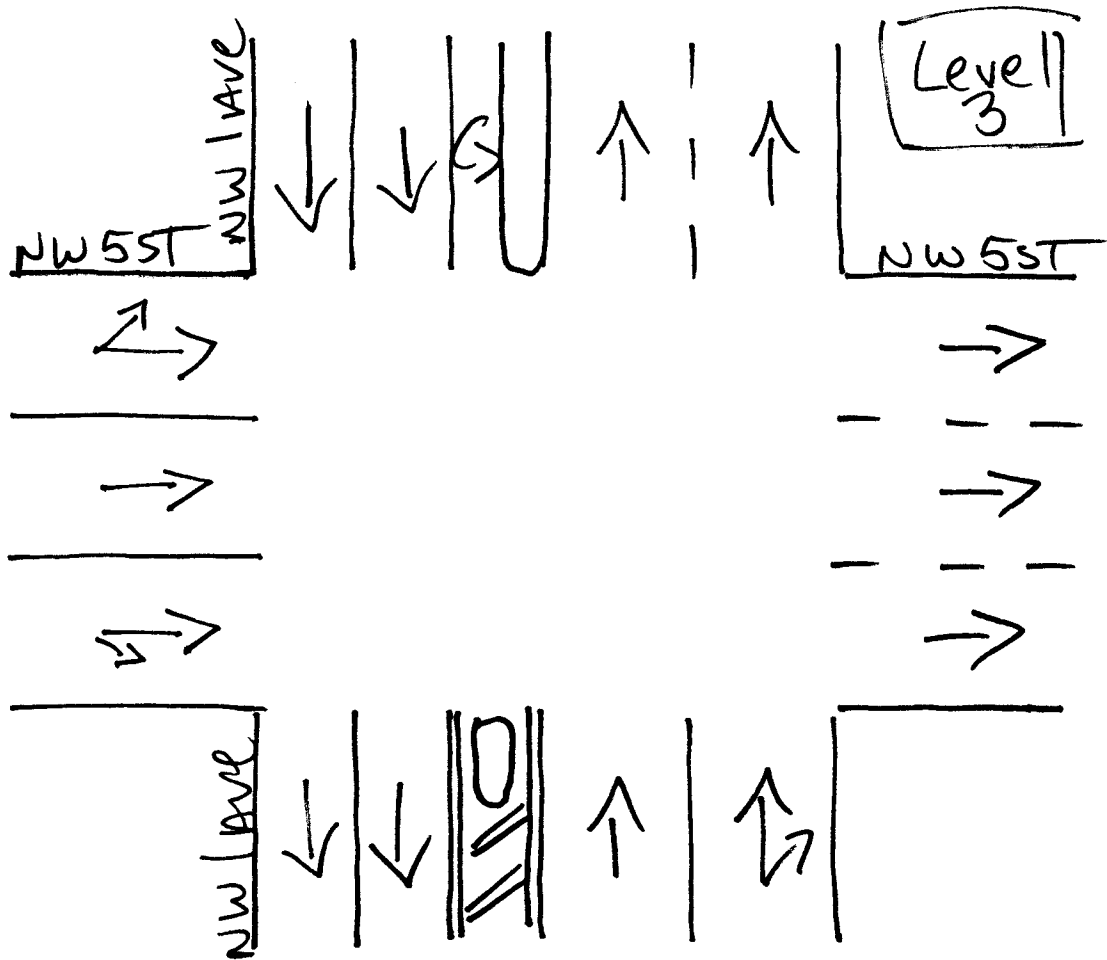
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 624 Gardenia Terrace  
 Delray Beach, Florida 33444  
 Phone (561) 272-3255

Site Code : 00140065  
 Start Date: 03/20/14  
 File I.D. : 5ST\_1AVE  
 Page : 1

PEDESTRIANS

| Date 03/20/14 | NW 1ST AVENUE<br>From North |      |       |      | NW 5TH STREET<br>From East |      |       |      | NW 1ST AVENUE<br>From South |      |       |      | NW 5TH STREET<br>From West |      |       |      | Total |
|---------------|-----------------------------|------|-------|------|----------------------------|------|-------|------|-----------------------------|------|-------|------|----------------------------|------|-------|------|-------|
|               | Left                        | Thru | Right | Peds | Left                       | Thru | Right | Peds | Left                        | Thru | Right | Peds | Left                       | Thru | Right | Peds |       |
| 07:30         | 0                           | 0    | 0     | 6    | 0                          | 0    | 0     | 9    | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 0    | 17    |
| 07:45         | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 10   | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 7    | 18    |
| 08:00         | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 6    | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 8    | 17    |
| 08:15         | 0                           | 0    | 0     | 4    | 0                          | 0    | 0     | 3    | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 7    | 15    |
| Hr Total      | 0                           | 0    | 0     | 12   | 0                          | 0    | 0     | 28   | 0                           | 0    | 0     | 5    | 0                          | 0    | 0     | 22   | 67    |
| 08:30         | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 2    | 0                           | 0    | 0     | 6    | 0                          | 0    | 0     | 10   | 19    |
| 08:45         | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 2    | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 11   | 17    |
| 09:00         | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 2    | 0                           | 0    | 0     | 5    | 0                          | 0    | 0     | 11   | 18    |
| 09:15         | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 3    | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 10   | 15    |
| Hr Total      | 0                           | 0    | 0     | 4    | 0                          | 0    | 0     | 9    | 0                           | 0    | 0     | 14   | 0                          | 0    | 0     | 42   | 69    |
| * BREAK *     |                             |      |       |      |                            |      |       |      |                             |      |       |      |                            |      |       |      |       |
| 15:30         | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0     |
| 15:45         | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0     |
| 16:00         | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 1    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 14   | 18    |
| 16:15         | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 3    | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 4    | 9     |
| Hr Total      | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 4    | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 18   | 27    |
| 16:30         | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 2    | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 8    | 13    |
| 16:45         | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 2    | 0                           | 0    | 0     | 4    | 0                          | 0    | 0     | 5    | 11    |
| 17:00         | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 3    | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 10   | 15    |
| 17:15         | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 1    | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 24   | 27    |
| Hr Total      | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 8    | 0                           | 0    | 0     | 11   | 0                          | 0    | 0     | 47   | 66    |
| 17:30         | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 6    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 11   | 17    |
| 17:45         | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 4    | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 15   | 21    |
| Hr Total      | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 10   | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 26   | 38    |
| *TOTAL*       | 0                           | 0    | 0     | 19   | 0                          | 0    | 0     | 59   | 0                           | 0    | 0     | 34   | 0                          | 0    | 0     | 155  | 267   |

North ↑



Miami, Florida  
March 20, 2014  
drawn by: Luis Palomino  
signalized

NW 4TH STREET & NW 2ND AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: AMBER PALOMINO  
 NOT SIGNALIZED

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

Site Code : 00140065  
 Start Date: 03/20/14  
 File I.D. : 4STR\_2AV  
 Page : 1

ALL VEHICLES

| NW 2ND AVENUE<br>From North |      |      |       |   | NW 4TH STREET<br>From East |      |      |       | NW 2ND AVENUE<br>From South |       |      |      | -----<br>From West |  |       |      |      |       |       |
|-----------------------------|------|------|-------|---|----------------------------|------|------|-------|-----------------------------|-------|------|------|--------------------|--|-------|------|------|-------|-------|
| UTurn                       | Left | Thru | Right |   | UTurn                      | Left | Thru | Right |                             | UTurn | Left | Thru | Right              |  | UTurn | Left | Thru | Right | Total |
| Date 03/20/14               |      |      |       |   |                            |      |      |       |                             |       |      |      |                    |  |       |      |      |       |       |
| 07:30                       | 0    | 23   | 63    | 0 | 0                          | 4    | 0    | 3     |                             | 0     | 0    | 76   | 21                 |  | 0     | 0    | 0    | 0     | 190   |
| 07:45                       | 0    | 24   | 98    | 0 | 0                          | 0    | 0    | 1     |                             | 0     | 0    | 82   | 15                 |  | 0     | 0    | 0    | 0     | 220   |
| 08:00                       | 2    | 18   | 75    | 0 | 0                          | 2    | 0    | 0     |                             | 0     | 0    | 83   | 12                 |  | 0     | 0    | 0    | 0     | 192   |
| 08:15                       | 1    | 14   | 66    | 0 | 0                          | 1    | 0    | 3     |                             | 0     | 0    | 81   | 14                 |  | 0     | 0    | 0    | 0     | 180   |
| Hr Total                    | 3    | 79   | 302   | 0 | 0                          | 7    | 0    | 7     |                             | 0     | 0    | 322  | 62                 |  | 0     | 0    | 0    | 0     | 782   |
|                             |      |      |       |   |                            |      |      |       |                             |       |      |      |                    |  |       |      |      |       |       |
| 08:30                       | 1    | 21   | 74    | 0 | 0                          | 2    | 0    | 0     |                             | 0     | 0    | 77   | 8                  |  | 0     | 0    | 0    | 0     | 183   |
| 08:45                       | 0    | 32   | 85    | 0 | 0                          | 3    | 0    | 5     |                             | 0     | 0    | 68   | 12                 |  | 0     | 0    | 0    | 0     | 205   |
| 09:00                       | 1    | 19   | 81    | 0 | 0                          | 3    | 0    | 3     |                             | 0     | 0    | 89   | 11                 |  | 0     | 0    | 0    | 0     | 207   |
| 09:15                       | 1    | 18   | 64    | 0 | 0                          | 0    | 0    | 2     |                             | 0     | 0    | 82   | 9                  |  | 0     | 0    | 0    | 0     | 176   |
| Hr Total                    | 3    | 90   | 304   | 0 | 0                          | 8    | 0    | 10    |                             | 0     | 0    | 316  | 40                 |  | 0     | 0    | 0    | 0     | 771   |
|                             |      |      |       |   |                            |      |      |       |                             |       |      |      |                    |  |       |      |      |       |       |
| ----- * BREAK *             |      |      |       |   |                            |      |      |       |                             |       |      |      |                    |  |       |      |      |       |       |
|                             |      |      |       |   |                            |      |      |       |                             |       |      |      |                    |  |       |      |      |       |       |
| 15:30                       | 0    | 0    | 0     | 0 | 0                          | 0    | 0    | 0     |                             | 0     | 0    | 0    | 0                  |  | 0     | 0    | 0    | 0     | 0     |
| 15:45                       | 0    | 0    | 0     | 0 | 0                          | 0    | 0    | 0     |                             | 0     | 0    | 0    | 0                  |  | 0     | 0    | 0    | 0     | 0     |
| 16:00                       | 0    | 3    | 47    | 0 | 0                          | 12   | 0    | 13    |                             | 0     | 0    | 87   | 0                  |  | 0     | 0    | 0    | 0     | 162   |
| 16:15                       | 0    | 1    | 35    | 0 | 0                          | 5    | 0    | 14    |                             | 0     | 0    | 90   | 1                  |  | 0     | 0    | 0    | 0     | 146   |
| Hr Total                    | 0    | 4    | 82    | 0 | 0                          | 17   | 0    | 27    |                             | 0     | 0    | 177  | 1                  |  | 0     | 0    | 0    | 0     | 308   |
|                             |      |      |       |   |                            |      |      |       |                             |       |      |      |                    |  |       |      |      |       |       |
| 16:30                       | 0    | 2    | 49    | 0 | 0                          | 17   | 0    | 22    |                             | 0     | 0    | 118  | 0                  |  | 0     | 0    | 0    | 0     | 208   |
| 16:45                       | 0    | 6    | 46    | 0 | 0                          | 11   | 0    | 13    |                             | 1     | 0    | 116  | 0                  |  | 0     | 0    | 0    | 0     | 193   |
| 17:00                       | 1    | 0    | 69    | 0 | 0                          | 14   | 0    | 24    |                             | 0     | 0    | 126  | 1                  |  | 0     | 0    | 0    | 0     | 235   |
| 17:15                       | 0    | 1    | 49    | 0 | 0                          | 13   | 0    | 12    |                             | 0     | 0    | 141  | 3                  |  | 0     | 0    | 0    | 0     | 219   |
| Hr Total                    | 1    | 9    | 213   | 0 | 0                          | 55   | 0    | 71    |                             | 1     | 0    | 501  | 4                  |  | 0     | 0    | 0    | 0     | 855   |
|                             |      |      |       |   |                            |      |      |       |                             |       |      |      |                    |  |       |      |      |       |       |
| 17:30                       | 0    | 1    | 36    | 0 | 0                          | 10   | 0    | 7     |                             | 0     | 0    | 121  | 0                  |  | 0     | 0    | 0    | 0     | 175   |
| 17:45                       | 0    | 1    | 39    | 0 | 0                          | 7    | 0    | 6     |                             | 0     | 0    | 97   | 0                  |  | 0     | 0    | 0    | 0     | 150   |
| Hr Total                    | 0    | 2    | 75    | 0 | 0                          | 17   | 0    | 13    |                             | 0     | 0    | 218  | 0                  |  | 0     | 0    | 0    | 0     | 325   |
|                             |      |      |       |   |                            |      |      |       |                             |       |      |      |                    |  |       |      |      |       |       |
| *TOTAL*                     | 7    | 184  | 976   | 0 | 0                          | 104  | 0    | 128   |                             | 1     | 0    | 1534 | 107                |  | 0     | 0    | 0    | 0     | 3041  |

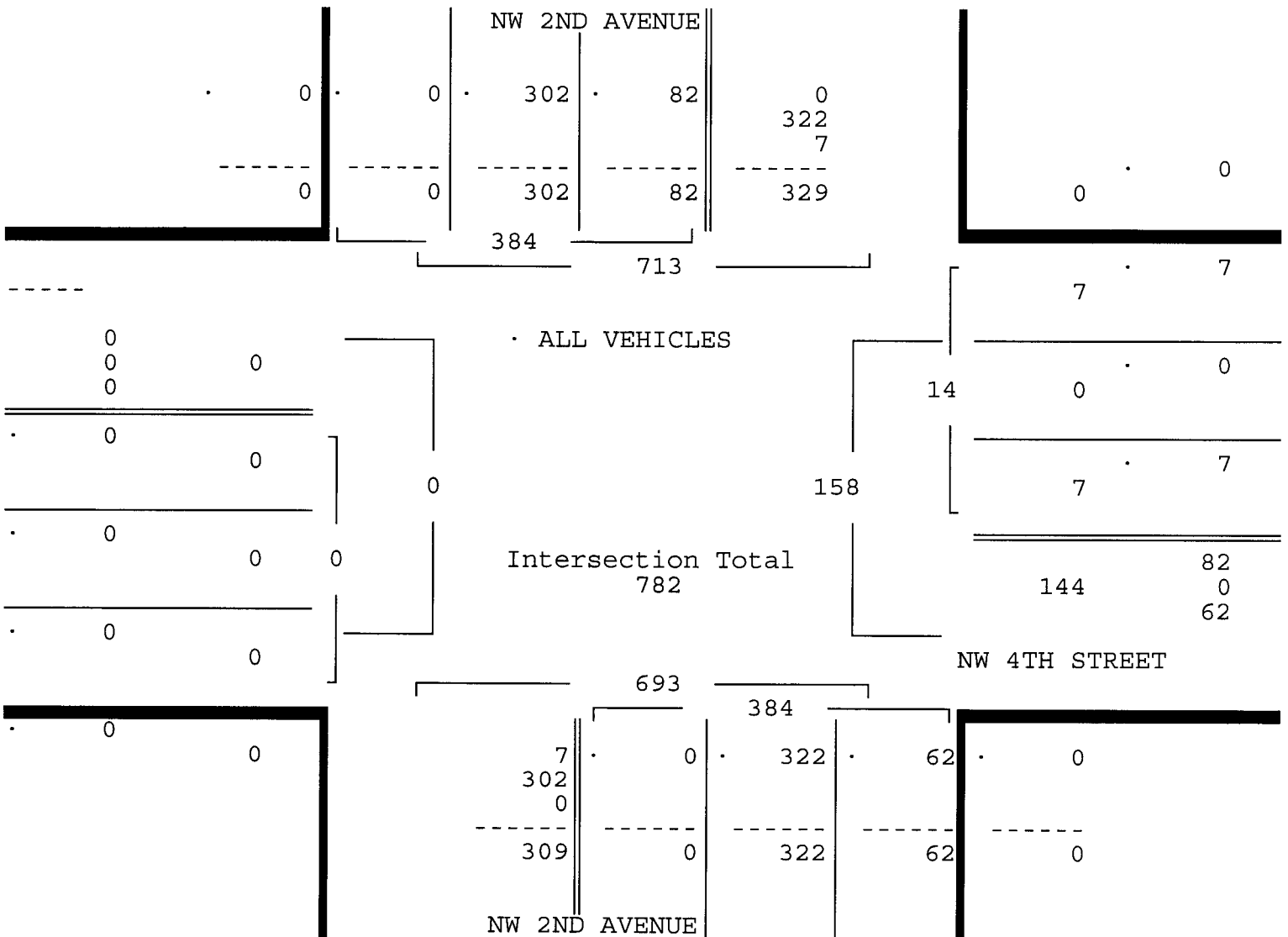
NW 4TH STREET & NW 2ND AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: AMBER PALOMINO  
 NOT SIGNALIZED

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

Site Code : 00140065  
 Start Date: 03/20/14  
 File I.D. : 4STR\_2AV  
 Page : 2

ALL VEHICLES

| NW 2ND AVENUE                                                                        |       |      |       |    | NW 4TH STREET |      |      |       |  | NW 2ND AVENUE |      |      |       |  | -----     |      |      |       |  | Total |
|--------------------------------------------------------------------------------------|-------|------|-------|----|---------------|------|------|-------|--|---------------|------|------|-------|--|-----------|------|------|-------|--|-------|
| From North                                                                           |       |      |       |    | From East     |      |      |       |  | From South    |      |      |       |  | From West |      |      |       |  |       |
| UTurn                                                                                | Left  | Thru | Right |    | UTurn         | Left | Thru | Right |  | UTurn         | Left | Thru | Right |  | UTurn     | Left | Thru | Right |  |       |
| Date 03/20/14 -----                                                                  |       |      |       |    |               |      |      |       |  |               |      |      |       |  |           |      |      |       |  |       |
| Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 03/20/14 |       |      |       |    |               |      |      |       |  |               |      |      |       |  |           |      |      |       |  |       |
| Peak start 07:30                                                                     |       |      |       |    | 07:30         |      |      |       |  | 07:30         |      |      |       |  | 07:30     |      |      |       |  |       |
| Volume                                                                               | 3     | 79   | 302   | 0  | 0             | 7    | 0    | 7     |  | 0             | 0    | 322  | 62    |  | 0         | 0    | 0    | 0     |  |       |
| Percent                                                                              | 1%    | 21%  | 79%   | 0% | 0%            | 50%  | 0%   | 50%   |  | 0%            | 0%   | 84%  | 16%   |  | 0%        | 0%   | 0%   | 0%    |  |       |
| Pk total                                                                             | 384   |      |       |    | 14            |      |      |       |  | 384           |      |      |       |  | 0         |      |      |       |  |       |
| Highest                                                                              | 07:45 |      |       |    | 07:30         |      |      |       |  | 07:30         |      |      |       |  | 07:30     |      |      |       |  |       |
| Volume                                                                               | 0     | 24   | 98    | 0  | 0             | 4    | 0    | 3     |  | 0             | 0    | 76   | 21    |  | 0         | 0    | 0    | 0     |  |       |
| Hi total                                                                             | 122   |      |       |    | 7             |      |      |       |  | 97            |      |      |       |  | 0         |      |      |       |  |       |
| PHF                                                                                  | .79   |      |       |    | .50           |      |      |       |  | .99           |      |      |       |  | .0        |      |      |       |  |       |



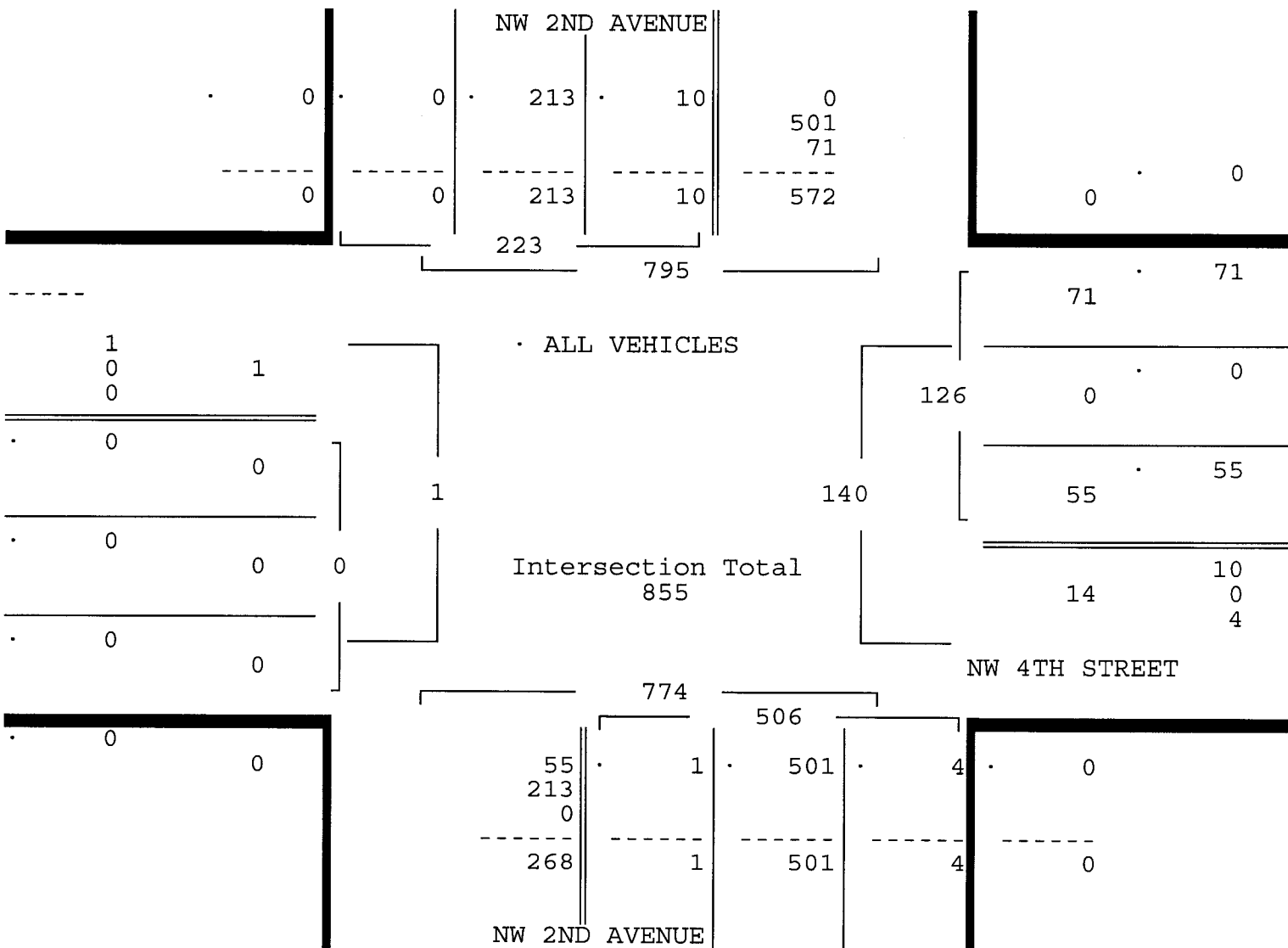
NW 4TH STREET & NW 2ND AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: AMBER PALOMINO  
 NOT SIGNALIZED

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

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 File I.D. : 4STR\_2AV  
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ALL VEHICLES

| NW 2ND AVENUE                                                                        |       |      |       | NW 4TH STREET |       |      |       | NW 2ND AVENUE |       |      |       | -----     |       |      |       | Total |
|--------------------------------------------------------------------------------------|-------|------|-------|---------------|-------|------|-------|---------------|-------|------|-------|-----------|-------|------|-------|-------|
| From North                                                                           |       |      |       | From East     |       |      |       | From South    |       |      |       | From West |       |      |       |       |
|                                                                                      |       |      |       |               |       |      |       |               |       |      |       |           |       |      |       |       |
| UTurn                                                                                | Left  | Thru | Right | UTurn         | Left  | Thru | Right | UTurn         | Left  | Thru | Right | UTurn     | Left  | Thru | Right |       |
| Date 03/20/14 -----                                                                  |       |      |       |               |       |      |       |               |       |      |       |           |       |      |       |       |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/20/14 |       |      |       |               |       |      |       |               |       |      |       |           |       |      |       |       |
| Peak start 16:30                                                                     |       |      |       | 16:30         |       |      |       | 16:30         |       |      |       | 16:30     |       |      |       |       |
| Volume                                                                               | 1     | 9    | 213   | 0             | 0     | 55   | 0     | 71            | 1     | 0    | 501   | 4         | 0     | 0    | 0     | 0     |
| Percent                                                                              | 0%    | 4%   | 96%   | 0%            | 0%    | 44%  | 0%    | 56%           | 0%    | 0%   | 99%   | 1%        | 0%    | 0%   | 0%    | 0%    |
| Pk total                                                                             | 223   |      |       |               | 126   |      |       |               | 506   |      |       |           | 0     |      |       |       |
| Highest                                                                              | 17:00 |      |       |               | 16:30 |      |       |               | 17:15 |      |       |           | 07:30 |      |       |       |
| Volume                                                                               | 1     | 0    | 69    | 0             | 0     | 17   | 0     | 22            | 0     | 0    | 141   | 3         | 0     | 0    | 0     | 0     |
| Hi total                                                                             | 70    |      |       |               | 39    |      |       |               | 144   |      |       |           | 0     |      |       |       |
| PHF                                                                                  | .80   |      |       |               | .81   |      |       |               | .88   |      |       |           | .0    |      |       |       |



NW 4TH STREET & NW 2ND AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: AMBER PALOMINO  
 NOT SIGNALIZED

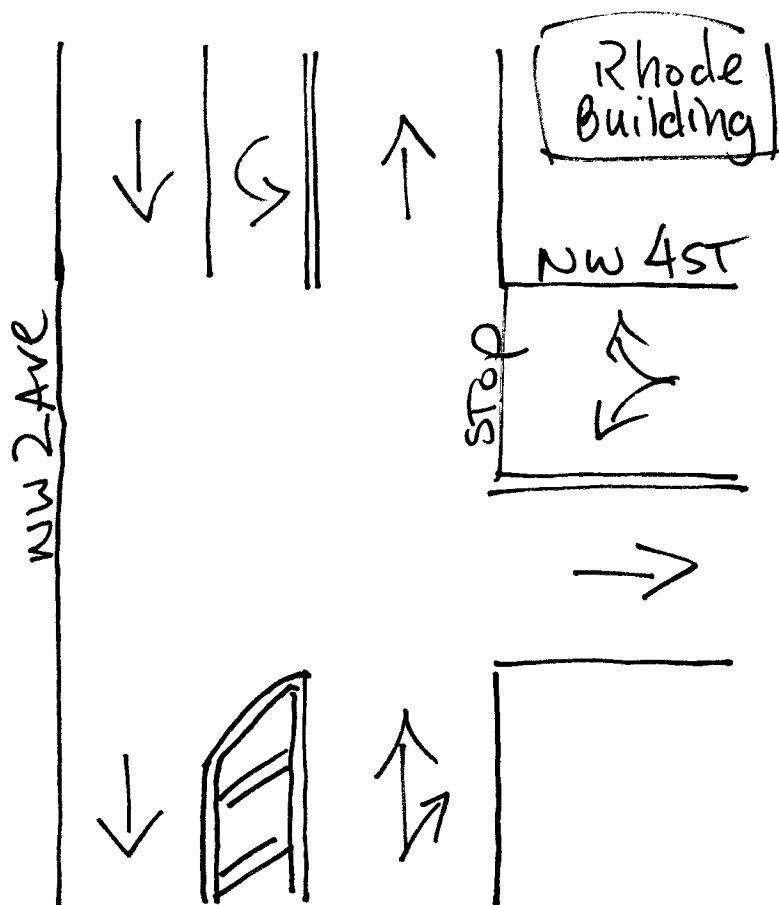
Traffic Survey Specialists, Inc.  
 624 Gardenia Terrace  
 Delray Beach, Florida 33444  
 Phone (561) 272-3255

Site Code : 00140065  
 Start Date: 03/20/14  
 File I.D. : 4STR\_2AV  
 Page : 1

PEDESTRIANS

| Date 03/20/14         | NW 2ND AVENUE<br>From North |      |       |      | NW 4TH STREET<br>From East |      |       |      | NW 2ND AVENUE<br>From South |      |       |      | -----<br>From West |      |       |      | Total |
|-----------------------|-----------------------------|------|-------|------|----------------------------|------|-------|------|-----------------------------|------|-------|------|--------------------|------|-------|------|-------|
|                       | Left                        | Thru | Right | Peds | Left                       | Thru | Right | Peds | Left                        | Thru | Right | Peds | Left               | Thru | Right | Peds |       |
| 07:30                 | 0                           | 0    | 0     | 4    | 0                          | 0    | 0     | 11   | 0                           | 0    | 0     | 0    | 0                  | 0    | 0     | 0    | 15    |
| 07:45                 | 0                           | 0    | 0     | 4    | 0                          | 0    | 0     | 8    | 0                           | 0    | 0     | 5    | 0                  | 0    | 0     | 0    | 17    |
| 08:00                 | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 10   | 0                           | 0    | 0     | 0    | 0                  | 0    | 0     | 0    | 12    |
| 08:15                 | 0                           | 0    | 0     | 6    | 0                          | 0    | 0     | 9    | 0                           | 0    | 0     | 0    | 0                  | 0    | 0     | 0    | 15    |
| Hr Total              | 0                           | 0    | 0     | 16   | 0                          | 0    | 0     | 38   | 0                           | 0    | 0     | 5    | 0                  | 0    | 0     | 0    | 59    |
| 08:30                 | 0                           | 0    | 0     | 5    | 0                          | 0    | 0     | 15   | 0                           | 0    | 0     | 1    | 0                  | 0    | 0     | 0    | 21    |
| 08:45                 | 0                           | 0    | 0     | 10   | 0                          | 0    | 0     | 7    | 0                           | 0    | 0     | 1    | 0                  | 0    | 0     | 0    | 18    |
| 09:00                 | 0                           | 0    | 0     | 5    | 0                          | 0    | 0     | 10   | 0                           | 0    | 0     | 1    | 0                  | 0    | 0     | 0    | 16    |
| 09:15                 | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 11   | 0                           | 0    | 0     | 2    | 0                  | 0    | 0     | 0    | 16    |
| Hr Total              | 0                           | 0    | 0     | 23   | 0                          | 0    | 0     | 43   | 0                           | 0    | 0     | 5    | 0                  | 0    | 0     | 0    | 71    |
| ----- * BREAK * ----- |                             |      |       |      |                            |      |       |      |                             |      |       |      |                    |      |       |      |       |
| 15:30                 | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                  | 0    | 0     | 0    | 0     |
| 15:45                 | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                  | 0    | 0     | 0    | 0     |
| 16:00                 | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 14   | 0                           | 0    | 0     | 0    | 0                  | 0    | 0     | 0    | 15    |
| 16:15                 | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 6    | 0                           | 0    | 0     | 1    | 0                  | 0    | 0     | 0    | 8     |
| Hr Total              | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 20   | 0                           | 0    | 0     | 1    | 0                  | 0    | 0     | 0    | 23    |
| 16:30                 | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 4    | 0                           | 0    | 0     | 0    | 0                  | 0    | 0     | 0    | 5     |
| 16:45                 | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 6    | 0                           | 0    | 0     | 1    | 0                  | 0    | 0     | 0    | 7     |
| 17:00                 | 0                           | 0    | 0     | 5    | 0                          | 0    | 0     | 6    | 0                           | 0    | 0     | 2    | 0                  | 0    | 0     | 0    | 13    |
| 17:15                 | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 3    | 0                           | 0    | 0     | 0    | 0                  | 0    | 0     | 0    | 4     |
| Hr Total              | 0                           | 0    | 0     | 7    | 0                          | 0    | 0     | 19   | 0                           | 0    | 0     | 3    | 0                  | 0    | 0     | 0    | 29    |
| 17:30                 | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 15   | 0                           | 0    | 0     | 2    | 0                  | 0    | 0     | 0    | 20    |
| 17:45                 | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 1    | 0                           | 0    | 0     | 0    | 0                  | 0    | 0     | 0    | 1     |
| Hr Total              | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 16   | 0                           | 0    | 0     | 2    | 0                  | 0    | 0     | 0    | 21    |
| *TOTAL*               | 0                           | 0    | 0     | 51   | 0                          | 0    | 0     | 136  | 0                           | 0    | 0     | 16   | 0                  | 0    | 0     | 0    | 203   |

↑  
North



Miami, Florida  
March 20, 2014  
drawn by: Luis Palomino  
not signalized

NW 3RD STREET & NW 2ND AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: EDIE SAPORITTO  
 SIGNALIZED

Traffic Survey Specialists, Inc.  
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Site Code : 00140065  
 Start Date: 03/20/14  
 File I.D. : 3ST\_2AV  
 Page : 1

ALL VEHICLES

| NW 2ND AVENUE<br>From North |      |      |       |     | NW 3RD STREET<br>From East |      |      |       | NW 2ND AVENUE<br>From South |       |      |      | NW 3RD STREET<br>From West |    |       |      |      |       |  |
|-----------------------------|------|------|-------|-----|----------------------------|------|------|-------|-----------------------------|-------|------|------|----------------------------|----|-------|------|------|-------|--|
| UTurn                       | Left | Thru | Right |     | UTurn                      | Left | Thru | Right |                             | UTurn | Left | Thru | Right                      |    | UTurn | Left | Thru | Right |  |
| Date 03/20/14               |      |      |       |     |                            |      |      |       |                             |       |      |      |                            |    |       |      |      |       |  |
| 07:30                       | 0    | 11   | 38    | 16  | 0                          | 9    | 19   | 2     | 0                           | 16    | 83   | 24   | 0                          | 12 | 39    | 14   |      | 283   |  |
| 07:45                       | 0    | 9    | 46    | 40  | 0                          | 8    | 33   | 8     | 0                           | 12    | 79   | 38   | 0                          | 7  | 49    | 21   |      | 350   |  |
| 08:00                       | 0    | 7    | 47    | 24  | 0                          | 17   | 23   | 11    | 0                           | 18    | 82   | 21   | 0                          | 7  | 51    | 8    |      | 316   |  |
| 08:15                       | 0    | 13   | 47    | 14  | 0                          | 7    | 21   | 17    | 0                           | 10    | 75   | 33   | 0                          | 4  | 55    | 14   |      | 310   |  |
| Hr Total                    | 0    | 40   | 178   | 94  | 0                          | 41   | 96   | 38    | 0                           | 56    | 319  | 116  | 0                          | 30 | 194   | 57   |      | 1259  |  |
|                             |      |      |       |     |                            |      |      |       |                             |       |      |      |                            |    |       |      |      |       |  |
| 08:30                       | 0    | 9    | 46    | 13  | 0                          | 11   | 28   | 8     | 0                           | 18    | 71   | 35   | 0                          | 7  | 55    | 14   |      | 315   |  |
| 08:45                       | 0    | 11   | 73    | 10  | 0                          | 8    | 25   | 6     | 0                           | 16    | 71   | 37   | 0                          | 6  | 55    | 7    |      | 325   |  |
| 09:00                       | 0    | 20   | 59    | 5   | 0                          | 6    | 27   | 12    | 0                           | 14    | 86   | 25   | 0                          | 8  | 67    | 12   |      | 341   |  |
| 09:15                       | 0    | 7    | 47    | 11  | 0                          | 19   | 17   | 15    | 0                           | 8     | 74   | 41   | 0                          | 7  | 58    | 13   |      | 317   |  |
| Hr Total                    | 0    | 47   | 225   | 39  | 0                          | 44   | 97   | 41    | 0                           | 56    | 302  | 138  | 0                          | 28 | 235   | 46   |      | 1298  |  |
|                             |      |      |       |     |                            |      |      |       |                             |       |      |      |                            |    |       |      |      |       |  |
| * BREAK *                   |      |      |       |     |                            |      |      |       |                             |       |      |      |                            |    |       |      |      |       |  |
|                             |      |      |       |     |                            |      |      |       |                             |       |      |      |                            |    |       |      |      |       |  |
| 15:30                       | 0    | 0    | 0     | 0   | 0                          | 0    | 0    | 0     | 0                           | 0     | 0    | 0    | 0                          | 0  | 0     | 0    |      | 0     |  |
| 15:45                       | 0    | 0    | 0     | 0   | 0                          | 0    | 0    | 0     | 0                           | 0     | 0    | 0    | 0                          | 0  | 0     | 0    |      | 0     |  |
| 16:00                       | 0    | 5    | 41    | 16  | 0                          | 17   | 81   | 4     | 0                           | 19    | 80   | 12   | 0                          | 2  | 11    | 6    |      | 294   |  |
| 16:15                       | 0    | 7    | 27    | 9   | 0                          | 12   | 72   | 9     | 0                           | 21    | 82   | 9    | 0                          | 1  | 15    | 4    |      | 268   |  |
| Hr Total                    | 0    | 12   | 68    | 25  | 0                          | 29   | 153  | 13    | 0                           | 40    | 162  | 21   | 0                          | 3  | 26    | 10   |      | 562   |  |
|                             |      |      |       |     |                            |      |      |       |                             |       |      |      |                            |    |       |      |      |       |  |
| 16:30                       | 0    | 6    | 44    | 15  | 0                          | 8    | 83   | 11    | 0                           | 24    | 99   | 10   | 0                          | 3  | 24    | 2    |      | 329   |  |
| 16:45                       | 0    | 5    | 37    | 19  | 0                          | 14   | 75   | 12    | 0                           | 30    | 104  | 14   | 0                          | 2  | 19    | 4    |      | 335   |  |
| 17:00                       | 0    | 7    | 58    | 19  | 0                          | 25   | 77   | 13    | 0                           | 25    | 110  | 14   | 0                          | 2  | 16    | 2    |      | 368   |  |
| 17:15                       | 0    | 5    | 37    | 24  | 0                          | 24   | 83   | 18    | 0                           | 24    | 121  | 12   | 0                          | 5  | 11    | 5    |      | 369   |  |
| Hr Total                    | 0    | 23   | 176   | 77  | 0                          | 71   | 318  | 54    | 0                           | 103   | 434  | 50   | 0                          | 12 | 70    | 13   |      | 1401  |  |
|                             |      |      |       |     |                            |      |      |       |                             |       |      |      |                            |    |       |      |      |       |  |
| 17:30                       | 0    | 4    | 32    | 14  | 0                          | 16   | 43   | 11    | 0                           | 20    | 107  | 14   | 0                          | 4  | 14    | 4    |      | 283   |  |
| 17:45                       | 0    | 5    | 30    | 11  | 0                          | 12   | 58   | 10    | 0                           | 21    | 87   | 11   | 0                          | 1  | 8     | 9    |      | 263   |  |
| Hr Total                    | 0    | 9    | 62    | 25  | 0                          | 28   | 101  | 21    | 0                           | 41    | 194  | 25   | 0                          | 5  | 22    | 13   |      | 546   |  |
|                             |      |      |       |     |                            |      |      |       |                             |       |      |      |                            |    |       |      |      |       |  |
| *TOTAL*                     | 0    | 131  | 709   | 260 | 0                          | 213  | 765  | 167   | 0                           | 296   | 1411 | 350  | 0                          | 78 | 547   | 139  |      | 5066  |  |

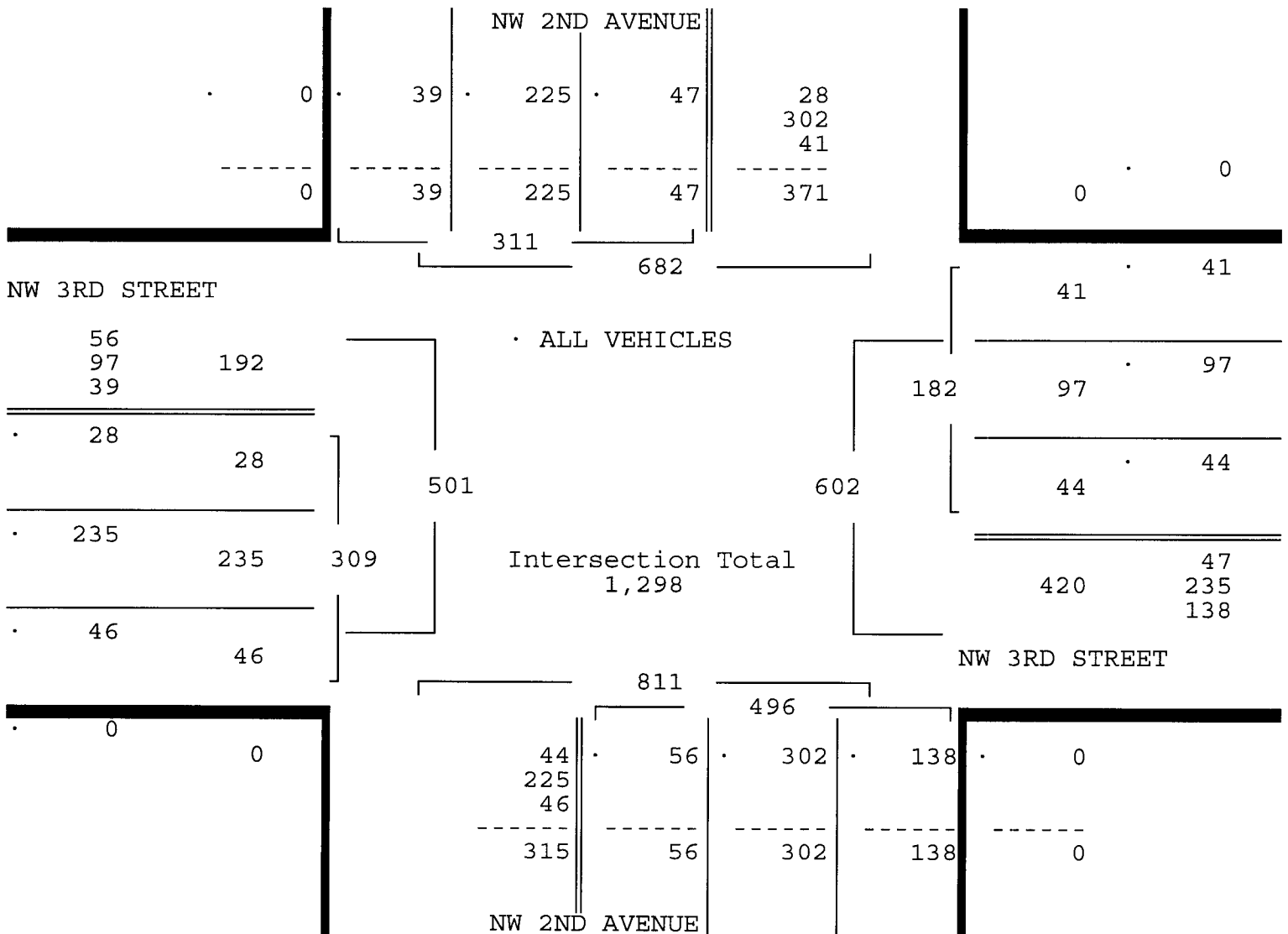
NW 3RD STREET & NW 2ND AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: EDIE SAPORITTO  
 SIGNALIZED

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

Site Code : 00140065  
 Start Date: 03/20/14  
 File I.D. : 3ST\_2AV  
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ALL VEHICLES

| NW 2ND AVENUE                                                                        |       |      |       |     | NW 3RD STREET |      |      |       |  | NW 2ND AVENUE |      |      |       |  | NW 3RD STREET |      |      |       |  |       |  |
|--------------------------------------------------------------------------------------|-------|------|-------|-----|---------------|------|------|-------|--|---------------|------|------|-------|--|---------------|------|------|-------|--|-------|--|
| From North                                                                           |       |      |       |     | From East     |      |      |       |  | From South    |      |      |       |  | From West     |      |      |       |  |       |  |
|                                                                                      |       |      |       |     |               |      |      |       |  |               |      |      |       |  |               |      |      |       |  |       |  |
| UTurn                                                                                | Left  | Thru | Right |     | UTurn         | Left | Thru | Right |  | UTurn         | Left | Thru | Right |  | UTurn         | Left | Thru | Right |  | Total |  |
| Date 03/20/14 -----                                                                  |       |      |       |     |               |      |      |       |  |               |      |      |       |  |               |      |      |       |  |       |  |
| Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 03/20/14 |       |      |       |     |               |      |      |       |  |               |      |      |       |  |               |      |      |       |  |       |  |
| Peak start 08:30                                                                     |       |      |       |     | 08:30         |      |      |       |  | 08:30         |      |      |       |  | 08:30         |      |      |       |  |       |  |
| Volume                                                                               | 0     | 47   | 225   | 39  | 0             | 44   | 97   | 41    |  | 0             | 56   | 302  | 138   |  | 0             | 28   | 235  | 46    |  |       |  |
| Percent                                                                              | 0%    | 15%  | 72%   | 13% | 0%            | 24%  | 53%  | 23%   |  | 0%            | 11%  | 61%  | 28%   |  | 0%            | 9%   | 76%  | 15%   |  |       |  |
| Pk total                                                                             | 311   |      |       |     | 182           |      |      |       |  | 496           |      |      |       |  | 309           |      |      |       |  |       |  |
| Highest                                                                              | 08:45 |      |       |     | 09:15         |      |      |       |  | 09:00         |      |      |       |  | 09:00         |      |      |       |  |       |  |
| Volume                                                                               | 0     | 11   | 73    | 10  | 0             | 19   | 17   | 15    |  | 0             | 14   | 86   | 25    |  | 0             | 8    | 67   | 12    |  |       |  |
| Hi total                                                                             | 94    |      |       |     | 51            |      |      |       |  | 125           |      |      |       |  | 87            |      |      |       |  |       |  |
| PHF                                                                                  | .83   |      |       |     | .89           |      |      |       |  | .99           |      |      |       |  | .89           |      |      |       |  |       |  |



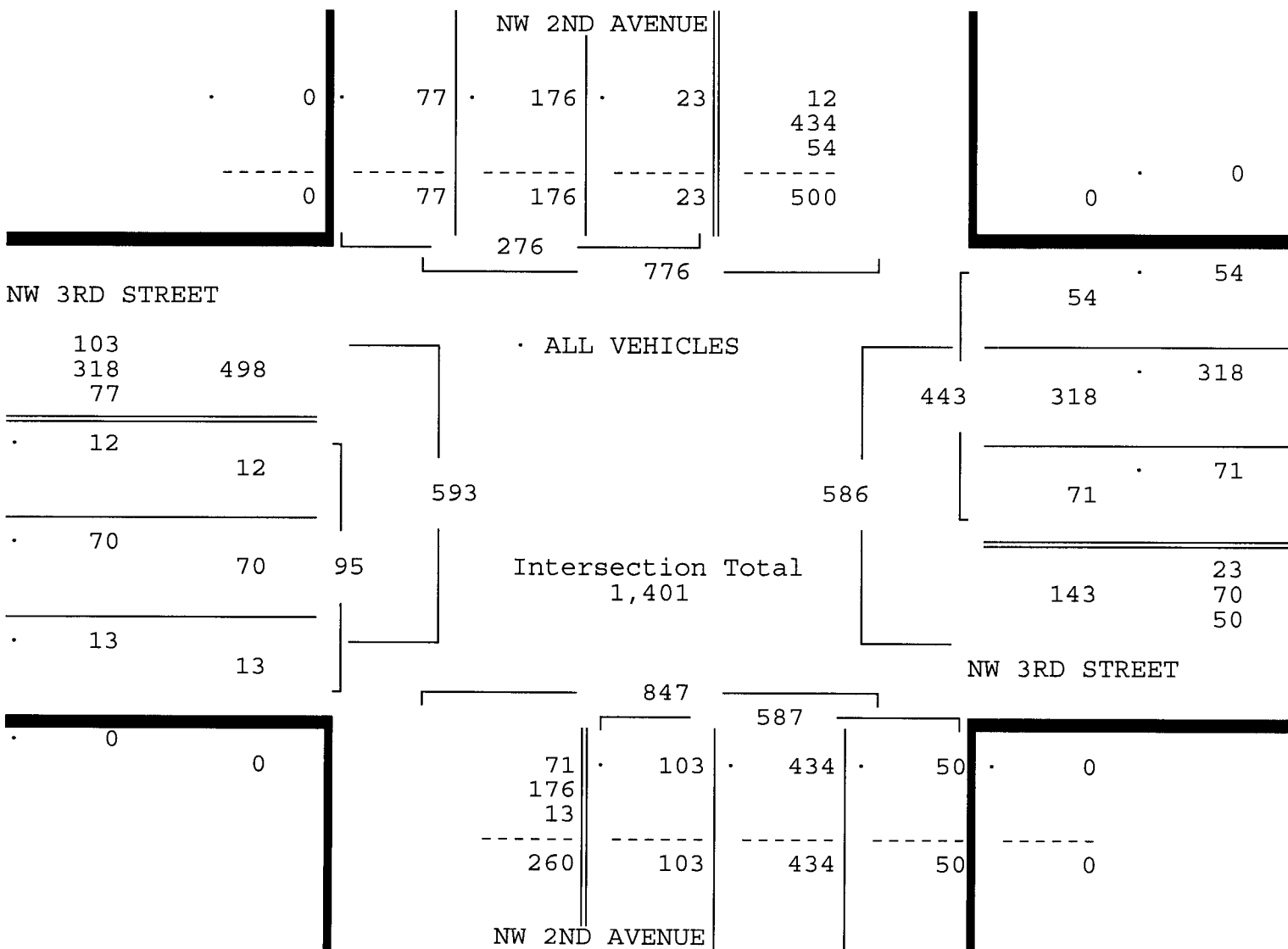
NW 3RD STREET & NW 2ND AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: EDIE SAPORITTO  
 SIGNALIZED

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

Site Code : 00140065  
 Start Date: 03/20/14  
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ALL VEHICLES

| NW 2ND AVENUE                                                                        |       |      |       | NW 3RD STREET |       |      |       | NW 2ND AVENUE |       |      |       | NW 3RD STREET |       |      |       |       |
|--------------------------------------------------------------------------------------|-------|------|-------|---------------|-------|------|-------|---------------|-------|------|-------|---------------|-------|------|-------|-------|
| From North                                                                           |       |      |       | From East     |       |      |       | From South    |       |      |       | From West     |       |      |       |       |
| UTurn                                                                                | Left  | Thru | Right | UTurn         | Left  | Thru | Right | UTurn         | Left  | Thru | Right | UTurn         | Left  | Thru | Right | Total |
| Date 03/20/14                                                                        |       |      |       |               |       |      |       |               |       |      |       |               |       |      |       |       |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/20/14 |       |      |       |               |       |      |       |               |       |      |       |               |       |      |       |       |
| Peak start 16:30                                                                     |       |      |       | 16:30         |       |      |       | 16:30         |       |      |       | 16:30         |       |      |       |       |
| Volume                                                                               | 0     | 23   | 176   | 77            | 0     | 71   | 318   | 54            | 0     | 103  | 434   | 50            | 0     | 12   | 70    | 13    |
| Percent                                                                              | 0%    | 8%   | 64%   | 28%           | 0%    | 16%  | 72%   | 12%           | 0%    | 18%  | 74%   | 9%            | 0%    | 13%  | 74%   | 14%   |
| Pk total                                                                             | 276   |      |       |               | 443   |      |       |               | 587   |      |       |               | 95    |      |       |       |
| Highest                                                                              | 17:00 |      |       |               | 17:15 |      |       |               | 17:15 |      |       |               | 16:30 |      |       |       |
| Volume                                                                               | 0     | 7    | 58    | 19            | 0     | 24   | 83    | 18            | 0     | 24   | 121   | 12            | 0     | 3    | 24    | 2     |
| Hi total                                                                             | 84    |      |       |               | 125   |      |       |               | 157   |      |       |               | 29    |      |       |       |
| PHF                                                                                  | .82   |      |       |               | .89   |      |       |               | .93   |      |       |               | .82   |      |       |       |



NW 3RD STREET & NW 2ND AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: EDIE SAPORITTO  
 SIGNALIZED

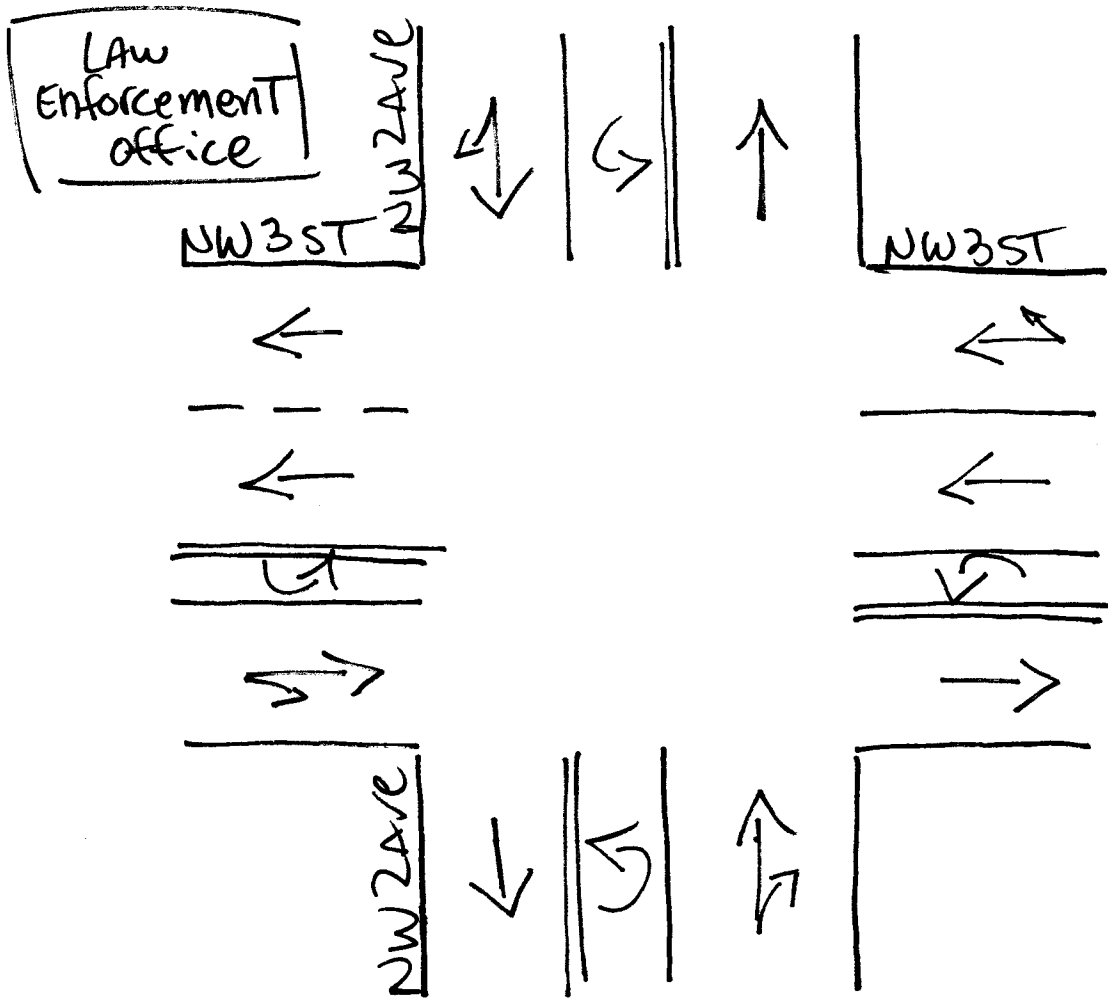
Traffic Survey Specialists, Inc.  
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 Start Date: 03/20/14  
 File I.D. : 3ST\_\_2AV  
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PEDESTRIANS

| Date 03/20/14         | NW 2ND AVENUE<br>From North |      |       |      | NW 3RD STREET<br>From East |      |       |      | NW 2ND AVENUE<br>From South |      |       |      | NW 3RD STREET<br>From West |      |       |      | Total |
|-----------------------|-----------------------------|------|-------|------|----------------------------|------|-------|------|-----------------------------|------|-------|------|----------------------------|------|-------|------|-------|
|                       | Left                        | Thru | Right | Peds | Left                       | Thru | Right | Peds | Left                        | Thru | Right | Peds | Left                       | Thru | Right | Peds |       |
|                       |                             |      |       |      |                            |      |       |      |                             |      |       |      |                            |      |       |      |       |
| 07:30                 | 0                           | 0    | 0     | 5    | 0                          | 0    | 0     | 13   | 0                           | 0    | 0     | 17   | 0                          | 0    | 0     | 7    | 42    |
| 07:45                 | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 4    | 0                           | 0    | 0     | 11   | 0                          | 0    | 0     | 3    | 21    |
| 08:00                 | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 4    | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 2    | 7     |
| 08:15                 | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 21   | 0                           | 0    | 0     | 7    | 0                          | 0    | 0     | 7    | 35    |
| Hr Total              | 0                           | 0    | 0     | 8    | 0                          | 0    | 0     | 42   | 0                           | 0    | 0     | 36   | 0                          | 0    | 0     | 19   | 105   |
| 08:30                 | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 11   | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 6    | 20    |
| 08:45                 | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 14   | 0                           | 0    | 0     | 12   | 0                          | 0    | 0     | 8    | 37    |
| 09:00                 | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 19   | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 3    | 24    |
| 09:15                 | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 8    | 0                           | 0    | 0     | 5    | 0                          | 0    | 0     | 19   | 32    |
| Hr Total              | 0                           | 0    | 0     | 4    | 0                          | 0    | 0     | 52   | 0                           | 0    | 0     | 21   | 0                          | 0    | 0     | 36   | 113   |
| ----- * BREAK * ----- |                             |      |       |      |                            |      |       |      |                             |      |       |      |                            |      |       |      |       |
| 15:30                 | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0     |
| 15:45                 | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0     |
| 16:00                 | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 17   | 0                           | 0    | 0     | 7    | 0                          | 0    | 0     | 6    | 33    |
| 16:15                 | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 7    | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 5    | 16    |
| Hr Total              | 0                           | 0    | 0     | 4    | 0                          | 0    | 0     | 24   | 0                           | 0    | 0     | 10   | 0                          | 0    | 0     | 11   | 49    |
| 16:30                 | 0                           | 0    | 0     | 5    | 0                          | 0    | 0     | 9    | 0                           | 0    | 0     | 6    | 0                          | 0    | 0     | 1    | 21    |
| 16:45                 | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 9    | 0                           | 0    | 0     | 4    | 0                          | 0    | 0     | 4    | 19    |
| 17:00                 | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 4    | 0                           | 0    | 0     | 10   | 0                          | 0    | 0     | 9    | 23    |
| 17:15                 | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 2    | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 2    | 8     |
| Hr Total              | 0                           | 0    | 0     | 8    | 0                          | 0    | 0     | 24   | 0                           | 0    | 0     | 23   | 0                          | 0    | 0     | 16   | 71    |
| 17:30                 | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 3    | 0                           | 0    | 0     | 7    | 0                          | 0    | 0     | 8    | 18    |
| 17:45                 | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 1    | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 1    | 6     |
| Hr Total              | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 4    | 0                           | 0    | 0     | 10   | 0                          | 0    | 0     | 9    | 24    |
| -----                 |                             |      |       |      |                            |      |       |      |                             |      |       |      |                            |      |       |      |       |
| *TOTAL*               | 0                           | 0    | 0     | 25   | 0                          | 0    | 0     | 146  | 0                           | 0    | 0     | 100  | 0                          | 0    | 0     | 91   | 362   |

↑  
North



Miami, Florida  
March 20, 2014  
drawn by: Luis Palomino  
signalized

NW 3RD STREET & NW 1ST AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: CARLOS PALOMINO  
 SIGNALIZED

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

Site Code : 00140065  
 Start Date: 03/20/14  
 File I.D. : 3ST\_1AVE  
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ALL VEHICLES

| NW 1ST AVENUE<br>From North |      |      |       |     | NW 3RD STREET<br>From East |      |      |       | NW 1ST AVENUE<br>From South |      |      |       | NW 3RD STREET<br>From West |      |      |       |       |
|-----------------------------|------|------|-------|-----|----------------------------|------|------|-------|-----------------------------|------|------|-------|----------------------------|------|------|-------|-------|
| UTurn                       | Left | Thru | Right |     | UTurn                      | Left | Thru | Right | UTurn                       | Left | Thru | Right | UTurn                      | Left | Thru | Right | Total |
| Date 03/20/14               |      |      |       |     |                            |      |      |       |                             |      |      |       |                            |      |      |       |       |
| 07:30                       | 0    | 0    | 25    | 15  | 0                          | 8    | 22   | 4     | 0                           | 12   | 15   | 0     | 0                          | 4    | 0    | 57    | 162   |
| 07:45                       | 0    | 0    | 39    | 18  | 0                          | 9    | 44   | 5     | 0                           | 6    | 19   | 0     | 0                          | 6    | 0    | 64    | 210   |
| 08:00                       | 0    | 0    | 36    | 21  | 0                          | 12   | 41   | 9     | 0                           | 15   | 24   | 0     | 0                          | 5    | 0    | 57    | 220   |
| 08:15                       | 0    | 0    | 36    | 22  | 0                          | 16   | 35   | 12    | 0                           | 16   | 22   | 0     | 0                          | 5    | 0    | 55    | 219   |
| Hr Total                    | 0    | 0    | 136   | 76  | 0                          | 45   | 142  | 30    | 0                           | 49   | 80   | 0     | 0                          | 20   | 0    | 233   | 811   |
|                             |      |      |       |     |                            |      |      |       |                             |      |      |       |                            |      |      |       |       |
| 08:30                       | 0    | 0    | 57    | 19  | 0                          | 12   | 45   | 3     | 0                           | 19   | 10   | 0     | 0                          | 11   | 0    | 70    | 246   |
| 08:45                       | 0    | 0    | 51    | 35  | 0                          | 11   | 23   | 3     | 0                           | 24   | 23   | 0     | 0                          | 9    | 0    | 68    | 247   |
| 09:00                       | 0    | 0    | 44    | 26  | 0                          | 8    | 36   | 3     | 0                           | 30   | 22   | 0     | 0                          | 6    | 0    | 73    | 248   |
| 09:15                       | 0    | 0    | 44    | 23  | 0                          | 15   | 29   | 1     | 0                           | 31   | 13   | 0     | 0                          | 4    | 0    | 78    | 238   |
| Hr Total                    | 0    | 0    | 196   | 103 | 0                          | 46   | 133  | 10    | 0                           | 104  | 68   | 0     | 0                          | 30   | 0    | 289   | 979   |
| ----- * BREAK * -----       |      |      |       |     |                            |      |      |       |                             |      |      |       |                            |      |      |       |       |
|                             |      |      |       |     |                            |      |      |       |                             |      |      |       |                            |      |      |       |       |
| 15:30                       | 0    | 0    | 0     | 0   | 0                          | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0     |
| 15:45                       | 0    | 0    | 0     | 0   | 0                          | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0     |
| 16:00                       | 0    | 0    | 17    | 8   | 0                          | 15   | 56   | 11    | 0                           | 17   | 35   | 0     | 0                          | 7    | 0    | 27    | 193   |
| 16:15                       | 0    | 0    | 18    | 5   | 0                          | 9    | 58   | 9     | 0                           | 16   | 23   | 0     | 0                          | 5    | 0    | 26    | 169   |
| Hr Total                    | 0    | 0    | 35    | 13  | 0                          | 24   | 114  | 20    | 0                           | 33   | 58   | 0     | 0                          | 12   | 0    | 53    | 362   |
|                             |      |      |       |     |                            |      |      |       |                             |      |      |       |                            |      |      |       |       |
| 16:30                       | 0    | 0    | 26    | 10  | 0                          | 8    | 64   | 13    | 0                           | 21   | 37   | 0     | 0                          | 13   | 0    | 28    | 220   |
| 16:45                       | 0    | 0    | 21    | 10  | 0                          | 9    | 52   | 13    | 0                           | 26   | 32   | 0     | 0                          | 12   | 0    | 26    | 201   |
| 17:00                       | 0    | 0    | 18    | 14  | 0                          | 13   | 54   | 10    | 0                           | 27   | 38   | 0     | 0                          | 9    | 0    | 21    | 204   |
| 17:15                       | 0    | 0    | 16    | 9   | 0                          | 17   | 84   | 15    | 0                           | 23   | 37   | 0     | 0                          | 5    | 0    | 27    | 233   |
| Hr Total                    | 0    | 0    | 81    | 43  | 0                          | 47   | 254  | 51    | 0                           | 97   | 144  | 0     | 0                          | 39   | 0    | 102   | 858   |
|                             |      |      |       |     |                            |      |      |       |                             |      |      |       |                            |      |      |       |       |
| 17:30                       | 0    | 0    | 10    | 5   | 0                          | 10   | 49   | 11    | 0                           | 14   | 30   | 0     | 0                          | 15   | 0    | 19    | 163   |
| 17:45                       | 0    | 0    | 16    | 6   | 0                          | 12   | 52   | 7     | 0                           | 18   | 30   | 0     | 0                          | 6    | 0    | 19    | 166   |
| Hr Total                    | 0    | 0    | 26    | 11  | 0                          | 22   | 101  | 18    | 0                           | 32   | 60   | 0     | 0                          | 21   | 0    | 38    | 329   |
|                             |      |      |       |     |                            |      |      |       |                             |      |      |       |                            |      |      |       |       |
| *TOTAL*                     | 0    | 0    | 474   | 246 | 0                          | 184  | 744  | 129   | 0                           | 315  | 410  | 0     | 0                          | 122  | 0    | 715   | 3339  |

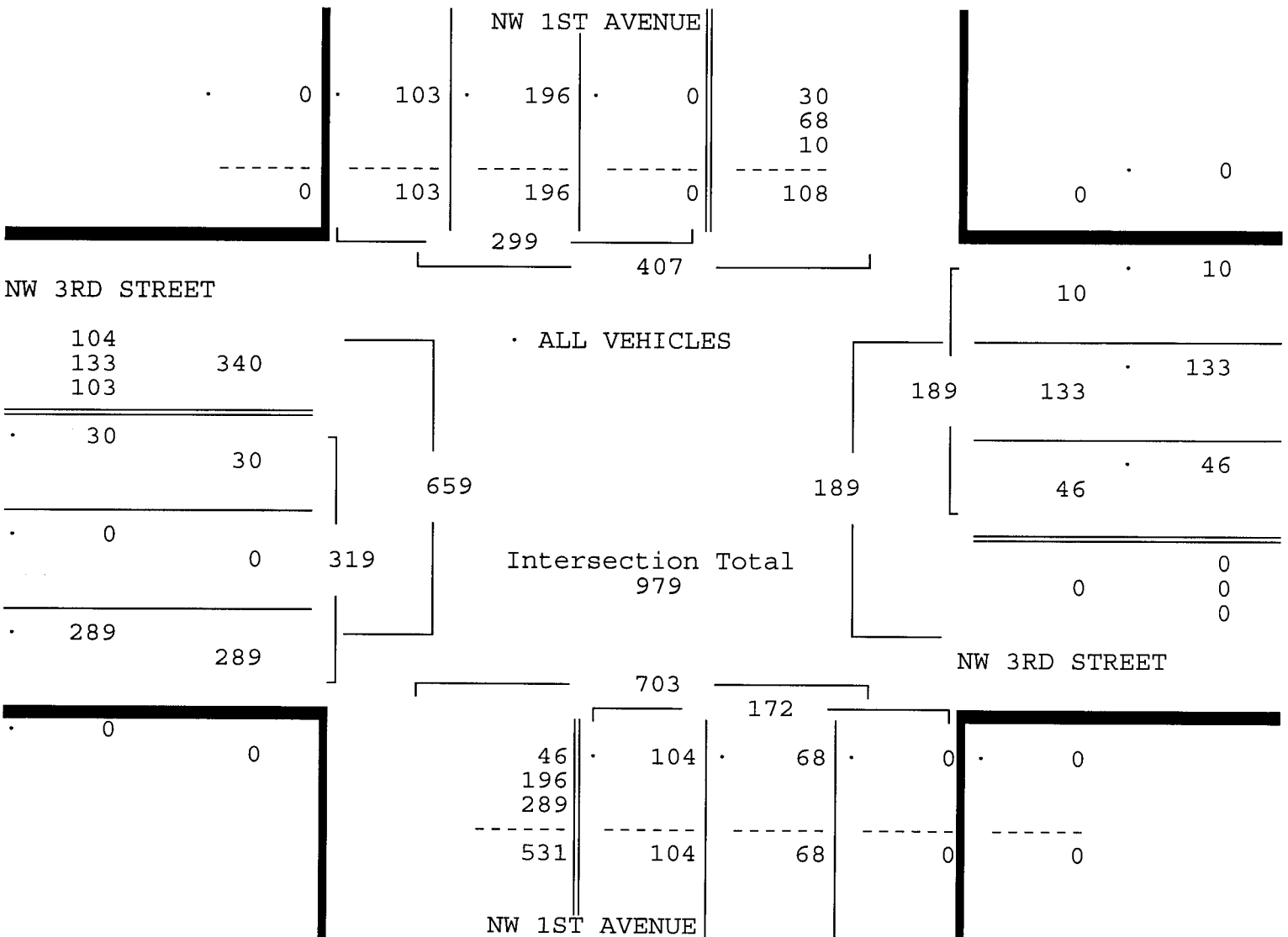
NW 3RD STREET & NW 1ST AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: CARLOS PALOMINO  
 SIGNALIZED

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

Site Code : 00140065  
 Start Date: 03/20/14  
 File I.D. : 3ST\_1AVE  
 Page : 2

ALL VEHICLES

| NW 1ST AVENUE                                                                        |       |      |       | NW 3RD STREET |       |      |       | NW 1ST AVENUE |       |      |       | NW 3RD STREET |       |      |       |       |
|--------------------------------------------------------------------------------------|-------|------|-------|---------------|-------|------|-------|---------------|-------|------|-------|---------------|-------|------|-------|-------|
| From North                                                                           |       |      |       | From East     |       |      |       | From South    |       |      |       | From West     |       |      |       |       |
|                                                                                      |       |      |       |               |       |      |       |               |       |      |       |               |       |      |       |       |
| UTurn                                                                                | Left  | Thru | Right | UTurn         | Left  | Thru | Right | UTurn         | Left  | Thru | Right | UTurn         | Left  | Thru | Right | Total |
| Date 03/20/14 -----                                                                  |       |      |       |               |       |      |       |               |       |      |       |               |       |      |       |       |
| Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 03/20/14 |       |      |       |               |       |      |       |               |       |      |       |               |       |      |       |       |
| Peak start 08:30                                                                     |       |      |       | 08:30         |       |      |       | 08:30         |       |      |       | 08:30         |       |      |       |       |
| Volume                                                                               | 0     | 0    | 196   | 103           | 0     | 46   | 133   | 10            | 0     | 104  | 68    | 0             | 0     | 30   | 0     | 289   |
| Percent                                                                              | 0%    | 0%   | 66%   | 34%           | 0%    | 24%  | 70%   | 5%            | 0%    | 60%  | 40%   | 0%            | 0%    | 9%   | 0%    | 91%   |
| Pk total                                                                             | 299   |      |       |               | 189   |      |       |               | 172   |      |       |               | 319   |      |       |       |
| Highest                                                                              | 08:45 |      |       |               | 08:30 |      |       |               | 09:00 |      |       |               | 09:15 |      |       |       |
| Volume                                                                               | 0     | 0    | 51    | 35            | 0     | 12   | 45    | 3             | 0     | 30   | 22    | 0             | 0     | 4    | 0     | 78    |
| Hi total                                                                             | 86    |      |       |               | 60    |      |       |               | 52    |      |       |               | 82    |      |       |       |
| PHF                                                                                  | .87   |      |       |               | .79   |      |       |               | .83   |      |       |               | .97   |      |       |       |



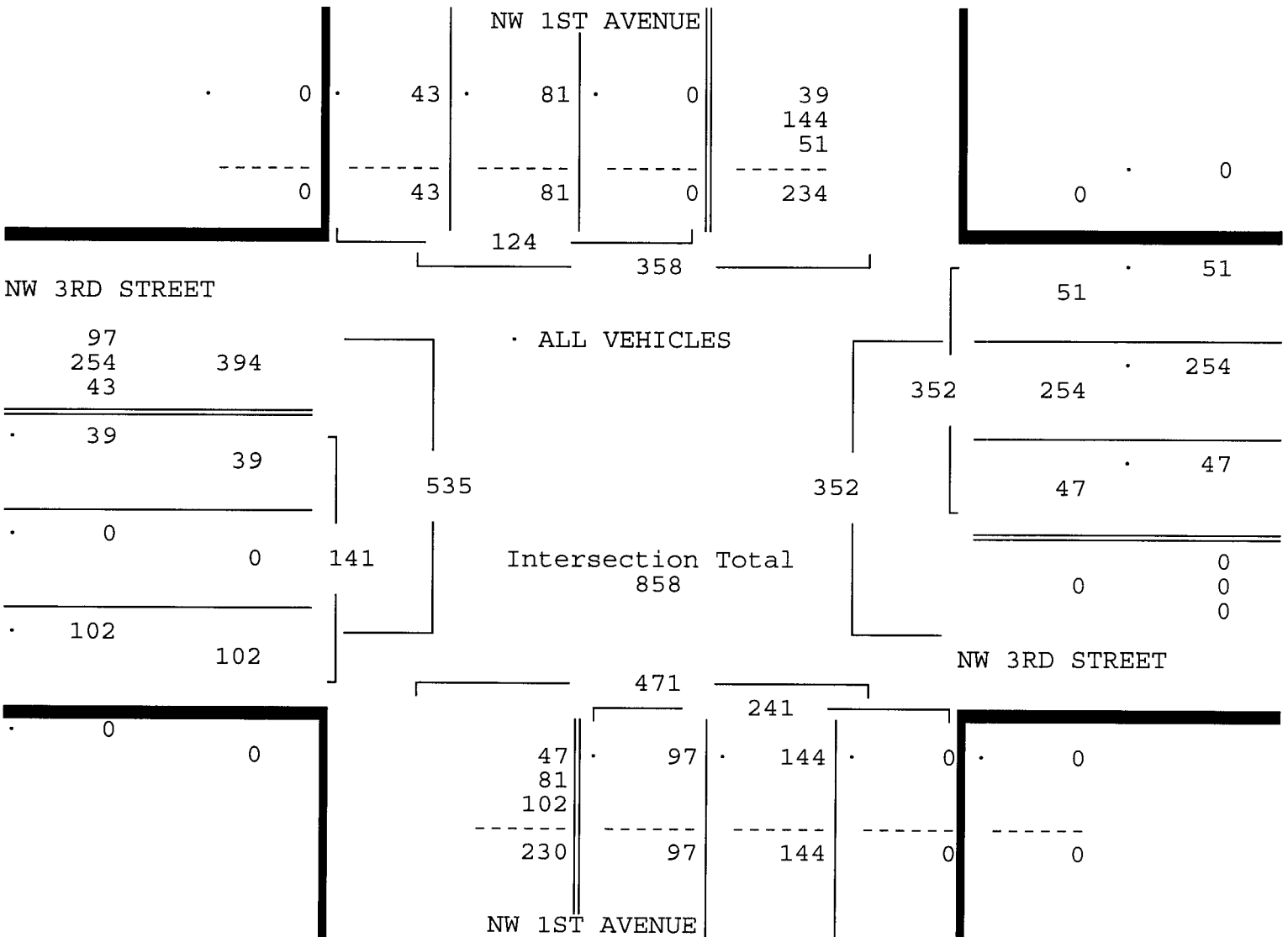
NW 3RD STREET & NW 1ST AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: CARLOS PALOMINO  
 SIGNALIZED

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

Site Code : 00140065  
 Start Date: 03/20/14  
 File I.D. : 3ST\_1AVE  
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ALL VEHICLES

| NW 1ST AVENUE                                                                        |       |      |      | NW 3RD STREET |       |      |      | NW 1ST AVENUE |       |      |      | NW 3RD STREET |       |      |      |       |       |
|--------------------------------------------------------------------------------------|-------|------|------|---------------|-------|------|------|---------------|-------|------|------|---------------|-------|------|------|-------|-------|
| From North                                                                           |       |      |      | From East     |       |      |      | From South    |       |      |      | From West     |       |      |      |       |       |
|                                                                                      |       |      |      |               |       |      |      |               |       |      |      |               |       |      |      |       |       |
| Date 03/20/14                                                                        | UTurn | Left | Thru | Right         | UTurn | Left | Thru | Right         | UTurn | Left | Thru | Right         | UTurn | Left | Thru | Right | Total |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/20/14 |       |      |      |               |       |      |      |               |       |      |      |               |       |      |      |       |       |
| Peak start 16:30                                                                     |       |      |      | 16:30         |       |      |      | 16:30         |       |      |      | 16:30         |       |      |      |       |       |
| Volume                                                                               | 0     | 0    | 81   | 43            | 0     | 47   | 254  | 51            | 0     | 97   | 144  | 0             | 0     | 39   | 0    | 102   |       |
| Percent                                                                              | 0%    | 0%   | 65%  | 35%           | 0%    | 13%  | 72%  | 14%           | 0%    | 40%  | 60%  | 0%            | 0%    | 28%  | 0%   | 72%   |       |
| Pk total                                                                             | 124   |      |      |               | 352   |      |      |               | 241   |      |      |               | 141   |      |      |       |       |
| Highest                                                                              | 16:30 |      |      |               | 17:15 |      |      |               | 17:00 |      |      |               | 16:30 |      |      |       |       |
| Volume                                                                               | 0     | 0    | 26   | 10            | 0     | 17   | 84   | 15            | 0     | 27   | 38   | 0             | 0     | 13   | 0    | 28    |       |
| Hi total                                                                             | 36    |      |      |               | 116   |      |      |               | 65    |      |      |               | 41    |      |      |       |       |
| PHF                                                                                  | .86   |      |      |               | .76   |      |      |               | .93   |      |      |               | .86   |      |      |       |       |



NW 3RD STREET & NW 1ST AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: CARLOS PALOMINO  
 SIGNALIZED

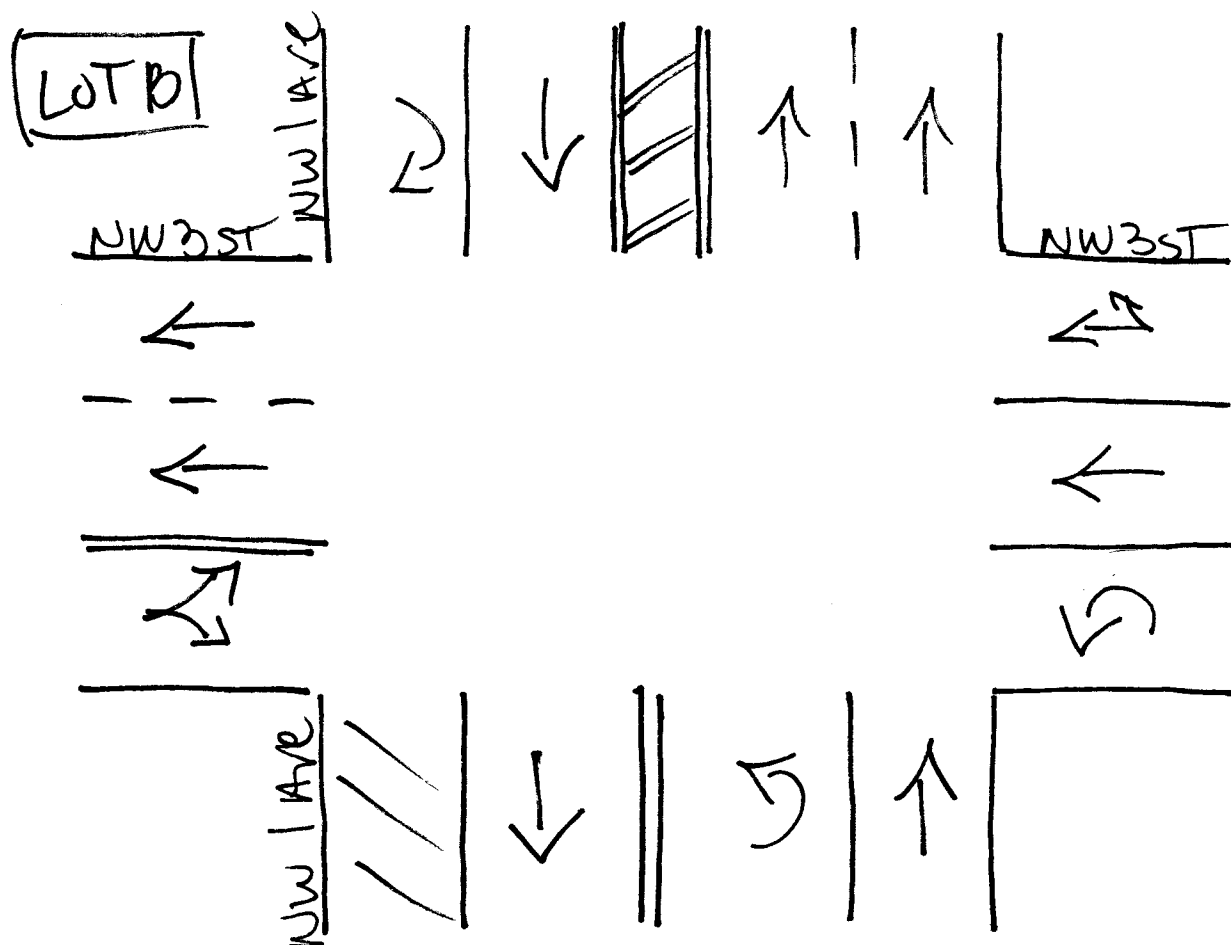
Traffic Survey Specialists, Inc.  
 624 Gardenia Terrace  
 Delray Beach, Florida 33444  
 Phone (561) 272-3255

Site Code : 00140065  
 Start Date: 03/20/14  
 File I.D. : 3ST\_1AVE  
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PEDESTRIANS

| Date 03/20/14 | NW 1ST AVENUE<br>From North |      |       |      | NW 3RD STREET<br>From East |      |       |      | NW 1ST AVENUE<br>From South |      |       |      | NW 3RD STREET<br>From West |      |       |      | Total |
|---------------|-----------------------------|------|-------|------|----------------------------|------|-------|------|-----------------------------|------|-------|------|----------------------------|------|-------|------|-------|
|               | Left                        | Thru | Right | Peds | Left                       | Thru | Right | Peds | Left                        | Thru | Right | Peds | Left                       | Thru | Right | Peds |       |
| 07:30         | 0                           | 0    | 0     | 4    | 0                          | 0    | 0     | 4    | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 7    | 18    |
| 07:45         | 0                           | 0    | 0     | 11   | 0                          | 0    | 0     | 28   | 0                           | 0    | 0     | 5    | 0                          | 0    | 0     | 11   | 55    |
| 08:00         | 0                           | 0    | 0     | 8    | 0                          | 0    | 0     | 16   | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 9    | 35    |
| 08:15         | 0                           | 0    | 0     | 5    | 0                          | 0    | 0     | 7    | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 22   | 36    |
| Hr Total      | 0                           | 0    | 0     | 28   | 0                          | 0    | 0     | 55   | 0                           | 0    | 0     | 12   | 0                          | 0    | 0     | 49   | 144   |
| 08:30         | 0                           | 0    | 0     | 6    | 0                          | 0    | 0     | 6    | 0                           | 0    | 0     | 7    | 0                          | 0    | 0     | 19   | 38    |
| 08:45         | 0                           | 0    | 0     | 4    | 0                          | 0    | 0     | 8    | 0                           | 0    | 0     | 4    | 0                          | 0    | 0     | 28   | 44    |
| 09:00         | 0                           | 0    | 0     | 5    | 0                          | 0    | 0     | 14   | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 22   | 44    |
| 09:15         | 0                           | 0    | 0     | 7    | 0                          | 0    | 0     | 8    | 0                           | 0    | 0     | 5    | 0                          | 0    | 0     | 30   | 50    |
| Hr Total      | 0                           | 0    | 0     | 22   | 0                          | 0    | 0     | 36   | 0                           | 0    | 0     | 19   | 0                          | 0    | 0     | 99   | 176   |
| * BREAK *     |                             |      |       |      |                            |      |       |      |                             |      |       |      |                            |      |       |      |       |
| 15:30         | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0     |
| 15:45         | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0     |
| 16:00         | 0                           | 0    | 0     | 6    | 0                          | 0    | 0     | 11   | 0                           | 0    | 0     | 11   | 0                          | 0    | 0     | 19   | 47    |
| 16:15         | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 3    | 0                           | 0    | 0     | 4    | 0                          | 0    | 0     | 5    | 14    |
| Hr Total      | 0                           | 0    | 0     | 8    | 0                          | 0    | 0     | 14   | 0                           | 0    | 0     | 15   | 0                          | 0    | 0     | 24   | 61    |
| 16:30         | 0                           | 0    | 0     | 5    | 0                          | 0    | 0     | 8    | 0                           | 0    | 0     | 11   | 0                          | 0    | 0     | 11   | 35    |
| 16:45         | 0                           | 0    | 0     | 4    | 0                          | 0    | 0     | 12   | 0                           | 0    | 0     | 4    | 0                          | 0    | 0     | 11   | 31    |
| 17:00         | 0                           | 0    | 0     | 7    | 0                          | 0    | 0     | 5    | 0                           | 0    | 0     | 8    | 0                          | 0    | 0     | 17   | 37    |
| 17:15         | 0                           | 0    | 0     | 4    | 0                          | 0    | 0     | 5    | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 7    | 18    |
| Hr Total      | 0                           | 0    | 0     | 20   | 0                          | 0    | 0     | 30   | 0                           | 0    | 0     | 25   | 0                          | 0    | 0     | 46   | 121   |
| 17:30         | 0                           | 0    | 0     | 1    | 0                          | 0    | 0     | 3    | 0                           | 0    | 0     | 7    | 0                          | 0    | 0     | 6    | 17    |
| 17:45         | 0                           | 0    | 0     | 2    | 0                          | 0    | 0     | 1    | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 9    | 15    |
| Hr Total      | 0                           | 0    | 0     | 3    | 0                          | 0    | 0     | 4    | 0                           | 0    | 0     | 10   | 0                          | 0    | 0     | 15   | 32    |
| *TOTAL*       | 0                           | 0    | 0     | 81   | 0                          | 0    | 0     | 139  | 0                           | 0    | 0     | 81   | 0                          | 0    | 0     | 233  | 534   |

↑  
North



Miami, Florida  
March 20, 2014  
drawn by: Luis Palomino  
Signalized

NW 2ND STREET & NW 2ND AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: RALPH ESPADA  
 SIGNALIZED

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

Site Code : 00140065  
 Start Date: 03/20/14  
 File I.D. : 2ST\_2AVE  
 Page : 1

ALL VEHICLES

| NW 2ND AVENUE<br>From North |      |      |       |     | ----<br>From East |      |      |       | NW 2ND AVENUE<br>From South |       |      |      | NW 2ND STREET<br>From West |   |       |      |      |       |       |
|-----------------------------|------|------|-------|-----|-------------------|------|------|-------|-----------------------------|-------|------|------|----------------------------|---|-------|------|------|-------|-------|
| UTurn                       | Left | Thru | Right |     | UTurn             | Left | Thru | Right |                             | UTurn | Left | Thru | Right                      |   | UTurn | Left | Thru | Right | Total |
| Date 03/20/14               |      |      |       |     |                   |      |      |       |                             |       |      |      |                            |   |       |      |      |       |       |
| 07:30                       | 0    | 0    | 53    | 7   | 0                 | 0    | 0    | 0     | 0                           | 0     | 10   | 108  | 0                          | 0 | 0     | 15   | 0    | 28    | 221   |
| 07:45                       | 0    | 0    | 61    | 13  | 0                 | 0    | 0    | 0     | 0                           | 0     | 15   | 113  | 0                          | 0 | 0     | 21   | 0    | 29    | 252   |
| 08:00                       | 0    | 0    | 60    | 14  | 0                 | 0    | 0    | 0     | 0                           | 0     | 22   | 114  | 0                          | 0 | 0     | 10   | 0    | 44    | 264   |
| 08:15                       | 0    | 0    | 49    | 16  | 0                 | 0    | 0    | 0     | 0                           | 0     | 12   | 102  | 0                          | 0 | 0     | 10   | 0    | 38    | 227   |
| Hr Total                    | 0    | 0    | 223   | 50  | 0                 | 0    | 0    | 0     | 0                           | 0     | 59   | 437  | 0                          | 0 | 0     | 56   | 0    | 139   | 964   |
|                             |      |      |       |     |                   |      |      |       |                             |       |      |      |                            |   |       |      |      |       |       |
| 08:30                       | 0    | 0    | 64    | 8   | 0                 | 0    | 0    | 0     | 0                           | 0     | 16   | 118  | 0                          | 0 | 0     | 11   | 0    | 28    | 245   |
| 08:45                       | 0    | 0    | 70    | 17  | 0                 | 0    | 0    | 0     | 0                           | 0     | 16   | 109  | 0                          | 0 | 0     | 10   | 0    | 29    | 251   |
| 09:00                       | 0    | 0    | 69    | 9   | 0                 | 0    | 0    | 0     | 0                           | 0     | 5    | 116  | 0                          | 0 | 0     | 6    | 0    | 45    | 250   |
| 09:15                       | 0    | 0    | 68    | 7   | 0                 | 0    | 0    | 0     | 0                           | 0     | 7    | 91   | 0                          | 0 | 0     | 15   | 0    | 40    | 228   |
| Hr Total                    | 0    | 0    | 271   | 41  | 0                 | 0    | 0    | 0     | 0                           | 0     | 44   | 434  | 0                          | 0 | 0     | 42   | 0    | 142   | 974   |
| ----- * BREAK *             |      |      |       |     |                   |      |      |       |                             |       |      |      |                            |   |       |      |      |       |       |
|                             |      |      |       |     |                   |      |      |       |                             |       |      |      |                            |   |       |      |      |       |       |
| 15:30                       | 0    | 0    | 0     | 0   | 0                 | 0    | 0    | 0     | 0                           | 0     | 0    | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 0     |
| 15:45                       | 0    | 0    | 0     | 0   | 0                 | 0    | 0    | 0     | 0                           | 0     | 0    | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 0     |
| 16:00                       | 0    | 0    | 61    | 4   | 0                 | 0    | 0    | 0     | 0                           | 0     | 10   | 108  | 0                          | 0 | 0     | 7    | 0    | 15    | 205   |
| 16:15                       | 0    | 0    | 41    | 3   | 0                 | 0    | 0    | 0     | 0                           | 0     | 11   | 110  | 0                          | 0 | 0     | 2    | 0    | 10    | 177   |
| Hr Total                    | 0    | 0    | 102   | 7   | 0                 | 0    | 0    | 0     | 0                           | 0     | 21   | 218  | 0                          | 0 | 0     | 9    | 0    | 25    | 382   |
|                             |      |      |       |     |                   |      |      |       |                             |       |      |      |                            |   |       |      |      |       |       |
| 16:30                       | 0    | 0    | 53    | 6   | 0                 | 0    | 0    | 0     | 0                           | 0     | 10   | 122  | 0                          | 1 | 0     | 7    | 0    | 15    | 214   |
| 16:45                       | 1    | 0    | 52    | 4   | 0                 | 0    | 0    | 0     | 0                           | 0     | 9    | 145  | 0                          | 0 | 0     | 9    | 0    | 12    | 232   |
| 17:00                       | 0    | 0    | 72    | 6   | 0                 | 0    | 0    | 0     | 0                           | 0     | 12   | 133  | 0                          | 0 | 0     | 17   | 0    | 21    | 261   |
| 17:15                       | 0    | 0    | 59    | 8   | 0                 | 0    | 0    | 0     | 0                           | 0     | 10   | 157  | 0                          | 0 | 0     | 7    | 0    | 12    | 253   |
| Hr Total                    | 1    | 0    | 236   | 24  | 0                 | 0    | 0    | 0     | 0                           | 0     | 41   | 557  | 0                          | 1 | 0     | 40   | 0    | 60    | 960   |
|                             |      |      |       |     |                   |      |      |       |                             |       |      |      |                            |   |       |      |      |       |       |
| 17:30                       | 0    | 0    | 51    | 1   | 0                 | 0    | 0    | 0     | 0                           | 0     | 11   | 133  | 0                          | 0 | 0     | 5    | 0    | 11    | 212   |
| 17:45                       | 0    | 0    | 51    | 2   | 0                 | 0    | 0    | 0     | 0                           | 0     | 11   | 110  | 0                          | 0 | 0     | 5    | 0    | 8     | 187   |
| Hr Total                    | 0    | 0    | 102   | 3   | 0                 | 0    | 0    | 0     | 0                           | 0     | 22   | 243  | 0                          | 0 | 0     | 10   | 0    | 19    | 399   |
|                             |      |      |       |     |                   |      |      |       |                             |       |      |      |                            |   |       |      |      |       |       |
| *TOTAL*                     | 1    | 0    | 934   | 125 | 0                 | 0    | 0    | 0     | 0                           | 0     | 187  | 1889 | 0                          | 1 | 0     | 157  | 0    | 385   | 3679  |

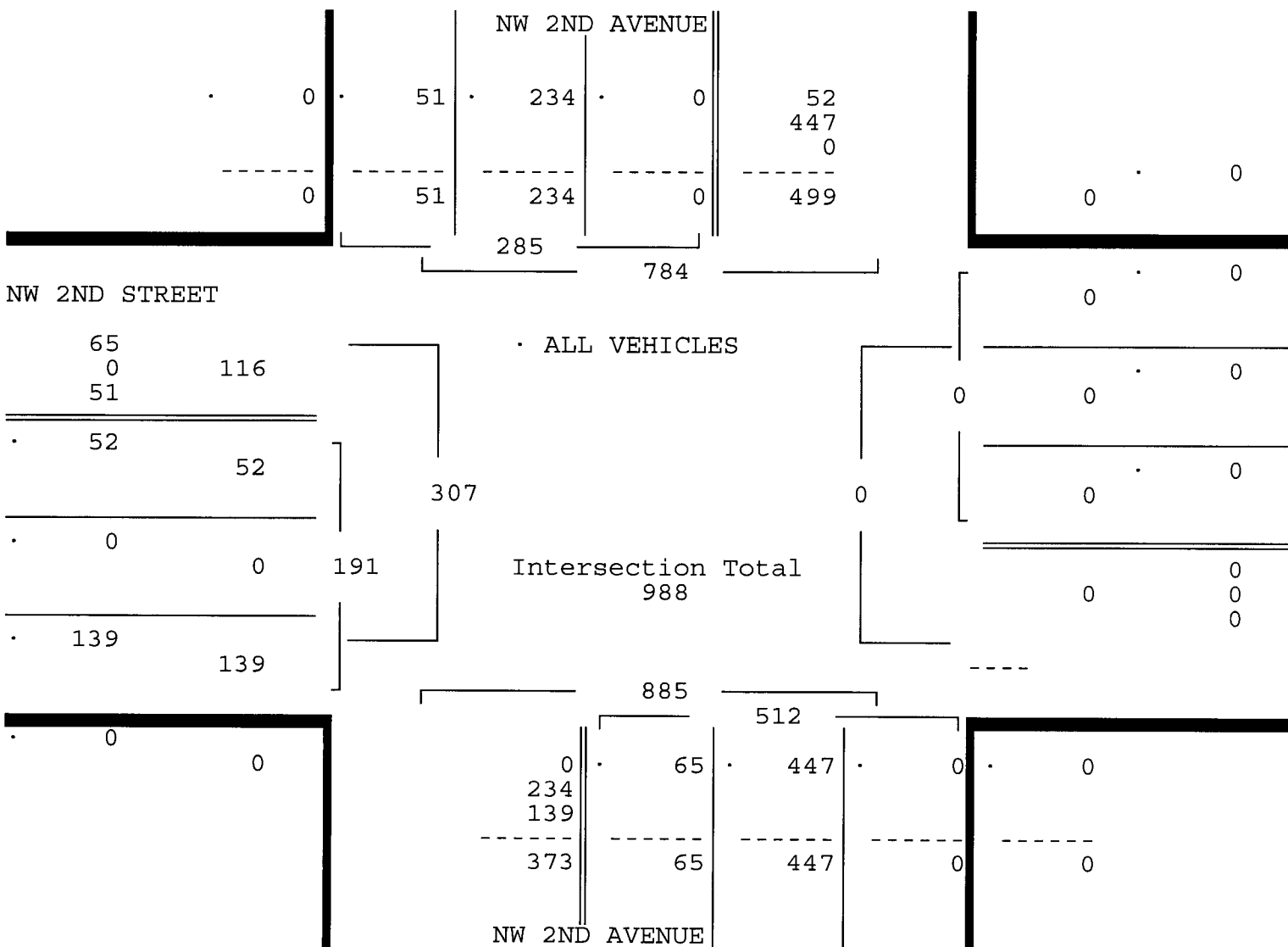
NW 2ND STREET & NW 2ND AVENUE  
 MIAMI, FLORIDA  
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ALL VEHICLES

| NW 2ND AVENUE                                                                        |       |      |       | ---- | NW 2ND AVENUE |      |      |       | NW 2ND STREET |            |      |      |       |    |           |      |      |       |     |  |
|--------------------------------------------------------------------------------------|-------|------|-------|------|---------------|------|------|-------|---------------|------------|------|------|-------|----|-----------|------|------|-------|-----|--|
| From North                                                                           |       |      |       |      | From East     |      |      |       |               | From South |      |      |       |    | From West |      |      |       |     |  |
|                                                                                      |       |      |       |      |               |      |      |       |               |            |      |      |       |    |           |      |      |       |     |  |
| UTurn                                                                                | Left  | Thru | Right |      | UTurn         | Left | Thru | Right |               | UTurn      | Left | Thru | Right |    | UTurn     | Left | Thru | Right |     |  |
| Date 03/20/14 -----                                                                  |       |      |       |      |               |      |      |       |               |            |      |      |       |    |           |      |      |       |     |  |
| Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 03/20/14 |       |      |       |      |               |      |      |       |               |            |      |      |       |    |           |      |      |       |     |  |
| Peak start 07:45                                                                     |       |      |       |      | 07:45         |      |      |       |               | 07:45      |      |      |       |    | 07:45     |      |      |       |     |  |
| Volume                                                                               | 0     | 0    | 234   | 51   |               | 0    | 0    | 0     | 0             |            | 0    | 65   | 447   | 0  |           | 0    | 52   | 0     | 139 |  |
| Percent                                                                              | 0%    | 0%   | 82%   | 18%  |               | 0%   | 0%   | 0%    | 0%            |            | 0%   | 13%  | 87%   | 0% |           | 0%   | 27%  | 0%    | 73% |  |
| Pk total                                                                             | 285   |      |       |      |               | 0    |      |       |               |            | 512  |      |       |    |           | 191  |      |       |     |  |
| Highest                                                                              | 07:45 |      |       |      | 07:30         |      |      |       |               | 08:00      |      |      |       |    | 08:00     |      |      |       |     |  |
| Volume                                                                               | 0     | 0    | 61    | 13   |               | 0    | 0    | 0     | 0             |            | 0    | 22   | 114   | 0  |           | 0    | 10   | 0     | 44  |  |
| Hi total                                                                             | 74    |      |       |      |               | 0    |      |       |               |            | 136  |      |       |    |           | 54   |      |       |     |  |
| PHF                                                                                  | .96   |      |       |      |               | .0   |      |       |               |            | .94  |      |       |    |           | .88  |      |       |     |  |



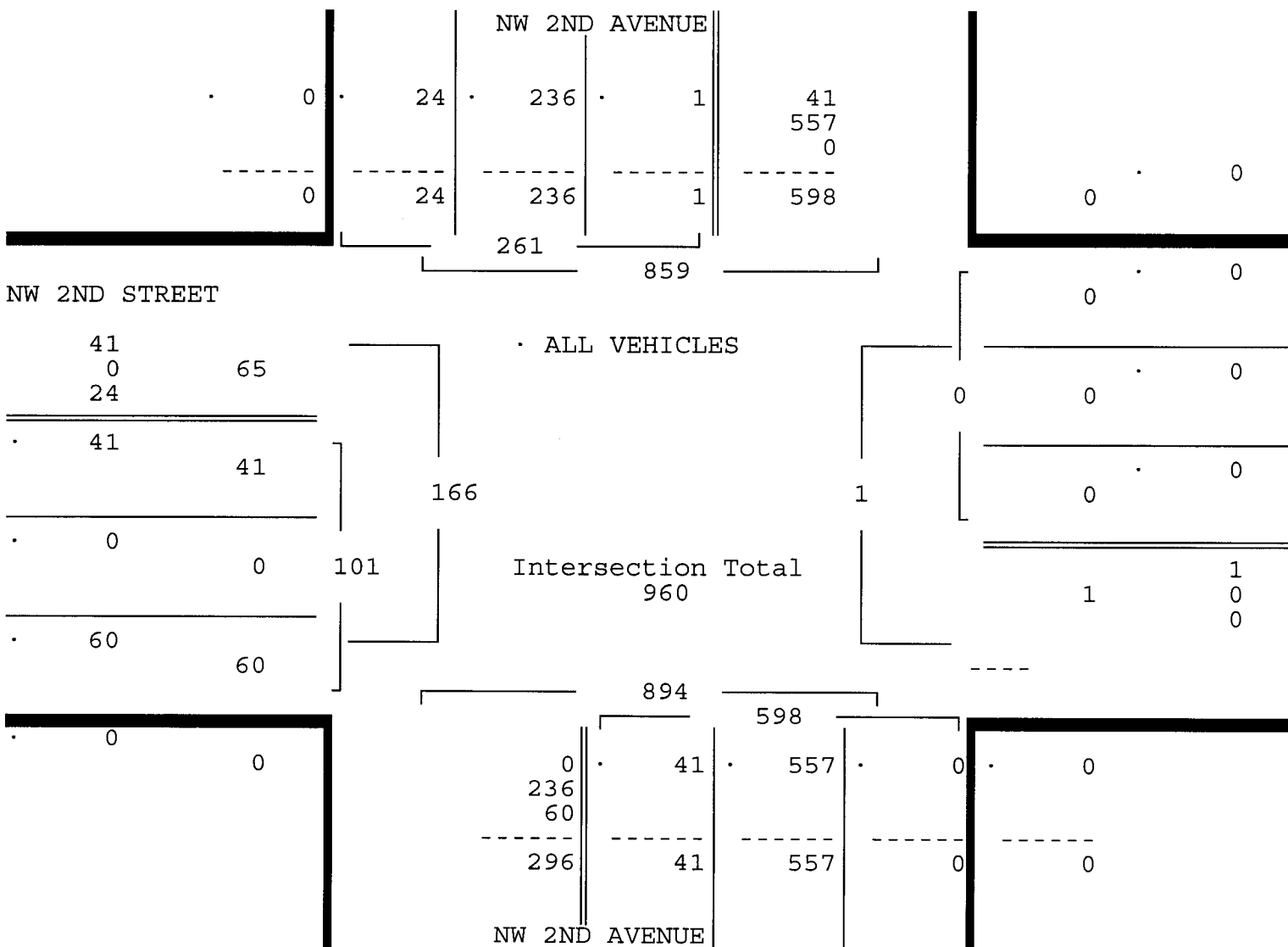
NW 2ND STREET & NW 2ND AVENUE  
 MIAMI, FLORIDA  
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 Page : 3

ALL VEHICLES

| NW 2ND AVENUE                                                                        |       |      |       |       | From East  |      |       |       |      | NW 2ND AVENUE |       |       |       |      | NW 2ND STREET |     |  |  |  | Total |
|--------------------------------------------------------------------------------------|-------|------|-------|-------|------------|------|-------|-------|------|---------------|-------|-------|-------|------|---------------|-----|--|--|--|-------|
| From North                                                                           |       |      |       |       | From South |      |       |       |      | From West     |       |       |       |      |               |     |  |  |  |       |
| UTurn                                                                                | Left  | Thru | Right | UTurn | Left       | Thru | Right | UTurn | Left | Thru          | Right | UTurn | Left  | Thru | Right         |     |  |  |  |       |
| Date 03/20/14                                                                        |       |      |       |       |            |      |       |       |      |               |       |       |       |      |               |     |  |  |  |       |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/20/14 |       |      |       |       |            |      |       |       |      |               |       |       |       |      |               |     |  |  |  |       |
| Peak start 16:30                                                                     |       |      |       |       | 16:30      |      |       |       |      | 16:30         |       |       |       |      | 16:30         |     |  |  |  |       |
| Volume                                                                               | 1     | 0    | 236   | 24    | 0          | 0    | 0     | 0     | 0    | 41            | 557   | 0     | 1     | 40   | 0             | 60  |  |  |  |       |
| Percent                                                                              | 0%    | 0%   | 90%   | 9%    | 0%         | 0%   | 0%    | 0%    | 0%   | 7%            | 93%   | 0%    | 1%    | 40%  | 0%            | 59% |  |  |  |       |
| Pk total                                                                             | 261   |      |       |       | 0          |      |       |       |      | 598           |       |       | 101   |      |               |     |  |  |  |       |
| Highest                                                                              | 17:00 |      |       |       | 07:30      |      |       |       |      | 17:15         |       |       | 17:00 |      |               |     |  |  |  |       |
| Volume                                                                               | 0     | 0    | 72    | 6     | 0          | 0    | 0     | 0     | 0    | 10            | 157   | 0     | 0     | 17   | 0             | 21  |  |  |  |       |
| Hi total                                                                             | 78    |      |       |       | 0          |      |       |       |      | 167           |       |       | 38    |      |               |     |  |  |  |       |
| PHF                                                                                  | .84   |      |       |       | .0         |      |       |       |      | .90           |       |       | .66   |      |               |     |  |  |  |       |



NW 2ND STREET & NW 2ND AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: RALPH ESPADA  
 SIGNALIZED

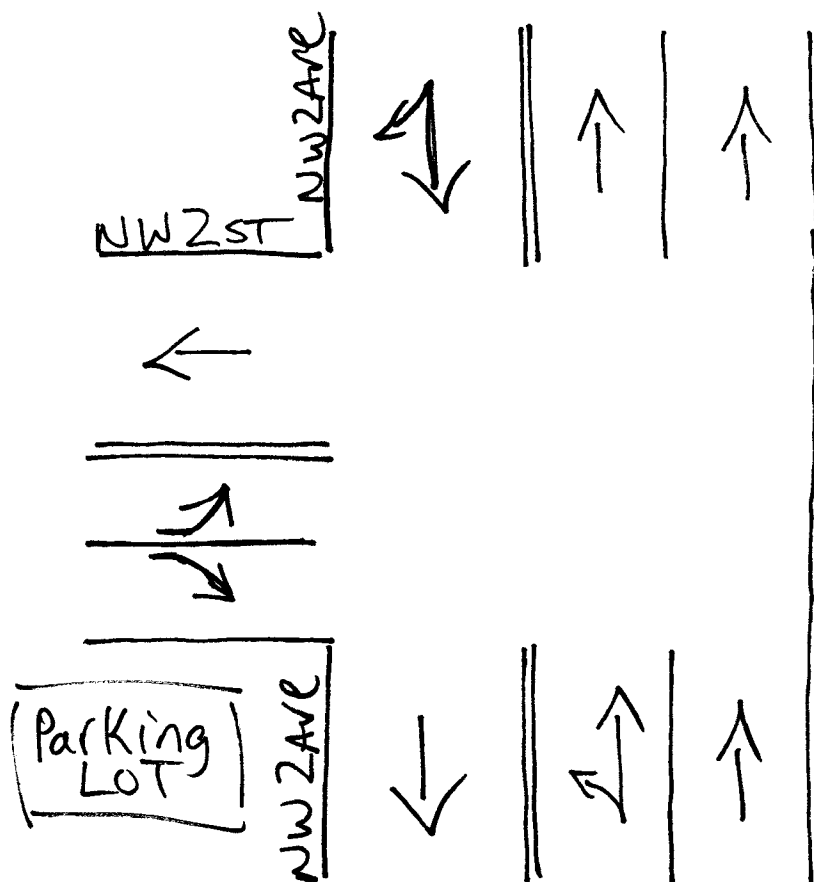
Traffic Survey Specialists, Inc.  
 624 Gardenia Terrace  
 Delray Beach, Florida 33444  
 Phone (561) 272-3255

Site Code : 00140065  
 Start Date: 03/20/14  
 File I.D. : 2ST\_2AVE  
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PEDESTRIANS

| Date 03/20/14 | NW 2ND AVENUE<br>From North |      |       |      | ----<br>From East |      |       |      | NW 2ND AVENUE<br>From South |      |       |      | NW 2ND STREET<br>From West |      |       |      | Total |
|---------------|-----------------------------|------|-------|------|-------------------|------|-------|------|-----------------------------|------|-------|------|----------------------------|------|-------|------|-------|
|               | Left                        | Thru | Right | Peds | Left              | Thru | Right | Peds | Left                        | Thru | Right | Peds | Left                       | Thru | Right | Peds |       |
| 07:30         | 0                           | 0    | 0     | 20   | 0                 | 0    | 0     | 0    | 0                           | 0    | 0     | 68   | 0                          | 0    | 0     | 1    | 89    |
| 07:45         | 0                           | 0    | 0     | 26   | 0                 | 0    | 0     | 0    | 0                           | 0    | 0     | 86   | 0                          | 0    | 0     | 3    | 115   |
| 08:00         | 0                           | 0    | 0     | 38   | 0                 | 0    | 0     | 0    | 0                           | 0    | 0     | 74   | 0                          | 0    | 0     | 3    | 115   |
| 08:15         | 0                           | 0    | 0     | 25   | 0                 | 0    | 0     | 0    | 0                           | 0    | 0     | 34   | 0                          | 0    | 0     | 3    | 62    |
| Hr Total      | 0                           | 0    | 0     | 109  | 0                 | 0    | 0     | 0    | 0                           | 0    | 0     | 262  | 0                          | 0    | 0     | 10   | 381   |
| 08:30         | 0                           | 0    | 0     | 16   | 0                 | 0    | 0     | 0    | 0                           | 0    | 0     | 46   | 0                          | 0    | 0     | 3    | 65    |
| 08:45         | 0                           | 0    | 0     | 14   | 0                 | 0    | 0     | 0    | 0                           | 0    | 0     | 29   | 0                          | 0    | 0     | 7    | 50    |
| 09:00         | 0                           | 0    | 0     | 17   | 0                 | 0    | 0     | 0    | 0                           | 0    | 0     | 19   | 0                          | 0    | 0     | 0    | 36    |
| 09:15         | 0                           | 0    | 0     | 27   | 0                 | 0    | 0     | 0    | 0                           | 0    | 0     | 36   | 0                          | 0    | 0     | 7    | 70    |
| Hr Total      | 0                           | 0    | 0     | 74   | 0                 | 0    | 0     | 0    | 0                           | 0    | 0     | 130  | 0                          | 0    | 0     | 17   | 221   |
| * BREAK *     |                             |      |       |      |                   |      |       |      |                             |      |       |      |                            |      |       |      |       |
| 15:30         | 0                           | 0    | 0     | 0    | 0                 | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0     |
| 15:45         | 0                           | 0    | 0     | 0    | 0                 | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0     |
| 16:00         | 0                           | 0    | 0     | 19   | 0                 | 0    | 0     | 0    | 0                           | 0    | 0     | 38   | 0                          | 0    | 0     | 3    | 60    |
| 16:15         | 0                           | 0    | 0     | 13   | 0                 | 0    | 0     | 0    | 0                           | 0    | 0     | 20   | 0                          | 0    | 0     | 3    | 36    |
| Hr Total      | 0                           | 0    | 0     | 32   | 0                 | 0    | 0     | 0    | 0                           | 0    | 0     | 58   | 0                          | 0    | 0     | 6    | 96    |
| 16:30         | 0                           | 0    | 0     | 28   | 0                 | 0    | 0     | 0    | 0                           | 0    | 0     | 34   | 0                          | 0    | 0     | 5    | 67    |
| 16:45         | 0                           | 0    | 0     | 37   | 0                 | 0    | 0     | 0    | 0                           | 0    | 0     | 39   | 0                          | 0    | 0     | 4    | 80    |
| 17:00         | 0                           | 0    | 0     | 24   | 0                 | 0    | 0     | 0    | 0                           | 0    | 0     | 52   | 0                          | 0    | 0     | 4    | 80    |
| 17:15         | 0                           | 0    | 0     | 24   | 0                 | 0    | 0     | 0    | 0                           | 0    | 0     | 24   | 0                          | 0    | 0     | 1    | 49    |
| Hr Total      | 0                           | 0    | 0     | 113  | 0                 | 0    | 0     | 0    | 0                           | 0    | 0     | 149  | 0                          | 0    | 0     | 14   | 276   |
| 17:30         | 0                           | 0    | 0     | 24   | 0                 | 0    | 0     | 0    | 0                           | 0    | 0     | 19   | 0                          | 0    | 0     | 4    | 47    |
| 17:45         | 0                           | 0    | 0     | 13   | 0                 | 0    | 0     | 0    | 0                           | 0    | 0     | 25   | 0                          | 0    | 0     | 4    | 42    |
| Hr Total      | 0                           | 0    | 0     | 37   | 0                 | 0    | 0     | 0    | 0                           | 0    | 0     | 44   | 0                          | 0    | 0     | 8    | 89    |
| *TOTAL*       | 0                           | 0    | 0     | 365  | 0                 | 0    | 0     | 0    | 0                           | 0    | 0     | 643  | 0                          | 0    | 0     | 55   | 1063  |

↑  
North



Miami, Florida  
March 20, 2014  
drawn by: Luis Palomino  
Signalized

NW 1ST STREET & NW 2ND AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: ROLANDO MARTINEZ  
 SIGNALIZED

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

Site Code : 00140065  
 Start Date: 03/20/14  
 File I.D. : 1ST\_2AVE  
 Page : 1

ALL VEHICLES

| NW 2ND AVENUE<br>From North |      |      |       |     | NW 1ST STREET<br>From East |      |      |       | NW 2ND AVENUE<br>From South |       |      |      | NW 1ST STREET<br>From West |   |       |      |      |       |       |
|-----------------------------|------|------|-------|-----|----------------------------|------|------|-------|-----------------------------|-------|------|------|----------------------------|---|-------|------|------|-------|-------|
| UTurn                       | Left | Thru | Right |     | UTurn                      | Left | Thru | Right |                             | UTurn | Left | Thru | Right                      |   | UTurn | Left | Thru | Right | Total |
| Date 03/20/14               |      |      |       |     |                            |      |      |       |                             |       |      |      |                            |   |       |      |      |       |       |
| 07:30                       | 0    | 0    | 68    | 11  | 0                          | 10   | 25   | 9     | 0                           | 8     | 109  | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 240   |
| 07:45                       | 0    | 0    | 77    | 6   | 0                          | 11   | 28   | 9     | 0                           | 9     | 117  | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 257   |
| 08:00                       | 0    | 0    | 94    | 11  | 0                          | 6    | 32   | 5     | 0                           | 9     | 130  | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 287   |
| 08:15                       | 0    | 0    | 74    | 16  | 0                          | 13   | 28   | 10    | 0                           | 2     | 107  | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 250   |
| Hr Total                    | 0    | 0    | 313   | 44  | 0                          | 40   | 113  | 33    | 0                           | 28    | 463  | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 1034  |
|                             |      |      |       |     |                            |      |      |       |                             |       |      |      |                            |   |       |      |      |       |       |
| 08:30                       | 0    | 0    | 79    | 8   | 1                          | 14   | 37   | 15    | 0                           | 5     | 125  | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 284   |
| 08:45                       | 0    | 0    | 93    | 10  | 0                          | 6    | 40   | 10    | 0                           | 9     | 112  | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 280   |
| 09:00                       | 0    | 0    | 104   | 10  | 0                          | 9    | 28   | 13    | 0                           | 10    | 112  | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 286   |
| 09:15                       | 0    | 0    | 104   | 14  | 0                          | 15   | 40   | 17    | 0                           | 17    | 94   | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 301   |
| Hr Total                    | 0    | 0    | 380   | 42  | 1                          | 44   | 145  | 55    | 0                           | 41    | 443  | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 1151  |
| ----- * BREAK * -----       |      |      |       |     |                            |      |      |       |                             |       |      |      |                            |   |       |      |      |       |       |
|                             |      |      |       |     |                            |      |      |       |                             |       |      |      |                            |   |       |      |      |       |       |
| 15:30                       | 0    | 0    | 0     | 0   | 0                          | 0    | 0    | 0     | 0                           | 0     | 0    | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 0     |
| 15:45                       | 0    | 0    | 0     | 0   | 0                          | 0    | 0    | 0     | 0                           | 0     | 0    | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 0     |
| 16:00                       | 0    | 0    | 48    | 27  | 0                          | 8    | 78   | 10    | 0                           | 14    | 106  | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 291   |
| 16:15                       | 0    | 0    | 34    | 16  | 0                          | 6    | 58   | 6     | 0                           | 14    | 115  | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 249   |
| Hr Total                    | 0    | 0    | 82    | 43  | 0                          | 14   | 136  | 16    | 0                           | 28    | 221  | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 540   |
|                             |      |      |       |     |                            |      |      |       |                             |       |      |      |                            |   |       |      |      |       |       |
| 16:30                       | 0    | 0    | 46    | 19  | 0                          | 9    | 60   | 8     | 0                           | 9     | 126  | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 277   |
| 16:45                       | 0    | 0    | 45    | 19  | 0                          | 6    | 51   | 13    | 0                           | 11    | 139  | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 284   |
| 17:00                       | 0    | 0    | 55    | 38  | 0                          | 9    | 90   | 15    | 0                           | 18    | 136  | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 361   |
| 17:15                       | 0    | 0    | 48    | 23  | 0                          | 12   | 84   | 15    | 0                           | 13    | 155  | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 350   |
| Hr Total                    | 0    | 0    | 194   | 99  | 0                          | 36   | 285  | 51    | 0                           | 51    | 556  | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 1272  |
|                             |      |      |       |     |                            |      |      |       |                             |       |      |      |                            |   |       |      |      |       |       |
| 17:30                       | 0    | 0    | 45    | 15  | 0                          | 8    | 80   | 10    | 0                           | 12    | 134  | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 304   |
| 17:45                       | 0    | 0    | 47    | 12  | 0                          | 7    | 76   | 6     | 0                           | 9     | 117  | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 274   |
| Hr Total                    | 0    | 0    | 92    | 27  | 0                          | 15   | 156  | 16    | 0                           | 21    | 251  | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 578   |
|                             |      |      |       |     |                            |      |      |       |                             |       |      |      |                            |   |       |      |      |       |       |
| *TOTAL*                     | 0    | 0    | 1061  | 255 | 1                          | 149  | 835  | 171   | 0                           | 169   | 1934 | 0    | 0                          | 0 | 0     | 0    | 0    | 0     | 4575  |

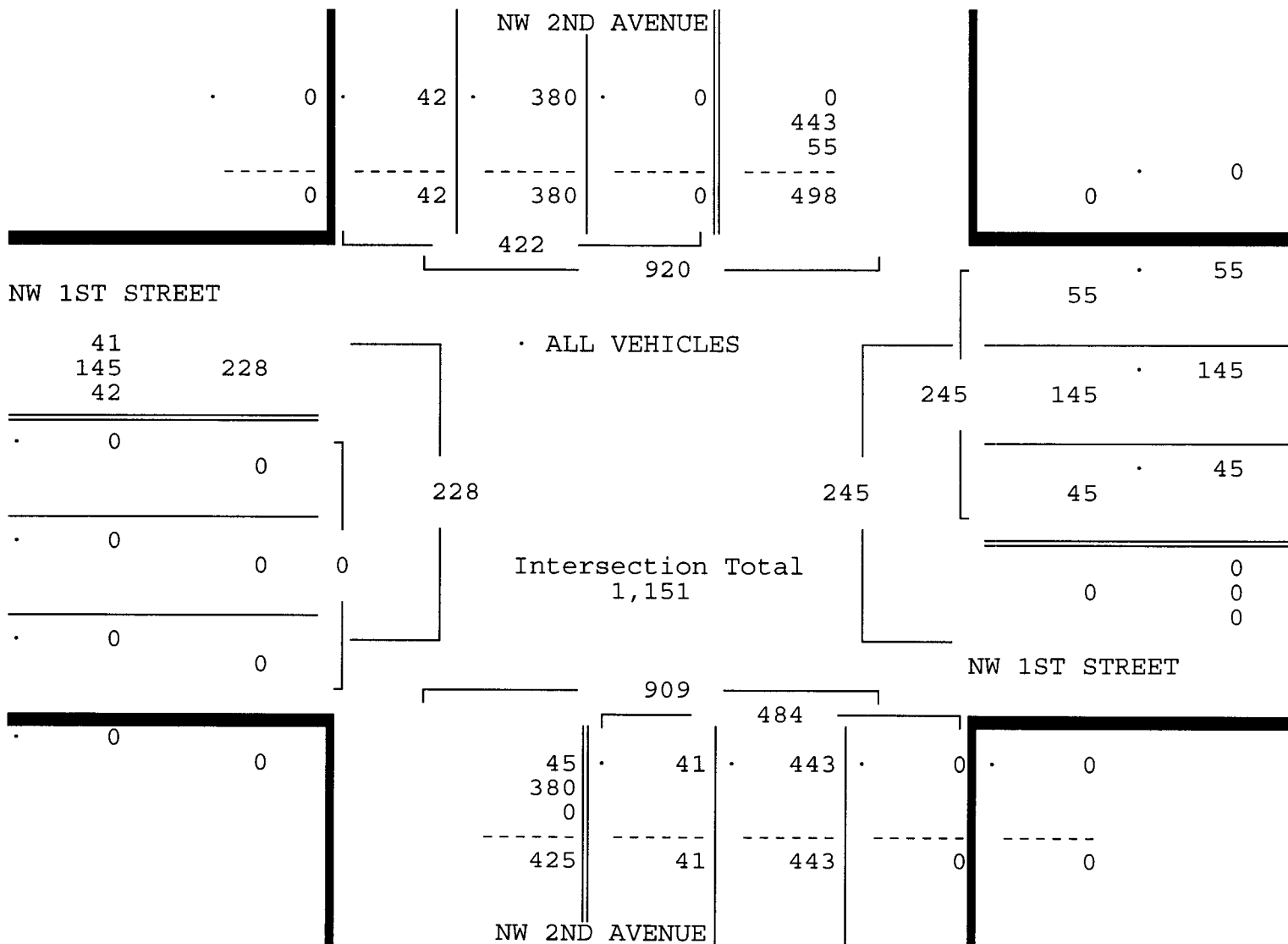
NW 1ST STREET & NW 2ND AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: ROLANDO MARTINEZ  
 SIGNALIZED

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

Site Code : 00140065  
 Start Date: 03/20/14  
 File I.D. : 1ST\_2AVE  
 Page : 2

ALL VEHICLES

| NW 2ND AVENUE<br>From North                                                          |       |      |       |     | NW 1ST STREET<br>From East |      |      |       |  | NW 2ND AVENUE<br>From South |      |      |       |  | NW 1ST STREET<br>From West |      |      |       |  |  |
|--------------------------------------------------------------------------------------|-------|------|-------|-----|----------------------------|------|------|-------|--|-----------------------------|------|------|-------|--|----------------------------|------|------|-------|--|--|
| UTurn                                                                                | Left  | Thru | Right |     | UTurn                      | Left | Thru | Right |  | UTurn                       | Left | Thru | Right |  | UTurn                      | Left | Thru | Right |  |  |
| Date 03/20/14 -----                                                                  |       |      |       |     |                            |      |      |       |  |                             |      |      |       |  |                            |      |      |       |  |  |
| Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 03/20/14 |       |      |       |     |                            |      |      |       |  |                             |      |      |       |  |                            |      |      |       |  |  |
| Peak start 08:30                                                                     |       |      |       |     | 08:30                      |      |      |       |  | 08:30                       |      |      |       |  | 08:30                      |      |      |       |  |  |
| Volume                                                                               | 0     | 0    | 380   | 42  | 1                          | 44   | 145  | 55    |  | 0                           | 41   | 443  | 0     |  | 0                          | 0    | 0    | 0     |  |  |
| Percent                                                                              | 0%    | 0%   | 90%   | 10% | 0%                         | 18%  | 59%  | 22%   |  | 0%                          | 8%   | 92%  | 0%    |  | 0%                         | 0%   | 0%   | 0%    |  |  |
| Pk total                                                                             | 422   |      |       |     | 245                        |      |      |       |  | 484                         |      |      |       |  | 0                          |      |      |       |  |  |
| Highest                                                                              | 09:15 |      |       |     | 09:15                      |      |      |       |  | 08:30                       |      |      |       |  | 07:30                      |      |      |       |  |  |
| Volume                                                                               | 0     | 0    | 104   | 14  | 0                          | 15   | 40   | 17    |  | 0                           | 5    | 125  | 0     |  | 0                          | 0    | 0    | 0     |  |  |
| Hi total                                                                             | 118   |      |       |     | 72                         |      |      |       |  | 130                         |      |      |       |  | 0                          |      |      |       |  |  |
| PHF                                                                                  | .89   |      |       |     | .85                        |      |      |       |  | .93                         |      |      |       |  | .0                         |      |      |       |  |  |



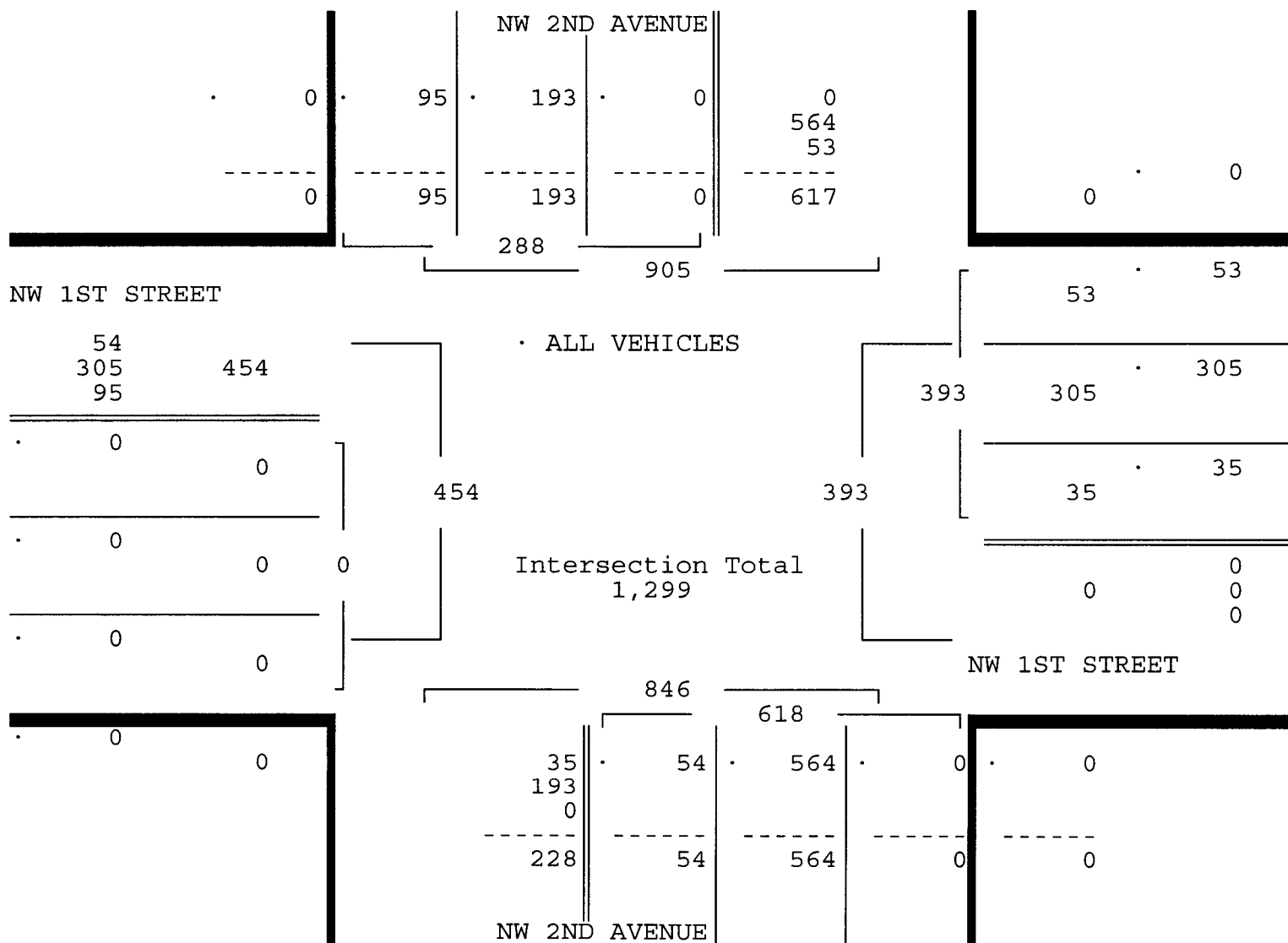
NW 1ST STREET & NW 2ND AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: ROLANDO MARTINEZ  
 SIGNALIZED

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

Site Code : 00140065  
 Start Date: 03/20/14  
 File I.D. : 1ST\_2AVE  
 Page : 3

ALL VEHICLES

| NW 2ND AVENUE<br>From North                                                          |       |      |       | NW 1ST STREET<br>From East |       |      |       | NW 2ND AVENUE<br>From South |       |      |       | NW 1ST STREET<br>From West |       |      |       |       |
|--------------------------------------------------------------------------------------|-------|------|-------|----------------------------|-------|------|-------|-----------------------------|-------|------|-------|----------------------------|-------|------|-------|-------|
| UTurn                                                                                | Left  | Thru | Right | UTurn                      | Left  | Thru | Right | UTurn                       | Left  | Thru | Right | UTurn                      | Left  | Thru | Right | Total |
| Date 03/20/14                                                                        |       |      |       |                            |       |      |       |                             |       |      |       |                            |       |      |       |       |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/20/14 |       |      |       |                            |       |      |       |                             |       |      |       |                            |       |      |       |       |
| Peak start 16:45                                                                     |       |      |       | 16:45                      |       |      |       | 16:45                       |       |      |       | 16:45                      |       |      |       |       |
| Volume                                                                               | 0     | 0    | 193   | 95                         | 0     | 35   | 305   | 53                          | 0     | 54   | 564   | 0                          | 0     | 0    | 0     |       |
| Percent                                                                              | 0%    | 0%   | 67%   | 33%                        | 0%    | 9%   | 78%   | 13%                         | 0%    | 9%   | 91%   | 0%                         | 0%    | 0%   | 0%    |       |
| Pk total                                                                             | 288   |      |       |                            | 393   |      |       |                             | 618   |      |       |                            | 0     |      |       |       |
| Highest                                                                              | 17:00 |      |       |                            | 17:00 |      |       |                             | 17:15 |      |       |                            | 07:30 |      |       |       |
| Volume                                                                               | 0     | 0    | 55    | 38                         | 0     | 9    | 90    | 15                          | 0     | 13   | 155   | 0                          | 0     | 0    | 0     |       |
| Hi total                                                                             | 93    |      |       |                            | 114   |      |       |                             | 168   |      |       |                            | 0     |      |       |       |
| PHF                                                                                  | .77   |      |       |                            | .86   |      |       |                             | .92   |      |       |                            | .0    |      |       |       |



NW 1ST STREET & NW 2ND AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: ROLANDO MARTINEZ  
 SIGNALIZED

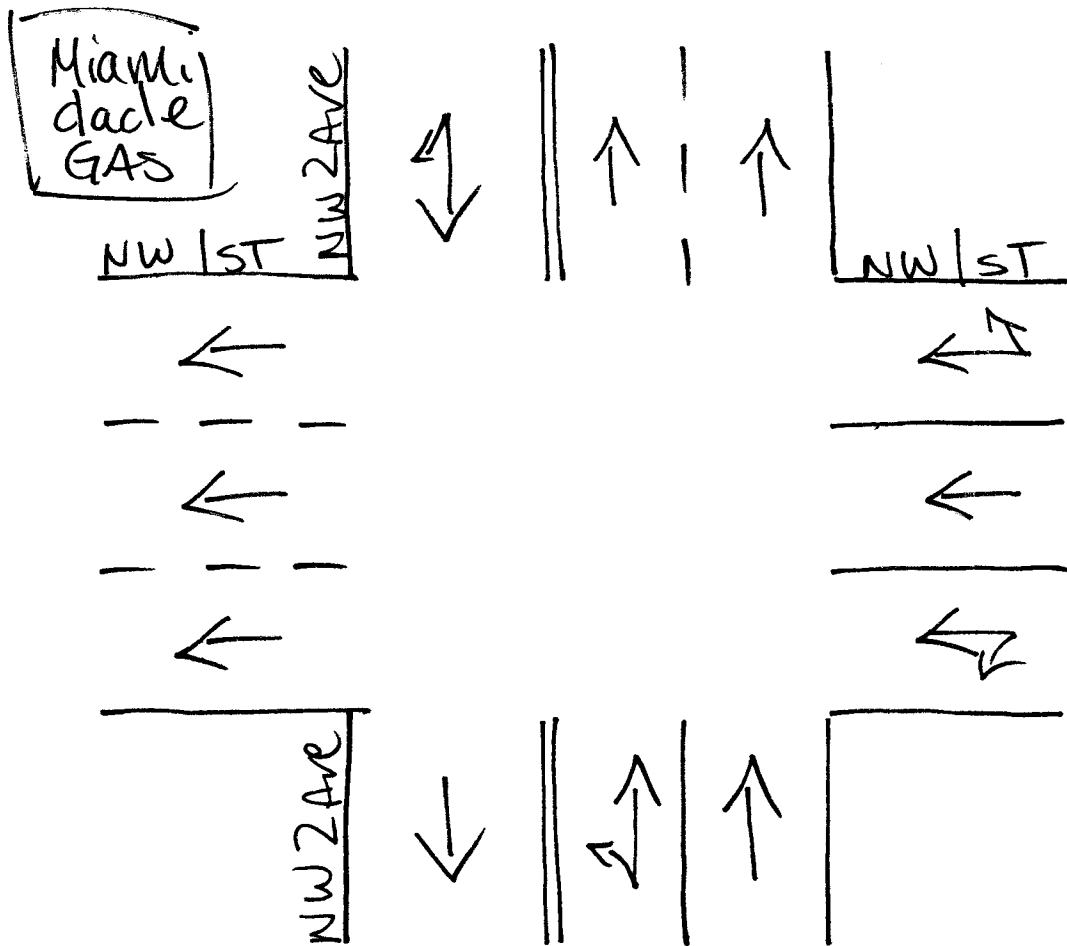
Traffic Survey Specialists, Inc.  
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 Phone (561) 272-3255

Site Code : 00140065  
 Start Date: 03/20/14  
 File I.D. : 1ST\_2AVE  
 Page : 1

PEDESTRIANS

| Date 03/20/14 | NW 2ND AVENUE<br>From North |      |       |      | NW 1ST STREET<br>From East |      |       |      | NW 2ND AVENUE<br>From South |      |       |      | NW 1ST STREET<br>From West |      |       |      | Total |
|---------------|-----------------------------|------|-------|------|----------------------------|------|-------|------|-----------------------------|------|-------|------|----------------------------|------|-------|------|-------|
|               | Left                        | Thru | Right | Peds | Left                       | Thru | Right | Peds | Left                        | Thru | Right | Peds | Left                       | Thru | Right | Peds |       |
|               |                             |      |       |      |                            |      |       |      |                             |      |       |      |                            |      |       |      |       |
| 07:30         | 0                           | 0    | 0     | 38   | 0                          | 0    | 0     | 10   | 0                           | 0    | 0     | 20   | 0                          | 0    | 0     | 3    | 71    |
| 07:45         | 0                           | 0    | 0     | 31   | 0                          | 0    | 0     | 8    | 0                           | 0    | 0     | 26   | 0                          | 0    | 0     | 4    | 69    |
| 08:00         | 0                           | 0    | 0     | 50   | 0                          | 0    | 0     | 1    | 0                           | 0    | 0     | 19   | 0                          | 0    | 0     | 14   | 84    |
| 08:15         | 0                           | 0    | 0     | 31   | 0                          | 0    | 0     | 10   | 0                           | 0    | 0     | 18   | 0                          | 0    | 0     | 1    | 60    |
| Hr Total      | 0                           | 0    | 0     | 150  | 0                          | 0    | 0     | 29   | 0                           | 0    | 0     | 83   | 0                          | 0    | 0     | 22   | 284   |
| 08:30         | 0                           | 0    | 0     | 36   | 0                          | 0    | 0     | 4    | 0                           | 0    | 0     | 15   | 0                          | 0    | 0     | 5    | 60    |
| 08:45         | 0                           | 0    | 0     | 28   | 0                          | 0    | 0     | 10   | 0                           | 0    | 0     | 20   | 0                          | 0    | 0     | 5    | 63    |
| 09:00         | 0                           | 0    | 0     | 26   | 0                          | 0    | 0     | 4    | 0                           | 0    | 0     | 21   | 0                          | 0    | 0     | 3    | 54    |
| 09:15         | 0                           | 0    | 0     | 48   | 0                          | 0    | 0     | 6    | 0                           | 0    | 0     | 15   | 0                          | 0    | 0     | 16   | 85    |
| Hr Total      | 0                           | 0    | 0     | 138  | 0                          | 0    | 0     | 24   | 0                           | 0    | 0     | 71   | 0                          | 0    | 0     | 29   | 262   |
| * BREAK *     |                             |      |       |      |                            |      |       |      |                             |      |       |      |                            |      |       |      |       |
| 15:30         | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0     |
| 15:45         | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0     |
| 16:00         | 0                           | 0    | 0     | 37   | 0                          | 0    | 0     | 4    | 0                           | 0    | 0     | 9    | 0                          | 0    | 0     | 7    | 57    |
| 16:15         | 0                           | 0    | 0     | 22   | 0                          | 0    | 0     | 12   | 0                           | 0    | 0     | 10   | 0                          | 0    | 0     | 4    | 48    |
| Hr Total      | 0                           | 0    | 0     | 59   | 0                          | 0    | 0     | 16   | 0                           | 0    | 0     | 19   | 0                          | 0    | 0     | 11   | 105   |
| 16:30         | 0                           | 0    | 0     | 33   | 0                          | 0    | 0     | 9    | 0                           | 0    | 0     | 15   | 0                          | 0    | 0     | 8    | 65    |
| 16:45         | 0                           | 0    | 0     | 38   | 0                          | 0    | 0     | 10   | 0                           | 0    | 0     | 39   | 0                          | 0    | 0     | 3    | 90    |
| 17:00         | 0                           | 0    | 0     | 32   | 0                          | 0    | 0     | 12   | 0                           | 0    | 0     | 33   | 0                          | 0    | 0     | 5    | 82    |
| 17:15         | 0                           | 0    | 0     | 22   | 0                          | 0    | 0     | 12   | 0                           | 0    | 0     | 21   | 0                          | 0    | 0     | 1    | 56    |
| Hr Total      | 0                           | 0    | 0     | 125  | 0                          | 0    | 0     | 43   | 0                           | 0    | 0     | 108  | 0                          | 0    | 0     | 17   | 293   |
| 17:30         | 0                           | 0    | 0     | 18   | 0                          | 0    | 0     | 10   | 0                           | 0    | 0     | 16   | 0                          | 0    | 0     | 4    | 48    |
| 17:45         | 0                           | 0    | 0     | 17   | 0                          | 0    | 0     | 9    | 0                           | 0    | 0     | 10   | 0                          | 0    | 0     | 2    | 38    |
| Hr Total      | 0                           | 0    | 0     | 35   | 0                          | 0    | 0     | 19   | 0                           | 0    | 0     | 26   | 0                          | 0    | 0     | 6    | 86    |
| *TOTAL*       | 0                           | 0    | 0     | 507  | 0                          | 0    | 0     | 131  | 0                           | 0    | 0     | 307  | 0                          | 0    | 0     | 85   | 1030  |

↑  
North



Miami, Florida  
March 20, 2014  
drawn by: Luis Palomino  
Signalized

NW 1ST STREET & NW 1ST AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: REY LOPEZ  
 SIGNALIZED

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

Site Code : 00140065  
 Start Date: 03/20/14  
 File I.D. : 1ST\_1AVE  
 Page : 1

ALL VEHICLES

| NW 1ST AVENUE |       |      |      |       | NW 1ST STREET |      |      |       | NW 1ST AVENUE |      |      |       | NW 1ST STREET |      |      |       |       |
|---------------|-------|------|------|-------|---------------|------|------|-------|---------------|------|------|-------|---------------|------|------|-------|-------|
| From North    |       |      |      |       | From East     |      |      |       | From South    |      |      |       | From West     |      |      |       |       |
|               | UTurn | Left | Thru | Right | UTurn         | Left | Thru | Right | UTurn         | Left | Thru | Right | UTurn         | Left | Thru | Right | Total |
| Date 03/20/14 |       |      |      |       |               |      |      |       |               |      |      |       |               |      |      |       |       |
| 07:30         | 0     | 3    | 12   | 13    | 0             | 3    | 29   | 16    | 0             | 11   | 43   | 2     | 0             | 0    | 0    | 0     | 132   |
| 07:45         | 0     | 6    | 9    | 9     | 0             | 7    | 28   | 8     | 0             | 7    | 41   | 1     | 0             | 0    | 0    | 0     | 116   |
| 08:00         | 0     | 6    | 16   | 6     | 0             | 8    | 24   | 19    | 0             | 7    | 40   | 4     | 0             | 0    | 0    | 0     | 130   |
| 08:15         | 0     | 2    | 13   | 17    | 0             | 7    | 32   | 23    | 0             | 9    | 53   | 2     | 0             | 0    | 0    | 0     | 158   |
| Hr Total      | 0     | 17   | 50   | 45    | 0             | 25   | 113  | 66    | 0             | 34   | 177  | 9     | 0             | 0    | 0    | 0     | 536   |
|               |       |      |      |       |               |      |      |       |               |      |      |       |               |      |      |       |       |
| 08:30         | 0     | 6    | 19   | 23    | 0             | 8    | 40   | 14    | 0             | 4    | 46   | 2     | 0             | 0    | 0    | 0     | 162   |
| 08:45         | 1     | 2    | 24   | 12    | 0             | 10   | 30   | 15    | 0             | 12   | 62   | 3     | 0             | 0    | 0    | 0     | 171   |
| 09:00         | 0     | 3    | 27   | 12    | 0             | 11   | 29   | 36    | 0             | 9    | 64   | 0     | 0             | 0    | 0    | 0     | 191   |
| 09:15         | 0     | 1    | 35   | 15    | 0             | 9    | 45   | 27    | 0             | 9    | 49   | 4     | 0             | 0    | 0    | 0     | 194   |
| Hr Total      | 1     | 12   | 105  | 62    | 0             | 38   | 144  | 92    | 0             | 34   | 221  | 9     | 0             | 0    | 0    | 0     | 718   |
| * BREAK *     |       |      |      |       |               |      |      |       |               |      |      |       |               |      |      |       |       |
|               |       |      |      |       |               |      |      |       |               |      |      |       |               |      |      |       |       |
| 15:30         | 0     | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0     |
| 15:45         | 0     | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0     |
| 16:00         | 0     | 2    | 24   | 14    | 0             | 9    | 75   | 31    | 0             | 12   | 29   | 3     | 0             | 0    | 0    | 0     | 199   |
| 16:15         | 0     | 1    | 19   | 14    | 0             | 6    | 53   | 23    | 0             | 5    | 28   | 5     | 0             | 0    | 0    | 0     | 154   |
| Hr Total      | 0     | 3    | 43   | 28    | 0             | 15   | 128  | 54    | 0             | 17   | 57   | 8     | 0             | 0    | 0    | 0     | 353   |
|               |       |      |      |       |               |      |      |       |               |      |      |       |               |      |      |       |       |
| 16:30         | 0     | 2    | 24   | 14    | 0             | 6    | 52   | 25    | 0             | 12   | 33   | 7     | 0             | 0    | 0    | 0     | 175   |
| 16:45         | 0     | 2    | 16   | 10    | 0             | 6    | 54   | 27    | 0             | 10   | 25   | 1     | 0             | 0    | 0    | 0     | 151   |
| 17:00         | 0     | 0    | 11   | 11    | 0             | 6    | 93   | 26    | 0             | 11   | 37   | 1     | 0             | 0    | 0    | 0     | 196   |
| 17:15         | 1     | 1    | 23   | 18    | 0             | 5    | 79   | 22    | 0             | 14   | 49   | 3     | 0             | 0    | 0    | 0     | 215   |
| Hr Total      | 1     | 5    | 74   | 53    | 0             | 23   | 278  | 100   | 0             | 47   | 144  | 12    | 0             | 0    | 0    | 0     | 737   |
|               |       |      |      |       |               |      |      |       |               |      |      |       |               |      |      |       |       |
| 17:30         | 0     | 1    | 11   | 11    | 0             | 3    | 83   | 14    | 0             | 8    | 36   | 1     | 0             | 0    | 0    | 0     | 168   |
| 17:45         | 0     | 0    | 19   | 14    | 0             | 5    | 66   | 16    | 0             | 7    | 35   | 4     | 0             | 0    | 0    | 0     | 166   |
| Hr Total      | 0     | 1    | 30   | 25    | 0             | 8    | 149  | 30    | 0             | 15   | 71   | 5     | 0             | 0    | 0    | 0     | 334   |
|               |       |      |      |       |               |      |      |       |               |      |      |       |               |      |      |       |       |
| *TOTAL*       | 2     | 38   | 302  | 213   | 0             | 109  | 812  | 342   | 0             | 147  | 670  | 43    | 0             | 0    | 0    | 0     | 2678  |

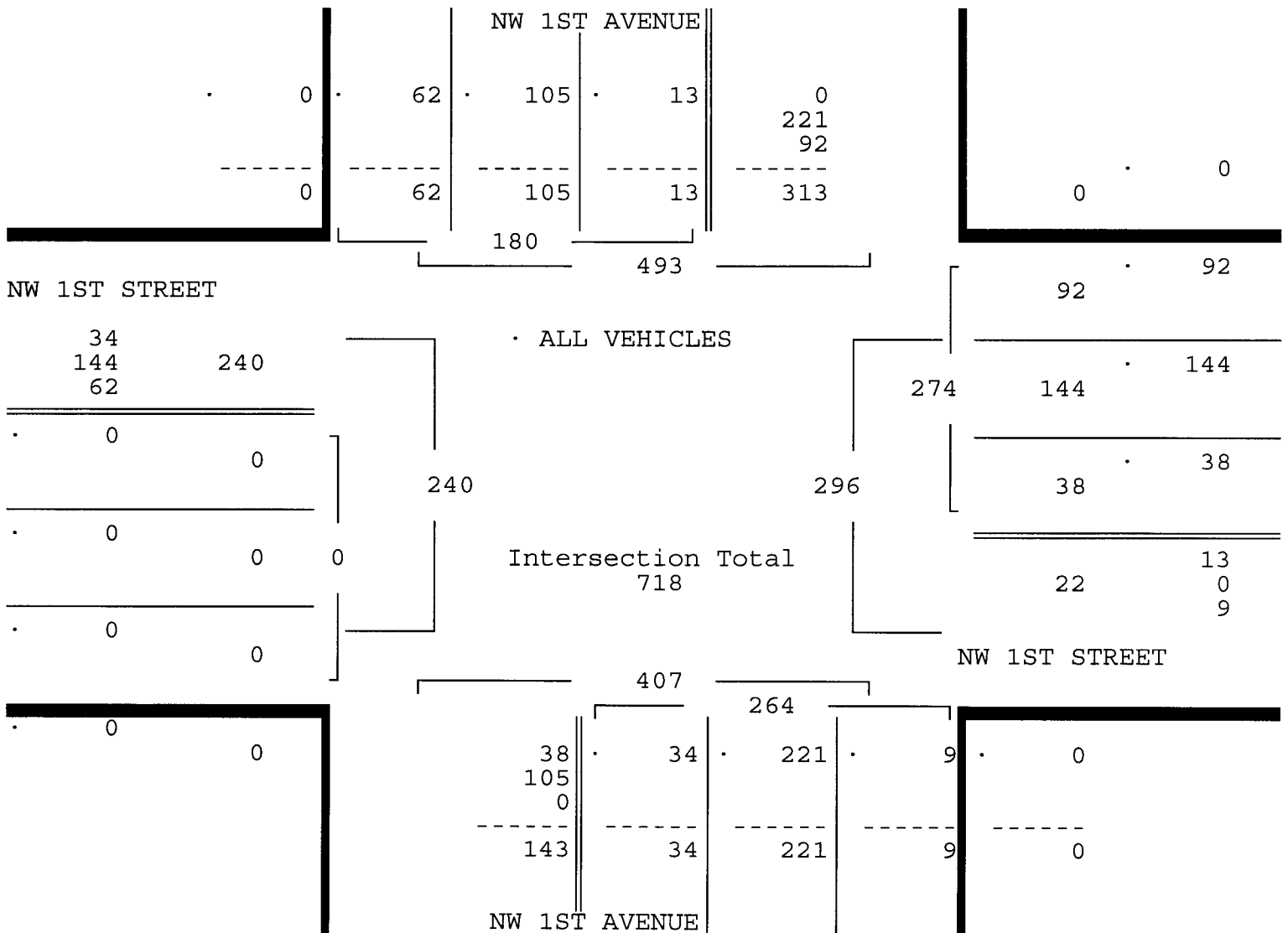
NW 1ST STREET & NW 1ST AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: REY LOPEZ  
 SIGNALIZED

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

Site Code : 00140065  
 Start Date: 03/20/14  
 File I.D. : 1ST\_1AVE  
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ALL VEHICLES

| NW 1ST AVENUE                                                                        |       |      |       | NW 1ST STREET |       |      |       | NW 1ST AVENUE |       |      |       | NW 1ST STREET |       |      |       |       |
|--------------------------------------------------------------------------------------|-------|------|-------|---------------|-------|------|-------|---------------|-------|------|-------|---------------|-------|------|-------|-------|
| From North                                                                           |       |      |       | From East     |       |      |       | From South    |       |      |       | From West     |       |      |       |       |
|                                                                                      |       |      |       |               |       |      |       |               |       |      |       |               |       |      |       |       |
| UTurn                                                                                | Left  | Thru | Right | UTurn         | Left  | Thru | Right | UTurn         | Left  | Thru | Right | UTurn         | Left  | Thru | Right | Total |
| Date 03/20/14 -----                                                                  |       |      |       |               |       |      |       |               |       |      |       |               |       |      |       |       |
| Peak Hour Analysis By Entire Intersection for the Period: 07:30 to 09:30 on 03/20/14 |       |      |       |               |       |      |       |               |       |      |       |               |       |      |       |       |
| Peak start 08:30                                                                     |       |      |       | 08:30         |       |      |       | 08:30         |       |      |       | 08:30         |       |      |       |       |
| Volume                                                                               | 1     | 12   | 105   | 62            | 0     | 38   | 144   | 92            | 0     | 34   | 221   | 9             | 0     | 0    | 0     | 0     |
| Percent                                                                              | 1%    | 7%   | 58%   | 34%           | 0%    | 14%  | 53%   | 34%           | 0%    | 13%  | 84%   | 3%            | 0%    | 0%   | 0%    | 0%    |
| Pk total                                                                             | 180   |      |       |               | 274   |      |       |               | 264   |      |       |               | 0     |      |       |       |
| Highest                                                                              | 09:15 |      |       |               | 09:15 |      |       |               | 08:45 |      |       |               | 07:30 |      |       |       |
| Volume                                                                               | 0     | 1    | 35    | 15            | 0     | 9    | 45    | 27            | 0     | 12   | 62    | 3             | 0     | 0    | 0     | 0     |
| Hi total                                                                             | 51    |      |       |               | 81    |      |       |               | 77    |      |       |               | 0     |      |       |       |
| PHF                                                                                  | .88   |      |       |               | .85   |      |       |               | .86   |      |       |               | .0    |      |       |       |



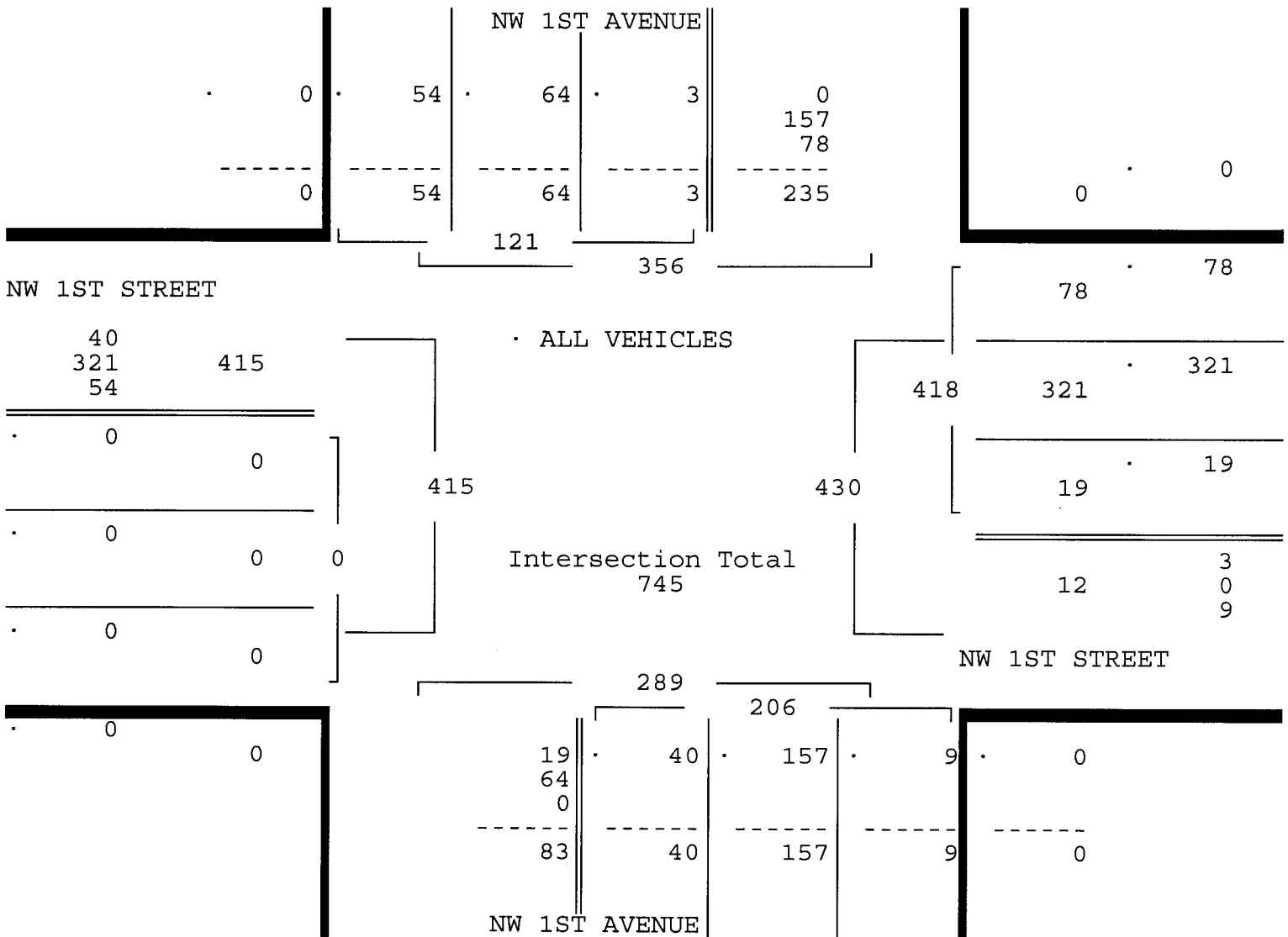
NW 1ST STREET & NW 1ST AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: REY LOPEZ  
 SIGNALIZED

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

Site Code : 00140065  
 Start Date: 03/20/14  
 File I.D. : 1ST\_1AVE  
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ALL VEHICLES

| NW 1ST AVENUE                                                                        |       |      |       |       | NW 1ST STREET |      |       |       | NW 1ST AVENUE |      |       |       | NW 1ST STREET |      |       |    | Total |
|--------------------------------------------------------------------------------------|-------|------|-------|-------|---------------|------|-------|-------|---------------|------|-------|-------|---------------|------|-------|----|-------|
| From North                                                                           |       |      |       |       | From East     |      |       |       | From South    |      |       |       | From West     |      |       |    |       |
| UTurn                                                                                | Left  | Thru | Right | UTurn | Left          | Thru | Right | UTurn | Left          | Thru | Right | UTurn | Left          | Thru | Right |    |       |
| Date 03/20/14 -----                                                                  |       |      |       |       |               |      |       |       |               |      |       |       |               |      |       |    |       |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/20/14 |       |      |       |       |               |      |       |       |               |      |       |       |               |      |       |    |       |
| Peak start 17:00                                                                     |       |      |       |       | 17:00         |      |       |       | 17:00         |      |       |       | 17:00         |      |       |    |       |
| Volume                                                                               | 1     | 2    | 64    | 54    | 0             | 19   | 321   | 78    | 0             | 40   | 157   | 9     | 0             | 0    | 0     | 0  |       |
| Percent                                                                              | 1%    | 2%   | 53%   | 45%   | 0%            | 5%   | 77%   | 19%   | 0%            | 19%  | 76%   | 4%    | 0%            | 0%   | 0%    | 0% |       |
| Pk total                                                                             | 121   |      |       |       | 418           |      |       |       | 206           |      |       |       | 0             |      |       |    |       |
| Highest                                                                              | 17:15 |      |       |       | 17:00         |      |       |       | 17:15         |      |       |       | 07:30         |      |       |    |       |
| Volume                                                                               | 1     | 1    | 23    | 18    | 0             | 6    | 93    | 26    | 0             | 14   | 49    | 3     | 0             | 0    | 0     | 0  |       |
| Hi total                                                                             | 43    |      |       |       | 125           |      |       |       | 66            |      |       |       | 0             |      |       |    |       |
| PHF                                                                                  | .70   |      |       |       | .84           |      |       |       | .78           |      |       |       | .0            |      |       |    |       |



NW 1ST STREET & NW 1ST AVENUE  
 MIAMI, FLORIDA  
 COUNTED BY: REY LOPEZ  
 SIGNALIZED

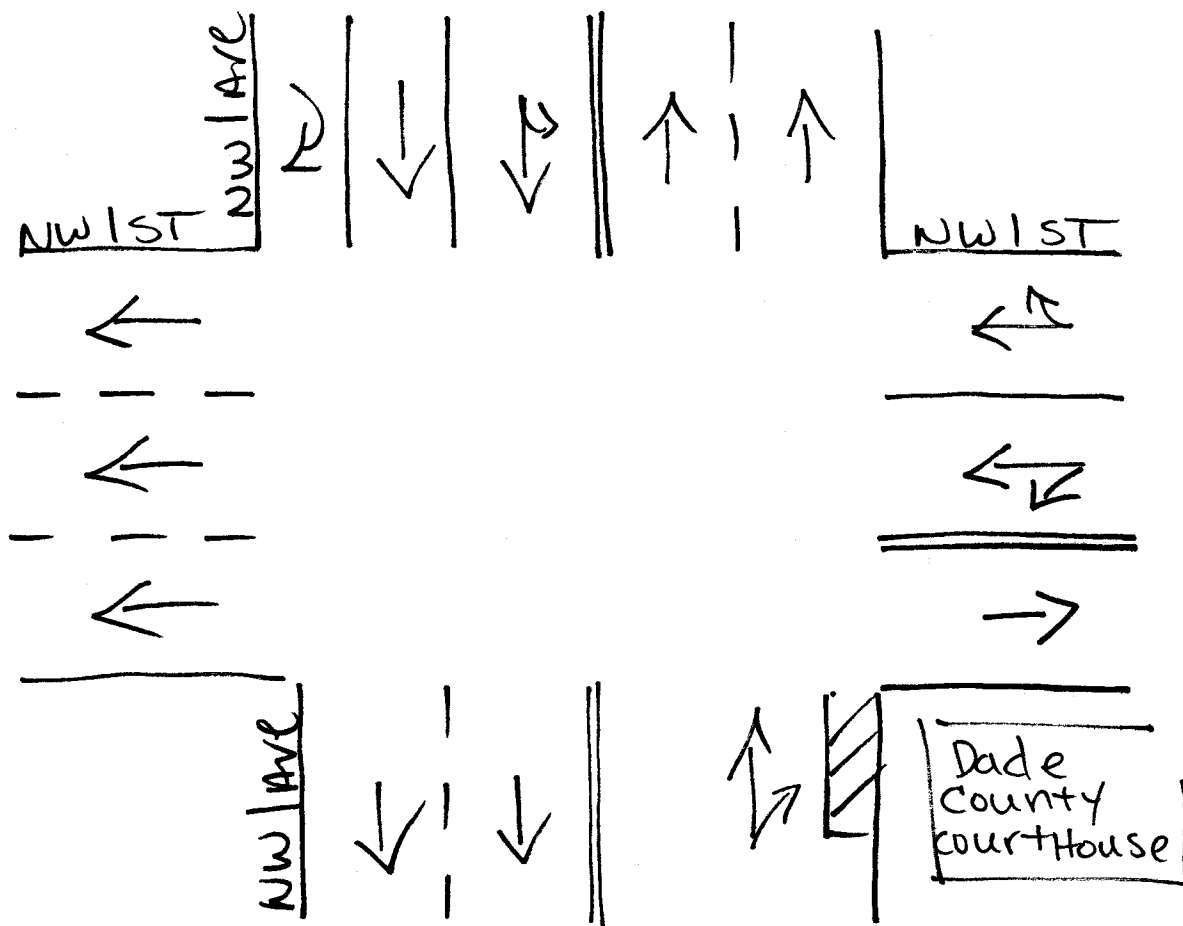
Traffic Survey Specialists, Inc.  
 624 Gardenia Terrace  
 Delray Beach, Florida 33444  
 Phone (561) 272-3255

Site Code : 00140065  
 Start Date: 03/20/14  
 File I.D. : 1ST\_1AVE  
 Page : 1

PEDESTRIANS

| Date 03/20/14 | NW 1ST AVENUE<br>From North |      |       |      | NW 1ST STREET<br>From East |      |       |      | NW 1ST AVENUE<br>From South |      |       |      | NW 1ST STREET<br>From West |      |       |      | Total |
|---------------|-----------------------------|------|-------|------|----------------------------|------|-------|------|-----------------------------|------|-------|------|----------------------------|------|-------|------|-------|
|               | Left                        | Thru | Right | Peds | Left                       | Thru | Right | Peds | Left                        | Thru | Right | Peds | Left                       | Thru | Right | Peds |       |
|               |                             |      |       |      |                            |      |       |      |                             |      |       |      |                            |      |       |      |       |
| 07:30         | 0                           | 0    | 0     | 48   | 0                          | 0    | 0     | 1    | 0                           | 0    | 0     | 61   | 0                          | 0    | 0     | 17   | 127   |
| 07:45         | 0                           | 0    | 0     | 42   | 0                          | 0    | 0     | 0    | 0                           | 0    | 0     | 63   | 0                          | 0    | 0     | 16   | 121   |
| 08:00         | 0                           | 0    | 0     | 42   | 0                          | 0    | 0     | 2    | 0                           | 0    | 0     | 70   | 0                          | 0    | 0     | 3    | 117   |
| 08:15         | 0                           | 0    | 0     | 52   | 0                          | 0    | 0     | 4    | 0                           | 0    | 0     | 67   | 0                          | 0    | 0     | 13   | 136   |
| Hr Total      | 0                           | 0    | 0     | 184  | 0                          | 0    | 0     | 7    | 0                           | 0    | 0     | 261  | 0                          | 0    | 0     | 49   | 501   |
| 08:30         | 0                           | 0    | 0     | 58   | 0                          | 0    | 0     | 1    | 0                           | 0    | 0     | 35   | 0                          | 0    | 0     | 9    | 103   |
| 08:45         | 0                           | 0    | 0     | 82   | 0                          | 0    | 0     | 3    | 0                           | 0    | 0     | 76   | 0                          | 0    | 0     | 12   | 173   |
| 09:00         | 0                           | 0    | 0     | 61   | 0                          | 0    | 0     | 2    | 0                           | 0    | 0     | 67   | 0                          | 0    | 0     | 9    | 139   |
| 09:15         | 0                           | 0    | 0     | 75   | 0                          | 0    | 0     | 9    | 0                           | 0    | 0     | 83   | 0                          | 0    | 0     | 6    | 173   |
| Hr Total      | 0                           | 0    | 0     | 276  | 0                          | 0    | 0     | 15   | 0                           | 0    | 0     | 261  | 0                          | 0    | 0     | 36   | 588   |
| * BREAK *     |                             |      |       |      |                            |      |       |      |                             |      |       |      |                            |      |       |      |       |
| 15:30         | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0     |
| 15:45         | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0                           | 0    | 0     | 0    | 0                          | 0    | 0     | 0    | 0     |
| 16:00         | 0                           | 0    | 0     | 57   | 0                          | 0    | 0     | 3    | 0                           | 0    | 0     | 47   | 0                          | 0    | 0     | 14   | 121   |
| 16:15         | 0                           | 0    | 0     | 43   | 0                          | 0    | 0     | 5    | 0                           | 0    | 0     | 25   | 0                          | 0    | 0     | 9    | 82    |
| Hr Total      | 0                           | 0    | 0     | 100  | 0                          | 0    | 0     | 8    | 0                           | 0    | 0     | 72   | 0                          | 0    | 0     | 23   | 203   |
| 16:30         | 0                           | 0    | 0     | 61   | 0                          | 0    | 0     | 4    | 0                           | 0    | 0     | 78   | 0                          | 0    | 0     | 8    | 151   |
| 16:45         | 0                           | 0    | 0     | 101  | 0                          | 0    | 0     | 6    | 0                           | 0    | 0     | 130  | 0                          | 0    | 0     | 4    | 241   |
| 17:00         | 0                           | 0    | 0     | 53   | 0                          | 0    | 0     | 3    | 0                           | 0    | 0     | 46   | 0                          | 0    | 0     | 11   | 113   |
| 17:15         | 0                           | 0    | 0     | 68   | 0                          | 0    | 0     | 1    | 0                           | 0    | 0     | 46   | 0                          | 0    | 0     | 7    | 122   |
| Hr Total      | 0                           | 0    | 0     | 283  | 0                          | 0    | 0     | 14   | 0                           | 0    | 0     | 300  | 0                          | 0    | 0     | 30   | 627   |
| 17:30         | 0                           | 0    | 0     | 42   | 0                          | 0    | 0     | 2    | 0                           | 0    | 0     | 17   | 0                          | 0    | 0     | 4    | 65    |
| 17:45         | 0                           | 0    | 0     | 32   | 0                          | 0    | 0     | 0    | 0                           | 0    | 0     | 21   | 0                          | 0    | 0     | 2    | 55    |
| Hr Total      | 0                           | 0    | 0     | 74   | 0                          | 0    | 0     | 2    | 0                           | 0    | 0     | 38   | 0                          | 0    | 0     | 6    | 120   |
| *TOTAL*       | 0                           | 0    | 0     | 917  | 0                          | 0    | 0     | 46   | 0                           | 0    | 0     | 932  | 0                          | 0    | 0     | 144  | 2039  |

↑  
North



Miami, Florida  
March 20, 2014  
drawn by: Luis Palomino  
signalized

Traffic Survey Specialists, Inc. 624 Gardenia Terrace  
 Delray Beach, Florida 33444 Phone (561) 272-3255  
 Volume Report with 24 Hour Totals

Page 1

\*\*\*\*\*

Data File : D0318003.PRN  
 Station : 000000031702  
 Identification : 009701450001 Interval : 15 minutes  
 Start date : Mar 18, 14 Start time : 00:00  
 Stop date : Mar 18, 14 Stop time : 24:00  
 City/Town : Miami, Florida County : Dade  
 Location : NW 6 St Between NW 1 Ave & NW 1 Ct

\*\*\*\*\*

Mar 18 Westbound Volume

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|----------|----|----|----|----|----|----|----|----|----|----|----|----|
| 15       | 12 | 2  | 3  | 4  | 1  | 3  | 12 | 25 | 77 | 65 | 79 | 87 |
| 30       | 9  | 3  | 3  | 0  | 1  | 3  | 9  | 45 | 67 | 73 | 78 | 83 |
| 45       | 6  | 5  | 1  | 0  | 0  | 3  | 15 | 58 | 89 | 66 | 85 | 67 |
| 00       | 9  | 3  | 2  | 2  | 3  | 9  | 25 | 68 | 61 | 97 | 85 | 93 |

|          |    |    |   |   |   |    |    |     |     |     |     |     |
|----------|----|----|---|---|---|----|----|-----|-----|-----|-----|-----|
| Hr Total | 36 | 13 | 9 | 6 | 5 | 18 | 61 | 196 | 294 | 301 | 327 | 330 |
|----------|----|----|---|---|---|----|----|-----|-----|-----|-----|-----|

| End Time | 12 | 13  | 14  | 15  | 16  | 17  | 18  | 19 | 20 | 21 | 22 | 23 |
|----------|----|-----|-----|-----|-----|-----|-----|----|----|----|----|----|
| 15       | 96 | 99  | 111 | 103 | 161 | 299 | 117 | 63 | 53 | 19 | 13 | 13 |
| 30       | 94 | 78  | 77  | 98  | 142 | 164 | 94  | 54 | 37 | 19 | 11 | 11 |
| 45       | 83 | 100 | 100 | 156 | 205 | 146 | 81  | 70 | 33 | 14 | 10 | 5  |
| 00       | 90 | 85  | 99  | 141 | 161 | 132 | 70  | 36 | 23 | 26 | 10 | 10 |

|          |     |     |     |     |     |     |     |     |     |    |    |    |
|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|----|----|
| Hr Total | 363 | 362 | 387 | 498 | 669 | 741 | 362 | 223 | 146 | 78 | 44 | 39 |
|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|----|----|

24 Hour Total : 5508  
 AM peak hour begins : 11:30 AM peak volume : 350 Peak hour factor : 0.91  
 PM peak hour begins : 16:30 PM peak volume : 829 Peak hour factor : 0.69

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Traffic Survey Specialists, Inc. 624 Gardenia Terrace  
 Delray Beach, Florida 33444 Phone (561) 272-3255  
 Volume Report with 24 Hour Totals

Page 1

\*\*\*\*\*  
 Data File : D0319003.PRN  
 Station : 000000031702  
 Identification : 009701450001 Interval : 15 minutes  
 Start date : Mar 19, 14 Start time : 00:00  
 Stop date : Mar 19, 14 Stop time : 24:00  
 City/Town : Miami, Florida County : Dade  
 Location : NW 6 St Between NW 1 Ave & NW 1 Ct  
 \*\*\*\*\*

Mar 19 Westbound Volume

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|----------|----|----|----|----|----|----|----|----|----|----|----|----|
| 15       | 9  | 2  | 1  | 2  | 4  | 5  | 11 | 36 | 58 | 66 | 97 | 91 |
| 30       | 4  | 2  | 3  | 0  | 2  | 6  | 11 | 44 | 62 | 74 | 84 | 67 |
| 45       | 7  | 1  | 0  | 1  | 3  | 8  | 12 | 59 | 64 | 76 | 58 | 85 |
| 00       | 9  | 2  | 5  | 5  | 0  | 11 | 23 | 70 | 74 | 79 | 71 | 97 |

Hr Total 29 7 9 8 9 30 57 209 258 295 310 340

| End Time | 12  | 13 | 14 | 15  | 16  | 17  | 18  | 19 | 20 | 21 | 22 | 23 |
|----------|-----|----|----|-----|-----|-----|-----|----|----|----|----|----|
| 15       | 119 | 68 | 83 | 111 | 157 | 296 | 127 | 73 | 41 | 24 | 18 | 10 |
| 30       | 87  | 76 | 84 | 89  | 121 | 190 | 90  | 44 | 31 | 26 | 16 | 13 |
| 45       | 69  | 96 | 99 | 126 | 221 | 124 | 88  | 54 | 28 | 13 | 21 | 22 |
| 00       | 80  | 74 | 99 | 135 | 174 | 102 | 67  | 42 | 17 | 24 | 17 | 9  |

Hr Total 355 314 365 461 673 712 372 213 117 87 72 54

24 Hour Total : 5356  
 AM peak hour begins : 11:30 AM peak volume : 388 Peak hour factor : 0.82  
 PM peak hour begins : 16:30 PM peak volume : 881 Peak hour factor : 0.74  
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Traffic Survey Specialists, Inc. 624 Gardenia Terrace  
 Delray Beach, Florida 33444 Phone (561) 272-3255  
 Volume Report with 24 Hour Totals

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Data File : D0318004.PRN  
 Station : 000000031703  
 Identification : 000210521057 Interval : 15 minutes  
 Start date : Mar 18, 14 Start time : 00:00  
 Stop date : Mar 18, 14 Stop time : 24:00  
 City/Town : Miami, Florida County : Dade  
 Location : NW 5 St Between NW 1 Ave & NW 1 Ct

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Mar 18 Eastbound Volume

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06  | 07  | 08  | 09  | 10  | 11  |
|----------|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|
| 15       | 7  | 3  | 3  | 1  | 4  | 23 | 71  | 202 | 285 | 281 | 261 | 195 |
| 30       | 7  | 7  | 5  | 2  | 2  | 37 | 110 | 223 | 252 | 262 | 236 | 157 |
| 45       | 5  | 8  | 1  | 3  | 2  | 56 | 143 | 240 | 243 | 319 | 204 | 147 |
| 00       | 2  | 0  | 2  | 1  | 9  | 80 | 165 | 283 | 308 | 285 | 208 | 167 |

|          |    |    |    |   |    |     |     |     |      |      |     |     |
|----------|----|----|----|---|----|-----|-----|-----|------|------|-----|-----|
| Hr Total | 21 | 18 | 11 | 7 | 17 | 196 | 489 | 948 | 1088 | 1147 | 909 | 666 |
|----------|----|----|----|---|----|-----|-----|-----|------|------|-----|-----|

| End Time | 12  | 13  | 14  | 15  | 16  | 17  | 18 | 19 | 20 | 21 | 22 | 23 |
|----------|-----|-----|-----|-----|-----|-----|----|----|----|----|----|----|
| 15       | 168 | 143 | 152 | 98  | 88  | 163 | 93 | 56 | 38 | 21 | 21 | 14 |
| 30       | 171 | 144 | 126 | 98  | 121 | 157 | 56 | 45 | 35 | 25 | 19 | 10 |
| 45       | 156 | 158 | 109 | 102 | 132 | 151 | 88 | 39 | 34 | 30 | 20 | 12 |
| 00       | 149 | 153 | 118 | 118 | 115 | 115 | 62 | 48 | 33 | 35 | 18 | 14 |

|          |     |     |     |     |     |     |     |     |     |     |    |    |
|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|----|
| Hr Total | 644 | 598 | 505 | 416 | 456 | 586 | 299 | 188 | 140 | 111 | 78 | 50 |
|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|----|

24 Hour Total : 9588

AM peak hour begins : 08:45 AM peak volume : 1170 Peak hour factor : 0.92

PM peak hour begins : 12:00 PM peak volume : 644 Peak hour factor : 0.94

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Traffic Survey Specialists, Inc. 624 Gardenia Terrace  
 Delray Beach, Florida 33444 Phone (561) 272-3255  
 Volume Report with 24 Hour Totals

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Data File : D0319004.PRN  
 Station : 000000031703  
 Identification : 000210521057 Interval : 15 minutes  
 Start date : Mar 19, 14 Start time : 00:00  
 Stop date : Mar 19, 14 Stop time : 24:00  
 City/Town : Miami, Florida County : Dade  
 Location : NW 5 St Between NW 1 Ave & NW 1 Ct

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Mar 19 Eastbound Volume

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06  | 07  | 08  | 09  | 10  | 11  |
|----------|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|
| 15       | 8  | 6  | 1  | 4  | 4  | 16 | 68  | 202 | 255 | 278 | 238 | 151 |
| 30       | 4  | 4  | 2  | 3  | 5  | 28 | 99  | 213 | 217 | 249 | 193 | 141 |
| 45       | 2  | 2  | 3  | 2  | 6  | 56 | 140 | 282 | 248 | 234 | 170 | 135 |
| 00       | 6  | 5  | 2  | 4  | 10 | 70 | 183 | 316 | 310 | 231 | 157 | 141 |

Hr Total 20 17 8 13 25 170 490 1013 1030 992 758 568

| End Time | 12  | 13  | 14  | 15  | 16  | 17  | 18  | 19 | 20 | 21 | 22 | 23 |
|----------|-----|-----|-----|-----|-----|-----|-----|----|----|----|----|----|
| 15       | 136 | 144 | 131 | 115 | 100 | 158 | 126 | 62 | 42 | 34 | 29 | 14 |
| 30       | 130 | 137 | 136 | 101 | 94  | 181 | 83  | 70 | 30 | 24 | 21 | 14 |
| 45       | 128 | 127 | 98  | 123 | 131 | 140 | 64  | 66 | 31 | 38 | 34 | 10 |
| 00       | 153 | 130 | 122 | 116 | 121 | 109 | 63  | 48 | 32 | 28 | 15 | 20 |

Hr Total 547 538 487 455 446 588 336 246 135 124 99 58

24 Hour Total : 9163

AM peak hour begins : 08:30 AM peak volume : 1085 Peak hour factor : 0.88

PM peak hour begins : 16:45 PM peak volume : 600 Peak hour factor : 0.83

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Traffic Survey Specialists, Inc. 624 Gardenia Terrace  
 Delray Beach, Florida 33444 Phone (561) 272-3255  
 Volume Report with 24 Hour Totals

Page 1

\*\*\*\*\*  
 Data File : D0318001.PRN  
 Station : 000000031704  
 Identification : 000058410087 Interval : 15 minutes  
 Start date : Mar 18, 14 Start time : 00:00  
 Stop date : Mar 18, 14 Stop time : 24:00  
 City/Town : Miami, Florida County : Dade  
 Location : NW 1 Ave Between NW 3 St & NW 5 St  
 \*\*\*\*\*

Mar 18 Northbound Volume for Lane 1

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08  | 09  | 10  | 11  |
|----------|----|----|----|----|----|----|----|----|-----|-----|-----|-----|
| 15       | 6  | 5  | 11 | 5  | 0  | 1  | 3  | 28 | 31  | 28  | 52  | 48  |
| 30       | 1  | 12 | 7  | 3  | 2  | 2  | 5  | 15 | 28  | 33  | 68  | 38  |
| 45       | 3  | 9  | 9  | 3  | 1  | 4  | 13 | 27 | 29  | 47  | 63  | 39  |
| 00       | 0  | 7  | 10 | 0  | 2  | 11 | 19 | 26 | 24  | 52  | 41  | 53  |
| Hr Total | 10 | 33 | 37 | 11 | 5  | 18 | 40 | 96 | 112 | 160 | 224 | 178 |

| End Time | 12  | 13  | 14  | 15  | 16  | 17  | 18  | 19 | 20 | 21 | 22 | 23 |
|----------|-----|-----|-----|-----|-----|-----|-----|----|----|----|----|----|
| 15       | 44  | 49  | 37  | 65  | 47  | 72  | 49  | 25 | 8  | 12 | 9  | 10 |
| 30       | 51  | 45  | 42  | 55  | 52  | 51  | 23  | 15 | 15 | 9  | 7  | 9  |
| 45       | 54  | 50  | 42  | 53  | 47  | 55  | 26  | 14 | 10 | 10 | 1  | 1  |
| 00       | 50  | 53  | 47  | 46  | 71  | 62  | 27  | 12 | 11 | 9  | 7  | 5  |
| Hr Total | 199 | 197 | 168 | 219 | 217 | 240 | 125 | 66 | 44 | 40 | 24 | 25 |

24 Hour Total : 2488  
 AM peak hour begins : 09:45 AM peak volume : 235 Peak hour factor : 0.86  
 PM peak hour begins : 16:45 PM peak volume : 249 Peak hour factor : 0.86  
 \*\*\*\*\*

Mar 18 Southbound Volume for Lane 2

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07  | 08  | 09  | 10  | 11  |
|----------|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|
| 15       | 2  | 1  | 1  | 0  | 2  | 11 | 14 | 35  | 69  | 78  | 65  | 35  |
| 30       | 0  | 0  | 0  | 1  | 0  | 5  | 29 | 54  | 64  | 91  | 74  | 41  |
| 45       | 0  | 0  | 1  | 1  | 0  | 11 | 24 | 37  | 56  | 75  | 45  | 34  |
| 00       | 0  | 2  | 1  | 0  | 4  | 21 | 20 | 51  | 93  | 69  | 43  | 36  |
| Hr Total | 2  | 3  | 3  | 2  | 6  | 48 | 87 | 177 | 282 | 313 | 227 | 146 |

| End Time | 12  | 13  | 14  | 15 | 16  | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|----------|-----|-----|-----|----|-----|----|----|----|----|----|----|----|
| 15       | 40  | 44  | 31  | 23 | 26  | 36 | 18 | 7  | 5  | 2  | 6  | 6  |
| 30       | 28  | 49  | 28  | 14 | 21  | 14 | 17 | 4  | 1  | 4  | 1  | 4  |
| 45       | 31  | 35  | 27  | 26 | 35  | 17 | 14 | 4  | 8  | 2  | 3  | 2  |
| 00       | 45  | 43  | 40  | 24 | 19  | 18 | 6  | 4  | 5  | 3  | 0  | 6  |
| Hr Total | 144 | 171 | 126 | 87 | 101 | 85 | 55 | 19 | 19 | 11 | 10 | 18 |

24 Hour Total : 2142  
 AM peak hour begins : 08:45 AM peak volume : 337 Peak hour factor : 0.91  
 PM peak hour begins : 12:45 PM peak volume : 173 Peak hour factor : 0.88  
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Traffic Survey Specialists, Inc. 624 Gardenia Terrace  
 Delray Beach, Florida 33444 Phone (561) 272-3255

Volume Report with 24 Hour Totals

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Data File : D0318001.PRN  
 Station : 000000031704  
 Identification : 000058410087 Interval : 15 minutes  
 Start date : Mar 18, 14 Start time : 00:00  
 Stop date : Mar 18, 14 Stop time : 24:00  
 City/Town : Miami, Florida County : Dade  
 Location : NW 1 Ave Between NW 3 St & NW 5 St

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Mar 18 Total Volume for All Lanes

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08  | 09  | 10  | 11 |
|----------|----|----|----|----|----|----|----|----|-----|-----|-----|----|
| 15       | 8  | 6  | 12 | 5  | 2  | 12 | 17 | 63 | 100 | 106 | 117 | 83 |
| 30       | 1  | 12 | 7  | 4  | 2  | 7  | 34 | 69 | 92  | 124 | 142 | 79 |
| 45       | 3  | 9  | 10 | 4  | 1  | 15 | 37 | 64 | 85  | 122 | 108 | 73 |
| 00       | 0  | 9  | 11 | 0  | 6  | 32 | 39 | 77 | 117 | 121 | 84  | 89 |

Hr Total 12 36 40 13 11 66 127 273 394 473 451 324

| End Time | 12 | 13 | 14 | 15 | 16 | 17  | 18 | 19 | 20 | 21 | 22 | 23 |
|----------|----|----|----|----|----|-----|----|----|----|----|----|----|
| 15       | 84 | 93 | 68 | 88 | 73 | 108 | 67 | 32 | 13 | 14 | 15 | 16 |
| 30       | 79 | 94 | 70 | 69 | 73 | 65  | 40 | 19 | 16 | 13 | 8  | 13 |
| 45       | 85 | 85 | 69 | 79 | 82 | 72  | 40 | 18 | 18 | 12 | 4  | 3  |
| 00       | 95 | 96 | 87 | 70 | 90 | 80  | 33 | 16 | 16 | 12 | 7  | 11 |

Hr Total 343 368 294 306 318 325 180 85 63 51 34 43

24 Hour Total : 4630

AM peak hour begins : 09:30 AM peak volume : 502 Peak hour factor : 0.88

PM peak hour begins : 13:00 PM peak volume : 368 Peak hour factor : 0.96

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Traffic Survey Specialists, Inc. 624 Gardenia Terrace  
 Delray Beach, Florida 33444 Phone (561) 272-3255  
 Volume Report with 24 Hour Totals

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Data File : D0319001.PRN  
 Station : 000000031704  
 Identification : 000058410087 Interval : 15 minutes  
 Start date : Mar 19, 14 Start time : 00:00  
 Stop date : Mar 19, 14 Stop time : 24:00  
 City/Town : Miami, Florida County : Dade  
 Location : NW 1 Ave Between NW 3 St & NW 5 St

\*\*\*\*\*

Mar 19 Northbound Volume for Lane 1

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|----------|----|----|----|----|----|----|----|----|----|----|----|----|
| 15       | 3  | 2  | 0  | 4  | 3  | 4  | 4  | 18 | 28 | 37 | 52 | 32 |
| 30       | 2  | 4  | 1  | 1  | 1  | 5  | 10 | 19 | 27 | 38 | 58 | 50 |
| 45       | 3  | 7  | 1  | 0  | 1  | 4  | 7  | 15 | 33 | 41 | 40 | 51 |
| 00       | 1  | 1  | 1  | 1  | 0  | 6  | 19 | 19 | 37 | 37 | 51 | 44 |

Hr Total 9 14 3 6 5 19 40 71 125 153 201 177

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|----------|----|----|----|----|----|----|----|----|----|----|----|----|
| 15       | 50 | 41 | 42 | 62 | 56 | 67 | 42 | 13 | 10 | 19 | 8  | 8  |
| 30       | 35 | 40 | 48 | 64 | 50 | 54 | 32 | 18 | 18 | 12 | 5  | 6  |
| 45       | 38 | 44 | 49 | 54 | 64 | 75 | 25 | 21 | 8  | 6  | 7  | 4  |
| 00       | 51 | 44 | 44 | 40 | 62 | 40 | 21 | 16 | 12 | 9  | 13 | 5  |

Hr Total 174 169 183 220 232 236 120 68 48 46 33 23

24 Hour Total : 2375  
 AM peak hour begins : 10:00 AM peak volume : 201 Peak hour factor : 0.87  
 PM peak hour begins : 16:45 PM peak volume : 258 Peak hour factor : 0.86

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Mar 19 Southbound Volume for Lane 2

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|----------|----|----|----|----|----|----|----|----|----|----|----|----|
| 15       | 3  | 1  | 0  | 0  | 2  | 5  | 15 | 43 | 57 | 75 | 53 | 46 |
| 30       | 1  | 0  | 0  | 2  | 1  | 7  | 19 | 38 | 59 | 78 | 36 | 29 |
| 45       | 0  | 0  | 0  | 1  | 3  | 13 | 27 | 69 | 58 | 64 | 47 | 40 |
| 00       | 2  | 4  | 1  | 1  | 2  | 16 | 27 | 64 | 75 | 67 | 33 | 32 |

Hr Total 6 5 1 4 8 41 88 214 249 284 169 147

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|----------|----|----|----|----|----|----|----|----|----|----|----|----|
| 15       | 30 | 34 | 29 | 30 | 32 | 29 | 21 | 15 | 10 | 4  | 1  | 1  |
| 30       | 31 | 47 | 36 | 25 | 22 | 36 | 17 | 7  | 2  | 3  | 7  | 5  |
| 45       | 30 | 38 | 29 | 36 | 24 | 24 | 16 | 5  | 8  | 4  | 4  | 1  |
| 00       | 38 | 41 | 28 | 32 | 26 | 25 | 7  | 6  | 4  | 4  | 2  | 11 |

Hr Total 129 160 122 123 104 114 61 33 24 15 14 18

24 Hour Total : 2133  
 AM peak hour begins : 08:45 AM peak volume : 292 Peak hour factor : 0.94  
 PM peak hour begins : 13:00 PM peak volume : 160 Peak hour factor : 0.85

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Traffic Survey Specialists, Inc. 624 Gardenia Terrace  
 Delray Beach, Florida 33444 Phone (561) 272-3255  
 Volume Report with 24 Hour Totals

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Data File : D0319001.PRN  
 Station : 000000031704  
 Identification : 000058410087 Interval : 15 minutes  
 Start date : Mar 19, 14 Start time : 00:00  
 Stop date : Mar 19, 14 Stop time : 24:00  
 City/Town : Miami, Florida County : Dade  
 Location : NW 1 Ave Between NW 3 St & NW 5 St

\*\*\*\*\*

Mar 19 Total Volume for All Lanes

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08  | 09  | 10  | 11 |
|----------|----|----|----|----|----|----|----|----|-----|-----|-----|----|
| 15       | 6  | 3  | 0  | 4  | 5  | 9  | 19 | 61 | 85  | 112 | 105 | 78 |
| 30       | 3  | 4  | 1  | 3  | 2  | 12 | 29 | 57 | 86  | 116 | 94  | 79 |
| 45       | 3  | 7  | 1  | 1  | 4  | 17 | 34 | 84 | 91  | 105 | 87  | 91 |
| 00       | 3  | 5  | 2  | 2  | 2  | 22 | 46 | 83 | 112 | 104 | 84  | 76 |

|          |    |    |   |    |    |    |     |     |     |     |     |     |
|----------|----|----|---|----|----|----|-----|-----|-----|-----|-----|-----|
| Hr Total | 15 | 19 | 4 | 10 | 13 | 60 | 128 | 285 | 374 | 437 | 370 | 324 |
|----------|----|----|---|----|----|----|-----|-----|-----|-----|-----|-----|

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|----------|----|----|----|----|----|----|----|----|----|----|----|----|
| 15       | 80 | 75 | 71 | 92 | 88 | 96 | 63 | 28 | 20 | 23 | 9  | 9  |
| 30       | 66 | 87 | 84 | 89 | 72 | 90 | 49 | 25 | 20 | 15 | 12 | 11 |
| 45       | 68 | 82 | 78 | 90 | 88 | 99 | 41 | 26 | 16 | 10 | 11 | 5  |
| 00       | 89 | 85 | 72 | 72 | 88 | 65 | 28 | 22 | 16 | 13 | 15 | 16 |

|          |     |     |     |     |     |     |     |     |    |    |    |    |
|----------|-----|-----|-----|-----|-----|-----|-----|-----|----|----|----|----|
| Hr Total | 303 | 329 | 305 | 343 | 336 | 350 | 181 | 101 | 72 | 61 | 47 | 41 |
|----------|-----|-----|-----|-----|-----|-----|-----|-----|----|----|----|----|

24 Hour Total : 4508  
 AM peak hour begins : 08:45 AM peak volume : 445 Peak hour factor : 0.96  
 PM peak hour begins : 16:45 PM peak volume : 373 Peak hour factor : 0.94  
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Traffic Survey Specialists, Inc. 624 Gardenia Terrace  
 Delray Beach, Florida 33444 Phone (561) 272-3255  
 Volume Report with 24 Hour Totals

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Data File : D0318002.PRN  
 Station : 000000031705  
 Identification : 000110252089 Interval : 15 minutes  
 Start date : Mar 18, 14 Start time : 00:00  
 Stop date : Mar 18, 14 Stop time : 24:00  
 City/Town : Miami, Florida County : Dade  
 Location : NW 2 Ave Between NW 3 St & NW 4 St

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Mar 18 Northbound Volume for Lane 1

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07  | 08  | 09  | 10  | 11 |
|----------|----|----|----|----|----|----|----|-----|-----|-----|-----|----|
| 15       | 17 | 7  | 11 | 3  | 2  | 13 | 19 | 79  | 106 | 113 | 80  | 85 |
| 30       | 14 | 11 | 5  | 2  | 0  | 5  | 27 | 78  | 77  | 107 | 100 | 4  |
| 45       | 7  | 4  | 3  | 1  | 1  | 7  | 38 | 107 | 81  | 130 | 74  | 53 |
| 00       | 5  | 3  | 2  | 0  | 1  | 18 | 54 | 107 | 92  | 113 | 62  | 64 |

| Hr Total | 43 | 25 | 21 | 6 | 4 | 43 | 138 | 371 | 356 | 463 | 316 | 206 |
|----------|----|----|----|---|---|----|-----|-----|-----|-----|-----|-----|
|----------|----|----|----|---|---|----|-----|-----|-----|-----|-----|-----|

| End Time | 12  | 13  | 14 | 15  | 16  | 17  | 18 | 19 | 20 | 21 | 22 | 23 |
|----------|-----|-----|----|-----|-----|-----|----|----|----|----|----|----|
| 15       | 93  | 79  | 83 | 107 | 76  | 133 | 91 | 51 | 28 | 29 | 14 | 14 |
| 30       | 107 | 80  | 87 | 82  | 86  | 125 | 62 | 39 | 28 | 14 | 19 | 16 |
| 45       | 85  | 106 | 68 | 64  | 116 | 126 | 60 | 31 | 31 | 24 | 18 | 9  |
| 00       | 73  | 94  | 71 | 64  | 114 | 95  | 58 | 36 | 28 | 18 | 15 | 10 |

| Hr Total | 358 | 359 | 309 | 317 | 392 | 479 | 271 | 157 | 115 | 85 | 66 | 49 |
|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|----|----|
|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|----|----|

24 Hour Total : 4949  
 AM peak hour begins : 09:00 AM peak volume : 463 Peak hour factor : 0.89  
 PM peak hour begins : 16:45 PM peak volume : 498 Peak hour factor : 0.94

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Mar 18 Southbound Volume for Lane 2

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07  | 08 | 09 | 10 | 11  |
|----------|----|----|----|----|----|----|----|-----|----|----|----|-----|
| 15       | 6  | 5  | 1  | 2  | 2  | 4  | 19 | 100 | 92 | 89 | 64 | 98  |
| 30       | 3  | 6  | 3  | 0  | 2  | 7  | 25 | 67  | 66 | 73 | 88 | 121 |
| 45       | 6  | 3  | 1  | 5  | 5  | 10 | 45 | 90  | 63 | 96 | 54 | 95  |
| 00       | 3  | 5  | 2  | 4  | 4  | 15 | 47 | 77  | 95 | 88 | 82 | 58  |

| Hr Total | 18 | 19 | 7 | 11 | 13 | 36 | 136 | 334 | 316 | 346 | 288 | 372 |
|----------|----|----|---|----|----|----|-----|-----|-----|-----|-----|-----|
|----------|----|----|---|----|----|----|-----|-----|-----|-----|-----|-----|

| End Time | 12 | 13 | 14 | 15  | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|----------|----|----|----|-----|----|----|----|----|----|----|----|----|
| 15       | 54 | 72 | 67 | 100 | 56 | 73 | 31 | 26 | 18 | 16 | 6  | 0  |
| 30       | 58 | 68 | 75 | 66  | 62 | 39 | 44 | 13 | 10 | 7  | 4  | 5  |
| 45       | 70 | 65 | 68 | 54  | 60 | 50 | 29 | 21 | 14 | 14 | 8  | 7  |
| 00       | 68 | 47 | 74 | 55  | 67 | 41 | 22 | 24 | 9  | 20 | 10 | 9  |

| Hr Total | 250 | 252 | 284 | 275 | 245 | 203 | 126 | 84 | 51 | 57 | 28 | 21 |
|----------|-----|-----|-----|-----|-----|-----|-----|----|----|----|----|----|
|----------|-----|-----|-----|-----|-----|-----|-----|----|----|----|----|----|

24 Hour Total : 3772  
 AM peak hour begins : 10:45 AM peak volume : 396 Peak hour factor : 0.82  
 PM peak hour begins : 14:15 PM peak volume : 317 Peak hour factor : 0.79

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Traffic Survey Specialists, Inc. 624 Gardenia Terrace  
 Delray Beach, Florida 33444 Phone (561) 272-3255  
 Volume Report with 24 Hour Totals

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Data File : D0318002.PRN  
 Station : 000000031705  
 Identification : 000110252089 Interval : 15 minutes  
 Start date : Mar 18, 14 Start time : 00:00  
 Stop date : Mar 18, 14 Stop time : 24:00  
 City/Town : Miami, Florida County : Dade  
 Location : NW 2 Ave Between NW 3 St & NW 4 St

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Mar 18 Total Volume for All Lanes

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06  | 07  | 08  | 09  | 10  | 11  |
|----------|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|
| 15       | 23 | 12 | 12 | 5  | 4  | 17 | 38  | 179 | 198 | 202 | 144 | 183 |
| 30       | 17 | 17 | 8  | 2  | 2  | 12 | 52  | 145 | 143 | 180 | 188 | 125 |
| 45       | 13 | 7  | 4  | 6  | 6  | 17 | 83  | 197 | 144 | 226 | 128 | 148 |
| 00       | 8  | 8  | 4  | 4  | 5  | 33 | 101 | 184 | 187 | 201 | 144 | 122 |

| Hr Total | 61 | 44 | 28 | 17 | 17 | 79 | 274 | 705 | 672 | 809 | 604 | 578 |
|----------|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|
|----------|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|

| End Time | 12  | 13  | 14  | 15  | 16  | 17  | 18  | 19 | 20 | 21 | 22 | 23 |
|----------|-----|-----|-----|-----|-----|-----|-----|----|----|----|----|----|
| 15       | 147 | 151 | 150 | 207 | 132 | 206 | 122 | 77 | 46 | 45 | 20 | 14 |
| 30       | 165 | 148 | 162 | 148 | 148 | 164 | 106 | 52 | 38 | 21 | 23 | 21 |
| 45       | 155 | 171 | 136 | 118 | 176 | 176 | 89  | 52 | 45 | 38 | 26 | 16 |
| 00       | 141 | 141 | 145 | 119 | 181 | 136 | 80  | 60 | 37 | 38 | 25 | 19 |

| Hr Total | 608 | 611 | 593 | 592 | 637 | 682 | 397 | 241 | 166 | 142 | 94 | 70 |
|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|----|
|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|----|

24 Hour Total : 8721  
 AM peak hour begins : 09:00 AM peak volume : 809 Peak hour factor : 0.89  
 PM peak hour begins : 16:30 PM peak volume : 727 Peak hour factor : 0.88

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Traffic Survey Specialists, Inc. 624 Gardenia Terrace  
 Delray Beach, Florida 33444 Phone (561) 272-3255  
 Volume Report with 24 Hour Totals

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\*\*\*\*\*  
 Data File : D0319002.PRN  
 Station : 000000031705  
 Identification : 000110252089 Interval : 15 minutes  
 Start date : Mar 19, 14 Start time : 00:00  
 Stop date : Mar 19, 14 Stop time : 24:00  
 City/Town : Miami, Florida County : Dade  
 Location : NW 2 Ave Between NW 3 St & NW 4 St  
 \*\*\*\*\*

Mar 19 Northbound Volume for Lane 1

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07  | 08  | 09  | 10 | 11 |
|----------|----|----|----|----|----|----|----|-----|-----|-----|----|----|
| 15       | 12 | 8  | 8  | 4  | 4  | 9  | 16 | 61  | 93  | 106 | 98 | 75 |
| 30       | 11 | 6  | 4  | 6  | 5  | 5  | 20 | 87  | 111 | 59  | 95 | 85 |
| 45       | 10 | 2  | 3  | 2  | 3  | 10 | 34 | 98  | 122 | 108 | 62 | 80 |
| 00       | 8  | 6  | 8  | 1  | 3  | 14 | 67 | 114 | 99  | 117 | 95 | 99 |

|          |    |    |    |    |    |    |     |     |     |     |     |     |
|----------|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|
| Hr Total | 41 | 22 | 23 | 13 | 15 | 38 | 137 | 360 | 425 | 390 | 350 | 339 |
|----------|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|

| End Time | 12  | 13  | 14  | 15  | 16  | 17  | 18  | 19 | 20 | 21 | 22 | 23 |
|----------|-----|-----|-----|-----|-----|-----|-----|----|----|----|----|----|
| 15       | 75  | 71  | 108 | 106 | 89  | 152 | 125 | 44 | 48 | 27 | 28 | 11 |
| 30       | 105 | 104 | 96  | 87  | 97  | 149 | 108 | 59 | 38 | 28 | 28 | 17 |
| 45       | 90  | 78  | 42  | 96  | 117 | 117 | 71  | 43 | 43 | 29 | 27 | 15 |
| 00       | 89  | 108 | 87  | 76  | 131 | 113 | 61  | 24 | 20 | 18 | 15 | 14 |

|          |     |     |     |     |     |     |     |     |     |     |    |    |
|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|----|
| Hr Total | 359 | 361 | 333 | 365 | 434 | 531 | 365 | 170 | 149 | 102 | 98 | 57 |
|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|----|

24 Hour Total : 5477  
 AM peak hour begins : 07:45 AM peak volume : 440 Peak hour factor : 0.90  
 PM peak hour begins : 16:30 PM peak volume : 549 Peak hour factor : 0.90  
 \*\*\*\*\*

Mar 19 Southbound Volume for Lane 2

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07  | 08 | 09  | 10 | 11 |
|----------|----|----|----|----|----|----|----|-----|----|-----|----|----|
| 15       | 9  | 8  | 1  | 6  | 3  | 4  | 15 | 105 | 75 | 72  | 76 | 61 |
| 30       | 7  | 5  | 4  | 1  | 0  | 9  | 19 | 66  | 79 | 84  | 73 | 58 |
| 45       | 4  | 2  | 1  | 1  | 3  | 11 | 37 | 106 | 77 | 81  | 62 | 81 |
| 00       | 5  | 5  | 2  | 5  | 8  | 12 | 46 | 102 | 83 | 103 | 70 | 63 |

|          |    |    |   |    |    |    |     |     |     |     |     |     |
|----------|----|----|---|----|----|----|-----|-----|-----|-----|-----|-----|
| Hr Total | 25 | 20 | 8 | 13 | 14 | 36 | 117 | 379 | 314 | 340 | 281 | 263 |
|----------|----|----|---|----|----|----|-----|-----|-----|-----|-----|-----|

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|----------|----|----|----|----|----|----|----|----|----|----|----|----|
| 15       | 68 | 63 | 96 | 73 | 66 | 98 | 66 | 34 | 14 | 19 | 15 | 7  |
| 30       | 60 | 64 | 96 | 62 | 53 | 62 | 31 | 31 | 24 | 15 | 10 | 3  |
| 45       | 62 | 54 | 73 | 77 | 97 | 54 | 34 | 31 | 21 | 14 | 18 | 8  |
| 00       | 85 | 65 | 72 | 64 | 87 | 43 | 27 | 10 | 15 | 17 | 11 | 7  |

|          |     |     |     |     |     |     |     |     |    |    |    |    |
|----------|-----|-----|-----|-----|-----|-----|-----|-----|----|----|----|----|
| Hr Total | 275 | 246 | 337 | 276 | 303 | 257 | 158 | 106 | 74 | 65 | 54 | 25 |
|----------|-----|-----|-----|-----|-----|-----|-----|-----|----|----|----|----|

24 Hour Total : 3986  
 AM peak hour begins : 07:00 AM peak volume : 379 Peak hour factor : 0.89  
 PM peak hour begins : 16:30 PM peak volume : 344 Peak hour factor : 0.88  
 \*\*\*\*\*

Traffic Survey Specialists, Inc. 624 Gardenia Terrace  
 Delray Beach, Florida 33444 Phone (561) 272-3255  
 Volume Report with 24 Hour Totals

Page 2

\*\*\*\*\*

Data File : D0319002.PRN  
 Station : 000000031705  
 Identification : 000110252089 Interval : 15 minutes  
 Start date : Mar 19, 14 Start time : 00:00  
 Stop date : Mar 19, 14 Stop time : 24:00  
 City/Town : Miami, Florida County : Dade  
 Location : NW 2 Ave Between NW 3 St & NW 4 St

\*\*\*\*\*

Mar 19 Total Volume for All Lanes

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06  | 07  | 08  | 09  | 10  | 11  |
|----------|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|
| 15       | 21 | 16 | 9  | 10 | 7  | 13 | 31  | 166 | 168 | 178 | 174 | 136 |
| 30       | 18 | 11 | 8  | 7  | 5  | 14 | 39  | 153 | 190 | 143 | 168 | 143 |
| 45       | 14 | 4  | 4  | 3  | 6  | 21 | 71  | 204 | 199 | 189 | 124 | 161 |
| 00       | 13 | 11 | 10 | 6  | 11 | 26 | 113 | 216 | 182 | 220 | 165 | 162 |

Hr Total 66 42 31 26 29 74 254 739 739 730 631 602

| End Time | 12  | 13  | 14  | 15  | 16  | 17  | 18  | 19 | 20 | 21 | 22 | 23 |
|----------|-----|-----|-----|-----|-----|-----|-----|----|----|----|----|----|
| 15       | 143 | 134 | 204 | 179 | 155 | 250 | 191 | 78 | 62 | 46 | 43 | 18 |
| 30       | 165 | 168 | 192 | 149 | 150 | 211 | 139 | 90 | 62 | 43 | 38 | 20 |
| 45       | 152 | 132 | 115 | 173 | 214 | 171 | 105 | 74 | 64 | 43 | 45 | 23 |
| 00       | 174 | 173 | 159 | 140 | 218 | 156 | 88  | 34 | 35 | 35 | 26 | 21 |

Hr Total 634 607 670 641 737 788 523 276 223 167 152 82

24 Hour Total : 9463  
 AM peak hour begins : 07:30 AM peak volume : 778 Peak hour factor : 0.90  
 PM peak hour begins : 16:30 PM peak volume : 893 Peak hour factor : 0.89  
 \*\*\*\*\*

**TOD Schedule Report**  
for 2302: NW 2 Av&NW 1 St

Print Date:  
8/30/2013

Print Time:  
8:03 AM

| <u>Asset</u> | <u>Intersection</u> | <u>TOD</u><br><u>Schedule</u> | <u>Op Mode</u> | <u>Plan #</u> | <u>Cycle</u> | <u>Offset</u> | <u>TOD</u><br><u>Setting</u> | <u>Active</u><br><u>PhaseBank</u> | <u>Active</u><br><u>Maximum</u> |
|--------------|---------------------|-------------------------------|----------------|---------------|--------------|---------------|------------------------------|-----------------------------------|---------------------------------|
| 2302         | NW 2 Av&NW 1 St     | DOW-6                         |                | N/A           | 0            | 0             | N/A                          | 0                                 | Max 0                           |

**Splits**

| <u>PH 1</u> | <u>PH 2</u> | <u>PH 3</u> | <u>PH 4</u> | <u>PH 5</u> | <u>PH 6</u> | <u>PH 7</u> | <u>PH 8</u> |
|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| -           | SBT         | -           | WBT         | -           | NBT         | -           | -           |
| 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           |



Active Phase Bank: Phase Bank 1

| <u>Phase</u>      | <u>Walk</u> | <u>Don't Walk</u> | <u>Min Initial</u> | <u>Veh Ext</u> | <u>Max Limit</u> | <u>Max 2</u> | <u>Yellow</u> | <u>Red</u> |
|-------------------|-------------|-------------------|--------------------|----------------|------------------|--------------|---------------|------------|
| <u>Phase Bank</u> |             |                   |                    |                |                  |              |               |            |
|                   | 1 2 3       | 1 2 3             | 1 2 3              | 1 2 3          | 1 2 3            | 1 2 3        |               |            |
| 1 -               | 0 - 0 - 0   | 0 - 0 - 0         | 0 - 0 - 0          | 0 - 0 - 0      | 0 - 0 - 0        | 0 - 0 - 0    | 0             | 0          |
| 2 SBT             | 7 - 7 - 7   | 13 - 13 - 13      | 7 - 7 - 7          | 1 - 1 - 1      | 51 - 51 - 51     | 0 - 51 - 51  | 4             | 1          |
| 3 -               | 0 - 0 - 0   | 0 - 0 - 0         | 0 - 0 - 0          | 0 - 0 - 0      | 0 - 0 - 0        | 0 - 0 - 0    | 0             | 0          |
| 4 WBT             | 7 - 7 - 7   | 12 - 12 - 12      | 7 - 7 - 7          | 2 - 2 - 2      | 31 - 31 - 31     | 41 - 31 - 31 | 4             | 1          |
| 5 -               | 0 - 0 - 0   | 0 - 0 - 0         | 0 - 0 - 0          | 0 - 0 - 0      | 0 - 0 - 0        | 0 - 0 - 0    | 0             | 0          |
| 6 NBT             | 7 - 7 - 7   | 13 - 13 - 13      | 7 - 7 - 7          | 1 - 1 - 1      | 51 - 51 - 51     | 0 - 51 - 51  | 4             | 1          |
| 7 -               | 0 - 0 - 0   | 0 - 0 - 0         | 0 - 0 - 0          | 0 - 0 - 0      | 0 - 0 - 0        | 0 - 0 - 0    | 0             | 0          |
| 8 -               | 0 - 0 - 0   | 0 - 0 - 0         | 0 - 0 - 0          | 0 - 0 - 0      | 0 - 0 - 0        | 0 - 0 - 0    | 0             | 0          |

Last In Service Date: unknown

**Permitted Phases**

**12345678**

Default -2-4-6--  
External Permit 0 -----  
External Permit 1 -----  
External Permit 2 -----

|                     |             | <u>Green Time</u> |   |     |   |     |   |     |   |   |                    |               |
|---------------------|-------------|-------------------|---|-----|---|-----|---|-----|---|---|--------------------|---------------|
| <u>Current</u>      |             |                   | 1 | 2   | 3 | 4   | 5 | 6   | 7 | 8 |                    |               |
| <u>TOD Schedule</u> | <u>Plan</u> | <u>Cycle</u>      | - | SBT | - | WBT | - | NBT | - | - | <u>Ring Offset</u> | <u>Offset</u> |
|                     | 2           | 70                | 0 | 40  | 0 | 20  | 0 | 40  | 0 | 0 | 0                  | 0             |
|                     | 3           | 100               | 0 | 50  | 0 | 40  | 0 | 50  | 0 | 0 | 0                  | 2             |
|                     | 4           | 110               | 0 | 65  | 0 | 35  | 0 | 65  | 0 | 0 | 0                  | 97            |
|                     | 5           | 90                | 0 | 41  | 0 | 39  | 0 | 41  | 0 | 0 | 0                  | 72            |
|                     | 6           | 100               | 0 | 40  | 0 | 50  | 0 | 40  | 0 | 0 | 0                  | 54            |
|                     | 7           | 90                | 0 | 63  | 0 | 17  | 0 | 63  | 0 | 0 | 0                  | 28            |
|                     | 8           | 90                | 0 | 45  | 0 | 35  | 0 | 45  | 0 | 0 | 0                  | 2             |
|                     | 9           | 90                | 0 | 56  | 0 | 24  | 0 | 56  | 0 | 0 | 0                  | 2             |
|                     | 10          | 90                | 0 | 53  | 0 | 27  | 0 | 53  | 0 | 0 | 0                  | 66            |
|                     | 11          | 100               | 0 | 58  | 0 | 32  | 0 | 58  | 0 | 0 | 0                  | 41            |
|                     | 12          | 100               | 0 | 50  | 0 | 40  | 0 | 50  | 0 | 0 | 0                  | 87            |
|                     | 13          | 90                | 0 | 45  | 0 | 35  | 0 | 45  | 0 | 0 | 0                  | 80            |
|                     | 14          | 100               | 0 | 56  | 0 | 34  | 0 | 56  | 0 | 0 | 0                  | 50            |
|                     | 15          | 100               | 0 | 56  | 0 | 34  | 0 | 56  | 0 | 0 | 0                  | 50            |
|                     | 16          | 100               | 0 | 56  | 0 | 34  | 0 | 56  | 0 | 0 | 0                  | 50            |
|                     | 17          | 70                | 0 | 46  | 0 | 14  | 0 | 46  | 0 | 0 | 0                  | 58            |
|                     | 19          | 70                | 0 | 35  | 0 | 25  | 0 | 35  | 0 | 0 | 0                  | 13            |
|                     | 20          | 90                | 0 | 55  | 0 | 25  | 0 | 55  | 0 | 0 | 0                  | 13            |
|                     | 21          | 70                | 0 | 35  | 0 | 25  | 0 | 35  | 0 | 0 | 0                  | 0             |
|                     | 22          | 90                | 0 | 45  | 0 | 35  | 0 | 45  | 0 | 0 | 0                  | 0             |

| <u>Local TOD Schedule</u> |             |              |
|---------------------------|-------------|--------------|
| <u>Time</u>               | <u>Plan</u> | <u>DOW</u>   |
| 0000                      | Flash       | M T W Th F   |
| 0000                      | Flash       | Su S         |
| 0600                      | 19          | Su S         |
| 0600                      | 2           | M T W Th F   |
| 0700                      | 3           | M T W Th F   |
| 0900                      | 4           | M T W Th F   |
| 0900                      | 20          | Su S         |
| 1100                      | 5           | M T W Th F   |
| 1300                      | 8           | M T W Th F   |
| 1300                      | 21          | Su S         |
| 1600                      | 12          | M T W Th F   |
| 1900                      | 13          | M T W Th F S |
| 1900                      | 22          | Su S         |
| 2300                      | Free        | Su S         |
| 2300                      | Free        | M T W Th F   |

| <u>Current Time of Day Function</u> |                 |                   |                    |
|-------------------------------------|-----------------|-------------------|--------------------|
| <u>Time</u>                         | <u>Function</u> | <u>Settings *</u> | <u>Day of Week</u> |
| 0000                                | TOD OUTPUTS     | -----             | SuM T W ThF S      |

| <u>Local Time of Day Function</u> |                 |                   |                    |
|-----------------------------------|-----------------|-------------------|--------------------|
| <u>Time</u>                       | <u>Function</u> | <u>Settings *</u> | <u>Day of Week</u> |
| 0000                              | TOD OUTPUTS     | -----             | SuM T W ThF S      |

| <u>* Settings</u>                  |
|------------------------------------|
| Blank - FREE - Phase Bank 1, Max 1 |
| Blank - Plan - Phase Bank 1, Max 2 |
| 1 - Phase Bank 2, Max 1            |
| 2 - Phase Bank 2, Max 2            |
| 3 - Phase Bank 3, Max 1            |
| 4 - Phase Bank 3, Max 2            |
| 5 - EXTERNAL PERMIT 1              |
| 6 - EXTERNAL PERMIT 2              |
| 7 - X-PED OMIT                     |
| 8 - TBA                            |

***No Calendar Defined/Enabled***

# SIGNAL OPERATING PLAN



| Direction                                 |          | SB              | NB | WB                |  |  |  |             | Ped Heads |              |     |     | Movements/Display/Actuation |
|-------------------------------------------|----------|-----------------|----|-------------------|--|--|--|-------------|-----------|--------------|-----|-----|-----------------------------|
| Timing Phases                             | Head No. |                 |    |                   |  |  |  |             | P6        | P2           | P8  | P4  |                             |
| N/SB                                      | Dwell    | G               | G  | R                 |  |  |  |             | W/F       | W/F          | DW  | DW  |                             |
|                                           | 4        | Y               | Y  | R                 |  |  |  |             | DW        | DW           | DW  | DW  |                             |
|                                           | Clear    |                 |    |                   |  |  |  |             |           |              |     |     |                             |
|                                           |          |                 |    |                   |  |  |  |             |           |              |     |     |                             |
| 2+6                                       |          |                 |    |                   |  |  |  |             |           |              |     |     |                             |
|                                           |          |                 |    |                   |  |  |  |             |           |              |     |     |                             |
|                                           |          |                 |    |                   |  |  |  |             |           |              |     |     |                             |
|                                           |          |                 |    |                   |  |  |  |             |           |              |     |     |                             |
| Recall                                    |          |                 |    |                   |  |  |  |             |           |              |     |     |                             |
|                                           |          |                 |    |                   |  |  |  |             |           |              |     |     |                             |
|                                           |          |                 |    |                   |  |  |  |             |           |              |     |     |                             |
|                                           |          |                 |    |                   |  |  |  |             |           |              |     |     |                             |
| WB                                        | Dwell    | R               | R  | G                 |  |  |  |             | DW        | DW           | W/F | W/F |                             |
|                                           | 2+6      | R               | R  | Y                 |  |  |  |             | DW        | DW           | DW  | DW  |                             |
|                                           | Clear    |                 |    |                   |  |  |  |             |           |              |     |     |                             |
|                                           |          |                 |    |                   |  |  |  |             |           |              |     |     |                             |
| 4                                         |          |                 |    |                   |  |  |  |             |           |              |     |     |                             |
|                                           |          |                 |    |                   |  |  |  |             |           |              |     |     |                             |
|                                           |          |                 |    |                   |  |  |  |             |           |              |     |     |                             |
|                                           |          |                 |    |                   |  |  |  |             |           |              |     |     |                             |
| Recall                                    |          |                 |    |                   |  |  |  |             |           |              |     |     |                             |
|                                           |          |                 |    |                   |  |  |  |             |           |              |     |     |                             |
|                                           |          |                 |    |                   |  |  |  |             |           |              |     |     |                             |
|                                           |          |                 |    |                   |  |  |  |             |           |              |     |     |                             |
|                                           | Dwell    |                 |    |                   |  |  |  |             |           |              |     |     |                             |
|                                           | Clear    |                 |    |                   |  |  |  |             |           |              |     |     |                             |
|                                           |          |                 |    |                   |  |  |  |             |           |              |     |     |                             |
|                                           |          |                 |    |                   |  |  |  |             |           |              |     |     |                             |
|                                           | Dwell    |                 |    |                   |  |  |  |             |           |              |     |     |                             |
|                                           | Clear    |                 |    |                   |  |  |  |             |           |              |     |     |                             |
|                                           |          |                 |    |                   |  |  |  |             |           |              |     |     |                             |
|                                           |          |                 |    |                   |  |  |  |             |           |              |     |     |                             |
|                                           | Dwell    |                 |    |                   |  |  |  |             |           |              |     |     |                             |
|                                           | Clear    |                 |    |                   |  |  |  |             |           |              |     |     |                             |
|                                           |          |                 |    |                   |  |  |  |             |           |              |     |     |                             |
|                                           |          |                 |    |                   |  |  |  |             |           |              |     |     |                             |
|                                           | Dwell    |                 |    |                   |  |  |  |             |           |              |     |     |                             |
|                                           | Clear    |                 |    |                   |  |  |  |             |           |              |     |     |                             |
|                                           |          |                 |    |                   |  |  |  |             |           |              |     |     |                             |
|                                           |          |                 |    |                   |  |  |  |             |           |              |     |     |                             |
| Flashing Operation                        |          | FY              | FY | FR                |  |  |  |             |           |              |     |     | Page 1 of 1                 |
| Miami-Dade County Public Works Department |          |                 |    |                   |  |  |  |             |           |              |     |     |                             |
| Drawn<br>R. Fernandez                     |          | Date<br>2/14/10 |    | NW 2 Av & NW 1 St |  |  |  |             |           |              |     |     |                             |
| Checked<br>H. HERNANDEZ                   |          | Date<br>2/15/11 |    | Placed in Service |  |  |  | Phasing No. |           | Asset Number |     |     |                             |
|                                           |          | Date 2/28/11    |    | By AGC            |  |  |  | 9           |           | 2302         |     |     |                             |

**TOD Schedule Report**  
for 2323: NW 2 Av&NW 5 St

Print Date:  
8/17/2013

Print Time:  
1:09 PM

| <u>Asset</u> | <u>Intersection</u> | <u>TOD</u><br><u>Schedule</u> | <u>Op Mode</u> | <u>Plan #</u> | <u>Cycle</u> | <u>Offset</u> | <u>TOD</u><br><u>Setting</u> | <u>Active</u><br><u>PhaseBank</u> | <u>Active</u><br><u>Maximum</u> |
|--------------|---------------------|-------------------------------|----------------|---------------|--------------|---------------|------------------------------|-----------------------------------|---------------------------------|
| 2323         | NW 2 Av&NW 5 St     | DOW-7                         |                | N/A           | 0            | 0             | N/A                          | 0                                 | Max 0                           |

**Splits**

| <u>PH 1</u> | <u>PH 2</u> | <u>PH 3</u> | <u>PH 4</u> | <u>PH 5</u> | <u>PH 6</u> | <u>PH 7</u> | <u>PH 8</u> |
|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| -           | SBT         | -           | EBT         | -           | NBT         | -           | -           |
| 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           |



Active Phase Bank: Phase Bank 1

| <u>Phase</u>      | <u>Walk</u> | <u>Don't Walk</u> | <u>Min Initial</u> | <u>Veh Ext</u>  | <u>Max Limit</u> | <u>Max 2</u> | <u>Yellow</u> | <u>Red</u> |
|-------------------|-------------|-------------------|--------------------|-----------------|------------------|--------------|---------------|------------|
| <u>Phase Bank</u> |             |                   |                    |                 |                  |              |               |            |
|                   | 1 2 3       | 1 2 3             | 1 2 3              | 1 2 3           | 1 2 3            | 1 2 3        |               |            |
| 1 -               | 0 - 0 - 0   | 0 - 0 - 0         | 0 - 0 - 0          | 0 - 0 - 0       | 0 - 0 - 0        | 0 - 0 - 0    | 0             | 0          |
| 2 SBT             | 0 - 0 - 0   | 0 - 0 - 0         | 7 - 7 - 7          | 1 - 1 - 1       | 44 - 44 - 44     | 0 - 44 - 44  | 4             | 1          |
| 3 -               | 0 - 0 - 0   | 0 - 0 - 0         | 0 - 0 - 0          | 0 - 0 - 0       | 0 - 0 - 0        | 0 - 0 - 0    | 0             | 0          |
| 4 EBT             | 7 - 7 - 7   | 7 - 7 - 7         | 7 - 7 - 7          | 2.5 - 2.5 - 2.5 | 38 - 38 - 38     | 55 - 40 - 40 | 4             | 1          |
| 5 -               | 0 - 0 - 0   | 0 - 0 - 0         | 0 - 0 - 0          | 0 - 0 - 0       | 0 - 0 - 0        | 0 - 0 - 0    | 0             | 0          |
| 6 NBT             | 0 - 0 - 0   | 0 - 0 - 0         | 7 - 7 - 7          | 1 - 1 - 1       | 44 - 44 - 44     | 0 - 44 - 44  | 4             | 1          |
| 7 -               | 0 - 0 - 0   | 0 - 0 - 0         | 0 - 0 - 0          | 0 - 0 - 0       | 0 - 0 - 0        | 0 - 0 - 0    | 0             | 0          |
| 8 -               | 0 - 0 - 0   | 0 - 0 - 0         | 0 - 0 - 0          | 0 - 0 - 0       | 0 - 0 - 0        | 0 - 0 - 0    | 0             | 0          |

Last In Service Date: unknown

**Permitted Phases**

**12345678**

Default -2-4-6--  
External Permit 0 -----  
External Permit 1 -----  
External Permit 2 -----

|                |             | Green Time   |   |     |   |     |   |     |   |   |                    |               |  |
|----------------|-------------|--------------|---|-----|---|-----|---|-----|---|---|--------------------|---------------|--|
| <u>Current</u> |             |              | 1 | 2   | 3 | 4   | 5 | 6   | 7 | 8 |                    |               |  |
| TOD Schedule   | <u>Plan</u> | <u>Cycle</u> | - | SBT | - | EBT | - | NBT | - | - | <u>Ring Offset</u> | <u>Offset</u> |  |
|                | 2           | 90           | 0 | 50  | 0 | 30  | 0 | 50  | 0 | 0 | 0                  | 71            |  |
|                | 4           | 90           | 0 | 50  | 0 | 30  | 0 | 50  | 0 | 0 | 0                  | 77            |  |
|                | 5           | 90           | 0 | 50  | 0 | 30  | 0 | 50  | 0 | 0 | 0                  | 77            |  |
|                | 6           | 100          | 0 | 44  | 0 | 46  | 0 | 44  | 0 | 0 | 0                  | 62            |  |
|                | 7           | 70           | 0 | 40  | 0 | 20  | 0 | 40  | 0 | 0 | 0                  | 27            |  |
|                | 8           | 100          | 0 | 45  | 0 | 45  | 0 | 45  | 0 | 0 | 0                  | 25            |  |
|                | 9           | 90           | 0 | 45  | 0 | 35  | 0 | 45  | 0 | 0 | 0                  | 60            |  |
|                | 10          | 90           | 0 | 50  | 0 | 30  | 0 | 50  | 0 | 0 | 0                  | 56            |  |
|                | 11          | 100          | 0 | 58  | 0 | 32  | 0 | 58  | 0 | 0 | 0                  | 97            |  |
|                | 12          | 90           | 0 | 56  | 0 | 24  | 0 | 56  | 0 | 0 | 0                  | 5             |  |
|                | 13          | 70           | 0 | 30  | 0 | 30  | 0 | 30  | 0 | 0 | 0                  | 26            |  |
|                | 14          | 100          | 0 | 58  | 0 | 32  | 0 | 58  | 0 | 0 | 0                  | 77            |  |
|                | 15          | 100          | 0 | 58  | 0 | 32  | 0 | 58  | 0 | 0 | 0                  | 77            |  |
|                | 16          | 100          | 0 | 58  | 0 | 32  | 0 | 58  | 0 | 0 | 0                  | 77            |  |
|                | 17          | 70           | 0 | 37  | 0 | 23  | 0 | 37  | 0 | 0 | 0                  | 68            |  |

| Local TOD Schedule |             |                 |
|--------------------|-------------|-----------------|
| <u>Time</u>        | <u>Plan</u> | <u>DOW</u>      |
| 0000               | Flash       | Su M T W Th F S |
| 0600               | 13          | Su M T W Th F S |
| 0730               | 8           | M T W Th F      |
| 0900               | 9           | M T W Th F      |
| 1000               | 9           |                 |
| 1115               | 10          |                 |
| 1145               | 10          | M T W Th F      |
| 1315               | 9           | M T W Th F S    |
| 1545               | 11          | M T W Th F      |
| 1800               | 12          | M T W Th F      |
| 1815               | 13          |                 |
| 1900               | 7           | M T W Th F      |
| 2100               | 17          | Su M T W Th F S |

| Current Time of Day Function |                 |                   |                    |
|------------------------------|-----------------|-------------------|--------------------|
| <u>Time</u>                  | <u>Function</u> | <u>Settings *</u> | <u>Day of Week</u> |
| 0000                         | TOD OUTPUTS     | -----             | SuM T W ThF S      |

| Local Time of Day Function |                 |                   |                    |
|----------------------------|-----------------|-------------------|--------------------|
| <u>Time</u>                | <u>Function</u> | <u>Settings *</u> | <u>Day of Week</u> |
| 0000                       | TOD OUTPUTS     | -----             | SuM T W ThF S      |

| * Settings                         |
|------------------------------------|
| Blank - FREE - Phase Bank 1, Max 1 |
| Blank - Plan - Phase Bank 1, Max 2 |
| 1 - Phase Bank 2, Max 1            |
| 2 - Phase Bank 2, Max 2            |
| 3 - Phase Bank 3, Max 1            |
| 4 - Phase Bank 3, Max 2            |
| 5 - EXTERNAL PERMIT 1              |
| 6 - EXTERNAL PERMIT 2              |
| 7 - X-PED OMIT                     |
| 8 - TBA                            |

|                                    |
|------------------------------------|
| <b>No Calendar Defined/Enabled</b> |
|                                    |

# SIGNAL OPERATING PLAN

| PHASE                                              |          | INT | SIGNAL HEAD NUMBER |   |   |                 |                 |  |  |  |  |  |  |  |
|----------------------------------------------------|----------|-----|--------------------|---|---|-----------------|-----------------|--|--|--|--|--|--|--|
|                                                    |          |     | 2                  | 6 | 4 | P <sub>4</sub>  | P <sub>8</sub>  |  |  |  |  |  |  |  |
| $\phi_2 (2+6)$<br>NBND & SBND<br>NW 2 AV<br>RECALL | R/W      | G   | G                  | R |   | DW              | DW              |  |  |  |  |  |  |  |
|                                                    | PED. CL  |     |                    |   |   |                 |                 |  |  |  |  |  |  |  |
|                                                    | $\phi_4$ | Y   | Y                  | R |   | DW              | DW              |  |  |  |  |  |  |  |
|                                                    | TO       |     |                    |   |   |                 |                 |  |  |  |  |  |  |  |
|                                                    | CLEAR    |     |                    |   |   |                 |                 |  |  |  |  |  |  |  |
|                                                    |          |     |                    |   |   |                 |                 |  |  |  |  |  |  |  |
| $\phi_4 (4+P_4+P_8)$<br>EBND<br>NW 5 ST<br>RECALL  | R/W      | R   | R                  | G |   | W               | W               |  |  |  |  |  |  |  |
|                                                    | PED. CL  | R   | R                  | G |   | F <sub>DW</sub> | F <sub>DW</sub> |  |  |  |  |  |  |  |
|                                                    | $\phi_2$ | R   | R                  | Y |   | DW              | DW              |  |  |  |  |  |  |  |
|                                                    | TO       |     |                    |   |   |                 |                 |  |  |  |  |  |  |  |
|                                                    | CLEAR    |     |                    |   |   |                 |                 |  |  |  |  |  |  |  |
|                                                    |          |     |                    |   |   |                 |                 |  |  |  |  |  |  |  |
|                                                    | R/W      |     |                    |   |   |                 |                 |  |  |  |  |  |  |  |
|                                                    | PED. CL  |     |                    |   |   |                 |                 |  |  |  |  |  |  |  |
|                                                    | TO       |     |                    |   |   |                 |                 |  |  |  |  |  |  |  |
|                                                    | CLEAR    |     |                    |   |   |                 |                 |  |  |  |  |  |  |  |
|                                                    |          |     |                    |   |   |                 |                 |  |  |  |  |  |  |  |
|                                                    |          |     |                    |   |   |                 |                 |  |  |  |  |  |  |  |
| FLASH OPERATION                                    | R/W      |     |                    |   |   |                 |                 |  |  |  |  |  |  |  |
|                                                    | PED. CL  |     |                    |   |   |                 |                 |  |  |  |  |  |  |  |
|                                                    | TO       |     |                    |   |   |                 |                 |  |  |  |  |  |  |  |
|                                                    | CLEAR    |     |                    |   |   |                 |                 |  |  |  |  |  |  |  |
|                                                    |          |     |                    |   |   |                 |                 |  |  |  |  |  |  |  |
|                                                    |          |     |                    |   |   |                 |                 |  |  |  |  |  |  |  |

Drawn No. 1  
H. FRANCILLON

Check  
Revision No. 1  
H. HERNANDEZ

Division Engineer

Date: 4/7/99

Date: 4/8/99

Date:

MIAMI-DADE COUNTY  
DEPARTMENT OF PUBLIC WORKS

Revision No. 1

NW 2 AV & 5 ST

Placed In Service: Date: EARLY 92 By:

Phasing Number: 5

**ASSET NO. 2323**

**TOD Schedule Report**  
for 2338: NW 2 Av&NW 8 St

Print Date:  
8/17/2013

Print Time:  
1:10 PM

| <u>Asset</u> | <u>Intersection</u> | <u>TOD</u><br><u>Schedule</u> | <u>Op Mode</u> | <u>Plan #</u> | <u>Cycle</u> | <u>Offset</u> | <u>TOD</u><br><u>Setting</u> | <u>Active</u><br><u>PhaseBank</u> | <u>Active</u><br><u>Maximum</u> |
|--------------|---------------------|-------------------------------|----------------|---------------|--------------|---------------|------------------------------|-----------------------------------|---------------------------------|
| 2338         | NW 2 Av&NW 8 St     | DOW-7                         |                | N/A           | 0            | 0             | N/A                          | 0                                 | Max 0                           |

**Splits**

| <u>PH 1</u> | <u>PH 2</u> | <u>PH 3</u> | <u>PH 4</u> | <u>PH 5</u> | <u>PH 6</u> | <u>PH 7</u> | <u>PH 8</u> |
|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| -           | SBT         | -           | WBT         | -           | NBT         | -           | EBT         |
| 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           |



Active Phase Bank: Phase Bank 1

| <u>Phase</u>      | <u>Walk</u> | <u>Don't Walk</u> | <u>Min Initial</u> | <u>Veh Ext</u> | <u>Max Limit</u> | <u>Max 2</u> | <u>Yellow</u> | <u>Red</u> |
|-------------------|-------------|-------------------|--------------------|----------------|------------------|--------------|---------------|------------|
| <u>Phase Bank</u> |             |                   |                    |                |                  |              |               |            |
|                   | 1 2 3       | 1 2 3             | 1 2 3              | 1 2 3          | 1 2 3            | 1 2 3        |               |            |
| 1 -               | 0 - 0 - 0   | 0 - 0 - 0         | 0 - 0 - 0          | 0 - 0 - 0      | 0 - 0 - 0        | 0 - 0 - 0    | 0             | 0          |
| 2 SBT             | 7 - 7 - 7   | 6 - 6 - 6         | 7 - 7 - 7          | 1 - 1 - 1      | 28 - 28 - 28     | 0 - 45 - 45  | 4             | 1          |
| 3 -               | 0 - 0 - 0   | 0 - 0 - 0         | 0 - 0 - 0          | 0 - 0 - 0      | 0 - 0 - 0        | 0 - 0 - 0    | 0             | 0          |
| 4 WBT             | 7 - 7 - 7   | 6 - 6 - 6         | 7 - 7 - 7          | 2 - 2 - 2      | 28 - 28 - 28     | 50 - 40 - 40 | 4             | 1          |
| 5 -               | 0 - 0 - 0   | 0 - 0 - 0         | 0 - 0 - 0          | 0 - 0 - 0      | 0 - 0 - 0        | 0 - 0 - 0    | 0             | 0          |
| 6 NBT             | 7 - 7 - 7   | 6 - 6 - 6         | 7 - 7 - 7          | 1 - 1 - 1      | 28 - 28 - 28     | 0 - 45 - 45  | 4             | 1          |
| 7 -               | 0 - 0 - 0   | 0 - 0 - 0         | 0 - 0 - 0          | 0 - 0 - 0      | 0 - 0 - 0        | 0 - 0 - 0    | 0             | 0          |
| 8 EBT             | 7 - 7 - 7   | 6 - 6 - 6         | 7 - 7 - 7          | 2 - 2 - 2      | 28 - 28 - 28     | 50 - 40 - 40 | 0             | 1          |

Last In Service Date: unknown

**Permitted Phases**

|                   |                        |
|-------------------|------------------------|
|                   | <b><u>12345678</u></b> |
| Default           | -2-4-6-8               |
| External Permit 0 | -----                  |
| External Permit 1 | -----                  |
| External Permit 2 | -----                  |

|                                |             | Green Time   |   |     |   |     |   |     |   |     |                    |               |
|--------------------------------|-------------|--------------|---|-----|---|-----|---|-----|---|-----|--------------------|---------------|
| <u>Current</u><br>TOD Schedule | <u>Plan</u> | <u>Cycle</u> | 1 | 2   | 3 | 4   | 5 | 6   | 7 | 8   | <u>Ring Offset</u> | <u>Offset</u> |
|                                |             |              | - | SBT | - | WBT | - | NBT | - | EBT |                    |               |
|                                | 1           | 60           | 0 | 19  | 0 | 31  | 0 | 19  | 0 | 31  | 0                  | 42            |
|                                | 4           | 60           | 0 | 19  | 0 | 31  | 0 | 19  | 0 | 31  | 0                  | 18            |
|                                | 5           | 60           | 0 | 19  | 0 | 31  | 0 | 19  | 0 | 31  | 0                  | 0             |
|                                | 7           | 100          | 0 | 18  | 0 | 72  | 0 | 18  | 0 | 72  | 0                  | 42            |
|                                | 8           | 100          | 0 | 45  | 0 | 45  | 0 | 45  | 0 | 49  | 0                  | 23            |
|                                | 9           | 90           | 0 | 40  | 0 | 40  | 0 | 40  | 0 | 44  | 0                  | 89            |
|                                | 10          | 90           | 0 | 40  | 0 | 40  | 0 | 40  | 0 | 44  | 0                  | 65            |
|                                | 11          | 100          | 0 | 55  | 0 | 35  | 0 | 55  | 0 | 39  | 0                  | 31            |
|                                | 12          | 90           | 0 | 40  | 0 | 40  | 0 | 40  | 0 | 44  | 0                  | 27            |
|                                | 13          | 70           | 0 | 29  | 0 | 31  | 0 | 29  | 0 | 35  | 0                  | 9             |
|                                | 14          | 90           | 0 | 62  | 0 | 18  | 0 | 62  | 0 | 18  | 0                  | 44            |
|                                | 15          | 90           | 0 | 62  | 0 | 18  | 0 | 62  | 0 | 18  | 0                  | 44            |
|                                | 16          | 100          | 0 | 75  | 0 | 15  | 0 | 75  | 0 | 15  | 0                  | 68            |

| Local TOD Schedule |       |                 |
|--------------------|-------|-----------------|
| Time               | Plan  | DOW             |
| 0000               | Flash | Su M T W Th F S |
| 0600               | 13    | Su M T W Th F S |
| 0730               | 8     | M T W Th F      |
| 0900               | 9     | M T W Th F      |
| 1000               | 9     | S               |
| 1115               | 10    | S               |
| 1145               | 10    | M T W Th F      |
| 1315               | 9     | M T W Th F S    |
| 1545               | 11    | M T W Th F      |
| 1800               | 12    | M T W Th F      |
| 1815               | 13    | S               |
| 1900               | 13    | M T W Th F      |
| 2100               | Free  | Su M T W Th F S |

| Current Time of Day Function |             |            |               |
|------------------------------|-------------|------------|---------------|
| Time                         | Function    | Settings * | Day of Week   |
| 0000                         | TOD OUTPUTS | -----      | SuM T W ThF S |

| Local Time of Day Function |             |            |               |
|----------------------------|-------------|------------|---------------|
| Time                       | Function    | Settings * | Day of Week   |
| 0000                       | TOD OUTPUTS | -----      | SuM T W ThF S |

| * Settings                         |
|------------------------------------|
| Blank - FREE - Phase Bank 1, Max 1 |
| Blank - Plan - Phase Bank 1, Max 2 |
| 1 - Phase Bank 2, Max 1            |
| 2 - Phase Bank 2, Max 2            |
| 3 - Phase Bank 3, Max 1            |
| 4 - Phase Bank 3, Max 2            |
| 5 - EXTERNAL PERMIT 1              |
| 6 - EXTERNAL PERMIT 2              |
| 7 - X-PED OMIT                     |
| 8 - TBA                            |

|                                    |
|------------------------------------|
| <b>No Calendar Defined/Enabled</b> |
|                                    |

# SIGNAL OPERATING PLAN

↑ N

|                                 |          | Direction | NB | SB | EB | WB | Ped Heads |     |     |     | Drawing |
|---------------------------------|----------|-----------|----|----|----|----|-----------|-----|-----|-----|---------|
| Phase                           | Head No. |           |    |    |    |    | P2        | P6  | P4  | P8  |         |
| Φ 2<br>N/S<br>NW 2 AV<br>RECALL | Dwell    |           | G  | G  | R  | R  |           | W/F | W/F | DW  | DW      |
|                                 | Clear to | Φ 4       | Y  | Y  | R  | R  |           | DW  | DW  | DW  | DW      |
|                                 |          |           |    |    |    |    |           |     |     |     |         |
|                                 |          |           |    |    |    |    |           |     |     |     |         |
|                                 |          |           |    |    |    |    |           |     |     |     |         |
| Φ 4<br>E/W<br>NW 8 ST<br>RECALL | Dwell    |           | R  | R  | G  | G  |           | DW  | DW  | W/F | W/F     |
|                                 | Clear to | Φ 2       | R  | R  | Y  | Y  |           | DW  | DW  | DW  | DW      |
|                                 |          |           |    |    |    |    |           |     |     |     |         |
|                                 |          |           |    |    |    |    |           |     |     |     |         |
|                                 |          |           |    |    |    |    |           |     |     |     |         |
|                                 | Dwell    |           |    |    |    |    |           |     |     |     |         |
|                                 | Clear to |           |    |    |    |    |           |     |     |     |         |
|                                 |          |           |    |    |    |    |           |     |     |     |         |
|                                 |          |           |    |    |    |    |           |     |     |     |         |
|                                 |          |           |    |    |    |    |           |     |     |     |         |
|                                 | Dwell    |           |    |    |    |    |           |     |     |     |         |
|                                 | Clear to |           |    |    |    |    |           |     |     |     |         |
|                                 |          |           |    |    |    |    |           |     |     |     |         |
|                                 |          |           |    |    |    |    |           |     |     |     |         |
|                                 |          |           |    |    |    |    |           |     |     |     |         |
|                                 | Dwell    |           |    |    |    |    |           |     |     |     |         |
|                                 | Clear to |           |    |    |    |    |           |     |     |     |         |
|                                 |          |           |    |    |    |    |           |     |     |     |         |
|                                 |          |           |    |    |    |    |           |     |     |     |         |
|                                 |          |           |    |    |    |    |           |     |     |     |         |
|                                 | Dwell    |           |    |    |    |    |           |     |     |     |         |
|                                 | Clear to |           |    |    |    |    |           |     |     |     |         |
|                                 |          |           |    |    |    |    |           |     |     |     |         |
|                                 |          |           |    |    |    |    |           |     |     |     |         |
|                                 |          |           |    |    |    |    |           |     |     |     |         |

Flashing Operation    **FY** **FY** **FR** **FR**

**Miami-Dade County Public Works Department**

Drawn **H. FRANCILLON**    Date **4/10/01**    **NW 2 AV & NW 8 ST**  
 Checked **H. HERNANDEZ**    Date **4/11/01**   
 Placed in Service    Phasing No. **4**    Asset Number **2338**

Page 1 of 1

**TOD Schedule Report**  
for 3288: NW 2 Av&NW 6 St

Print Date:  
8/17/2013

Print Time:  
2:45 PM

| <u>Asset</u> | <u>Intersection</u> | <u>TOD</u><br><u>Schedule</u> | <u>Op Mode</u> | <u>Plan #</u> | <u>Cycle</u> | <u>Offset</u> | <u>TOD</u><br><u>Setting</u> | <u>Active</u><br><u>PhaseBank</u> | <u>Active</u><br><u>Maximum</u> |
|--------------|---------------------|-------------------------------|----------------|---------------|--------------|---------------|------------------------------|-----------------------------------|---------------------------------|
| 3288         | NW 2 Av&NW 6 St     | DOW-7                         |                | N/A           | 0            | 0             | N/A                          | 0                                 | Max 0                           |

**Splits**

| <u>PH 1</u> | <u>PH 2</u> | <u>PH 3</u> | <u>PH 4</u> | <u>PH 5</u> | <u>PH 6</u> | <u>PH 7</u> | <u>PH 8</u> |
|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| -           | SBT         | -           | WBT         | -           | NBT         | -           | -           |
| 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           |



Active Phase Bank: Phase Bank 1

| <u>Phase</u>      | <u>Walk</u> | <u>Don't Walk</u> | <u>Min Initial</u> | <u>Veh Ext</u>  | <u>Max Limit</u> | <u>Max 2</u> | <u>Yellow</u> | <u>Red</u> |
|-------------------|-------------|-------------------|--------------------|-----------------|------------------|--------------|---------------|------------|
| <u>Phase Bank</u> |             |                   |                    |                 |                  |              |               |            |
|                   | 1 2 3       | 1 2 3             | 1 2 3              | 1 2 3           | 1 2 3            | 1 2 3        |               |            |
| 1 -               | 0 - 0 - 0   | 0 - 0 - 0         | 0 - 0 - 0          | 0 - 0 - 0       | 0 - 0 - 0        | 0 - 0 - 0    | 0             | 0          |
| 2 SBT             | 0 - 0 - 0   | 0 - 0 - 0         | 15 - 15 - 15       | 1 - 1 - 1       | 36 - 36 - 36     | 0 - 42 - 42  | 4             | 1          |
| 3 -               | 0 - 0 - 0   | 0 - 0 - 0         | 0 - 0 - 0          | 0 - 0 - 0       | 0 - 0 - 0        | 0 - 0 - 0    | 0             | 0          |
| 4 WBT             | 7 - 7 - 7   | 15 - 15 - 15      | 7 - 7 - 7          | 2.5 - 2.5 - 2.5 | 16 - 16 - 16     | 42 - 42 - 42 | 4             | 1          |
| 5 -               | 0 - 0 - 0   | 0 - 0 - 0         | 0 - 0 - 0          | 0 - 0 - 0       | 0 - 0 - 0        | 0 - 0 - 0    | 0             | 0          |
| 6 NBT             | 0 - 0 - 0   | 0 - 0 - 0         | 15 - 15 - 15       | 1 - 1 - 1       | 36 - 36 - 36     | 0 - 42 - 42  | 4             | 1          |
| 7 -               | 0 - 0 - 0   | 0 - 0 - 0         | 0 - 0 - 0          | 0 - 0 - 0       | 0 - 0 - 0        | 0 - 0 - 0    | 0             | 0          |
| 8 -               | 0 - 0 - 0   | 0 - 0 - 0         | 0 - 0 - 0          | 0 - 0 - 0       | 0 - 0 - 0        | 0 - 0 - 0    | 0             | 0          |

Last In Service Date: unknown

**Permitted Phases**

**12345678**

Default -2-4-6--  
External Permit 0 -----  
External Permit 1 -----  
External Permit 2 -----

|              |      | Green Time |   |     |   |     |   |     |   |   |             |        |  |
|--------------|------|------------|---|-----|---|-----|---|-----|---|---|-------------|--------|--|
| Current      |      |            | 1 | 2   | 3 | 4   | 5 | 6   | 7 | 8 |             |        |  |
| TOD Schedule | Plan | Cycle      | - | SBT | - | WBT | - | NBT | - | - | Ring Offset | Offset |  |
|              | 2    | 90         | 0 | 49  | 0 | 31  | 0 | 49  | 0 | 0 | 0           | 64     |  |
|              | 4    | 90         | 0 | 49  | 0 | 31  | 0 | 49  | 0 | 0 | 0           | 72     |  |
|              | 5    | 90         | 0 | 49  | 0 | 31  | 0 | 49  | 0 | 0 | 0           | 72     |  |
|              | 6    | 100        | 0 | 35  | 0 | 55  | 0 | 35  | 0 | 0 | 0           | 50     |  |
|              | 7    | 60         | 0 | 28  | 0 | 22  | 0 | 28  | 0 | 0 | 0           | 14     |  |
|              | 8    | 100        | 0 | 55  | 0 | 35  | 0 | 55  | 0 | 0 | 0           | 86     |  |
|              | 9    | 90         | 0 | 50  | 0 | 30  | 0 | 50  | 0 | 0 | 0           | 45     |  |
|              | 10   | 90         | 0 | 55  | 0 | 25  | 0 | 55  | 0 | 0 | 0           | 38     |  |
|              | 11   | 100        | 0 | 61  | 0 | 29  | 0 | 61  | 0 | 0 | 0           | 88     |  |
|              | 12   | 90         | 0 | 49  | 0 | 31  | 0 | 49  | 0 | 0 | 0           | 14     |  |
|              | 13   | 70         | 0 | 45  | 0 | 15  | 0 | 45  | 0 | 0 | 0           | 52     |  |
|              | 14   | 100        | 0 | 53  | 0 | 37  | 0 | 53  | 0 | 0 | 0           | 78     |  |
|              | 15   | 100        | 0 | 25  | 0 | 65  | 0 | 25  | 0 | 0 | 0           | 18     |  |
|              | 16   | 100        | 0 | 53  | 0 | 37  | 0 | 53  | 0 | 0 | 0           | 78     |  |
|              | 17   | 70         | 0 | 45  | 0 | 15  | 0 | 45  | 0 | 0 | 0           | 22     |  |

| <u>Local TOD Schedule</u> |             |                 |
|---------------------------|-------------|-----------------|
| <u>Time</u>               | <u>Plan</u> | <u>DOW</u>      |
| 0000                      | Flash       | Su M T W Th F S |
| 0600                      | 13          | Su M T W Th F S |
| 0730                      | 8           | M T W Th F      |
| 0900                      | 9           | M T W Th F      |
| 1000                      | 9           |                 |
| 1115                      | 10          |                 |
| 1145                      | 10          | M T W Th F      |
| 1315                      | 9           | M T W Th F S    |
| 1545                      | 11          | M T W Th F      |
| 1800                      | 12          | M T W Th F      |
| 1815                      | 13          |                 |
| 1900                      | 13          | M T W Th F      |
| 2100                      | 17          | Su M T W Th F S |
| 2300                      | Flash       | Su M T W Th F S |

| <u>Current Time of Day Function</u> |                 |                   |                    |
|-------------------------------------|-----------------|-------------------|--------------------|
| <u>Time</u>                         | <u>Function</u> | <u>Settings *</u> | <u>Day of Week</u> |
| 0000                                | TOD OUTPUTS     | -----             | SuM T W ThF S      |

| <u>Local Time of Day Function</u> |                 |                   |                    |
|-----------------------------------|-----------------|-------------------|--------------------|
| <u>Time</u>                       | <u>Function</u> | <u>Settings *</u> | <u>Day of Week</u> |
| 0000                              | TOD OUTPUTS     | -----             | SuM T W ThF S      |

| * Settings                         |
|------------------------------------|
| Blank - FREE - Phase Bank 1, Max 1 |
| Blank - Plan - Phase Bank 1, Max 2 |
| 1 - Phase Bank 2, Max 1            |
| 2 - Phase Bank 2, Max 2            |
| 3 - Phase Bank 3, Max 1            |
| 4 - Phase Bank 3, Max 2            |
| 5 - EXTERNAL PERMIT 1              |
| 6 - EXTERNAL PERMIT 2              |
| 7 - X-PED OMIT                     |
| 8 - TBA                            |

|                                    |
|------------------------------------|
| <b>No Calendar Defined/Enabled</b> |
|                                    |

# SIGNAL OPERATING PLAN



| Direction                                 |          | SB              | NB | WB                                       |  |  |  |                  | Ped Heads |                      |    |    | Movements/Display/Actuation |
|-------------------------------------------|----------|-----------------|----|------------------------------------------|--|--|--|------------------|-----------|----------------------|----|----|-----------------------------|
| Timing Phases                             | Head No. | 2               | 6  | 4                                        |  |  |  |                  | P6        | P2                   | P8 | P4 |                             |
| 2+6<br>N/SB<br><br>RECALL                 | Dwell    | G               | G  | R                                        |  |  |  |                  |           |                      |    | DW |                             |
|                                           | 4        | Y               | Y  | R                                        |  |  |  |                  |           |                      |    | DW |                             |
|                                           | C        |                 |    |                                          |  |  |  |                  |           |                      |    |    |                             |
|                                           | l        |                 |    |                                          |  |  |  |                  |           |                      |    |    |                             |
|                                           | e        |                 |    |                                          |  |  |  |                  |           |                      |    |    |                             |
| 4<br>WB<br><br>RECALL                     | Dwell    | R               | R  | G                                        |  |  |  |                  |           |                      |    | WF |                             |
|                                           | 2+6      | R               | R  | Y                                        |  |  |  |                  |           |                      |    | DW |                             |
|                                           | C        |                 |    |                                          |  |  |  |                  |           |                      |    |    |                             |
|                                           | l        |                 |    |                                          |  |  |  |                  |           |                      |    |    |                             |
|                                           | e        |                 |    |                                          |  |  |  |                  |           |                      |    |    |                             |
|                                           | Dwell    |                 |    |                                          |  |  |  |                  |           |                      |    |    |                             |
|                                           | C        |                 |    |                                          |  |  |  |                  |           |                      |    |    |                             |
|                                           | l        |                 |    |                                          |  |  |  |                  |           |                      |    |    |                             |
|                                           | e        |                 |    |                                          |  |  |  |                  |           |                      |    |    |                             |
|                                           | a        |                 |    |                                          |  |  |  |                  |           |                      |    |    |                             |
|                                           | Dwell    |                 |    |                                          |  |  |  |                  |           |                      |    |    |                             |
|                                           | C        |                 |    |                                          |  |  |  |                  |           |                      |    |    |                             |
|                                           | l        |                 |    |                                          |  |  |  |                  |           |                      |    |    |                             |
|                                           | e        |                 |    |                                          |  |  |  |                  |           |                      |    |    |                             |
|                                           | a        |                 |    |                                          |  |  |  |                  |           |                      |    |    |                             |
|                                           | Dwell    |                 |    |                                          |  |  |  |                  |           |                      |    |    |                             |
|                                           | C        |                 |    |                                          |  |  |  |                  |           |                      |    |    |                             |
|                                           | l        |                 |    |                                          |  |  |  |                  |           |                      |    |    |                             |
|                                           | e        |                 |    |                                          |  |  |  |                  |           |                      |    |    |                             |
|                                           | a        |                 |    |                                          |  |  |  |                  |           |                      |    |    |                             |
| Flashing Operation                        |          | FY              | FY | FR                                       |  |  |  |                  |           |                      |    |    | Page 1 of 1                 |
| Miami-Dade County Public Works Department |          |                 |    |                                          |  |  |  |                  |           |                      |    |    |                             |
| Drawn<br>R. Fernandez                     |          | Date<br>2/23/11 |    | NW 2 AV & NW 6 ST                        |  |  |  |                  |           |                      |    |    |                             |
| Checked<br>H. Hernandez                   |          | Date<br>3/17/11 |    | Placed in Service<br>Date 4/19/11 By AGC |  |  |  | Phasing No.<br>5 |           | Asset Number<br>3288 |    |    |                             |

**TOD Schedule Report**  
for 3379: NW 2 Av&NW 2 St

Print Date:  
9/14/2013

Print Time:  
8:06 AM

| <u>Asset</u> | <u>Intersection</u> | <u>TOD</u><br><u>Schedule</u> | <u>Op Mode</u> | <u>Plan #</u> | <u>Cycle</u> | <u>Offset</u> | <u>TOD</u><br><u>Setting</u> | <u>Active</u><br><u>PhaseBank</u> | <u>Active</u><br><u>Maximum</u> |
|--------------|---------------------|-------------------------------|----------------|---------------|--------------|---------------|------------------------------|-----------------------------------|---------------------------------|
| 3379         | NW 2 Av&NW 2 St     | DOW-7                         |                | N/A           | 0            | 0             | N/A                          | 0                                 | Max 0                           |

**Splits**

| <u>PH 1</u> | <u>PH 2</u> | <u>PH 3</u> | <u>PH 4</u> | <u>PH 5</u> | <u>PH 6</u> | <u>PH 7</u> | <u>PH 8</u> |
|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| -           | SBT         | -           | -           | -           | NBT         | -           | EBT         |
| 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           |



Active Phase Bank: Phase Bank 1

| Phase | Walk       |   |           | Don't Walk |   |              | Min Initial |   |           | Veh Ext |   |           | Max Limit |   |              | Max 2 |   |           | Yellow | Red |
|-------|------------|---|-----------|------------|---|--------------|-------------|---|-----------|---------|---|-----------|-----------|---|--------------|-------|---|-----------|--------|-----|
|       | Phase Bank |   |           |            |   |              |             |   |           |         |   |           |           |   |              |       |   |           |        |     |
|       | 1          | 2 | 3         | 1          | 2 | 3            | 1           | 2 | 3         | 1       | 2 | 3         | 1         | 2 | 3            | 1     | 2 | 3         |        |     |
| 1 -   | 0          | - | 0 - 0 - 0 | 0          | - | 0 - 0 - 0    | 0           | - | 0 - 0 - 0 | 0       | - | 0 - 0 - 0 | 0         | - | 0 - 0 - 0    | 0     | - | 0 - 0 - 0 | 0      | 0   |
| 2 SBT | 7          | - | 7 - 7 - 7 | 11         | - | 11 - 11 - 11 | 7           | - | 7 - 7 - 7 | 1       | - | 1 - 1 - 1 | 55        | - | 55 - 55 - 55 | 0     | - | 55 - 55   | 4      | 0.6 |
| 3 -   | 0          | - | 0 - 0 - 0 | 0          | - | 0 - 0 - 0    | 0           | - | 0 - 0 - 0 | 0       | - | 0 - 0 - 0 | 0         | - | 0 - 0 - 0    | 0     | - | 0 - 0 - 0 | 0      | 0   |
| 4 -   | 0          | - | 0 - 0 - 0 | 0          | - | 0 - 0 - 0    | 0           | - | 0 - 0 - 0 | 0       | - | 0 - 0 - 0 | 0         | - | 0 - 0 - 0    | 0     | - | 0 - 0 - 0 | 0      | 0   |
| 5 -   | 0          | - | 0 - 0 - 0 | 0          | - | 0 - 0 - 0    | 0           | - | 0 - 0 - 0 | 0       | - | 0 - 0 - 0 | 0         | - | 0 - 0 - 0    | 0     | - | 0 - 0 - 0 | 0      | 0   |
| 6 NBT | 7          | - | 7 - 7 - 7 | 11         | - | 11 - 11 - 11 | 7           | - | 7 - 7 - 7 | 1       | - | 1 - 1 - 1 | 55        | - | 55 - 55 - 55 | 0     | - | 55 - 55   | 4      | 0.6 |
| 7 -   | 0          | - | 0 - 0 - 0 | 0          | - | 0 - 0 - 0    | 0           | - | 0 - 0 - 0 | 0       | - | 0 - 0 - 0 | 0         | - | 0 - 0 - 0    | 0     | - | 0 - 0 - 0 | 0      | 0   |
| 8 EBT | 7          | - | 7 - 7 - 7 | 10         | - | 10 - 10 - 10 | 7           | - | 7 - 7 - 7 | 2.5     | - | 2.5 - 2.5 | 27        | - | 27 - 27 - 27 | 37    | - | 27 - 27   | 4      | 0.6 |

Last In Service Date: unknown

**Permitted Phases**

|                   |                        |
|-------------------|------------------------|
|                   | <b><u>12345678</u></b> |
| Default           | -2---6-8               |
| External Permit 0 | -----                  |
| External Permit 1 | -----                  |
| External Permit 2 | -----                  |

|                     |             | <u>Green Time</u> |   |     |   |   |   |     |   |     |                    |               |  |
|---------------------|-------------|-------------------|---|-----|---|---|---|-----|---|-----|--------------------|---------------|--|
| <u>Current</u>      |             |                   | 1 | 2   | 3 | 4 | 5 | 6   | 7 | 8   |                    |               |  |
| <u>TOD Schedule</u> | <u>Plan</u> | <u>Cycle</u>      | - | SBT | - | - | - | NBT | - | EBT | <u>Ring Offset</u> | <u>Offset</u> |  |
|                     | 2           | 70                | 0 | 33  | 0 | 0 | 0 | 33  | 0 | 27  | 0                  | 0             |  |
|                     | 3           | 100               | 0 | 65  | 0 | 0 | 0 | 65  | 0 | 25  | 0                  | 24            |  |
|                     | 4           | 110               | 0 | 75  | 0 | 0 | 0 | 75  | 0 | 25  | 0                  | 6             |  |
|                     | 5           | 90                | 0 | 55  | 0 | 0 | 0 | 55  | 0 | 25  | 0                  | 4             |  |
|                     | 7           | 60                | 0 | 33  | 0 | 0 | 0 | 33  | 0 | 17  | 0                  | 52            |  |
|                     | 8           | 90                | 0 | 56  | 0 | 0 | 0 | 56  | 0 | 24  | 0                  | 8             |  |
|                     | 9           | 90                | 0 | 55  | 0 | 0 | 0 | 55  | 0 | 25  | 0                  | 72            |  |
|                     | 10          | 90                | 0 | 67  | 0 | 0 | 0 | 67  | 0 | 13  | 0                  | 68            |  |
|                     | 11          | 100               | 0 | 77  | 0 | 0 | 0 | 77  | 0 | 13  | 0                  | 0             |  |
|                     | 12          | 100               | 0 | 70  | 0 | 0 | 0 | 70  | 0 | 20  | 0                  | 94            |  |
|                     | 13          | 90                | 0 | 60  | 0 | 0 | 0 | 60  | 0 | 20  | 0                  | 88            |  |
|                     | 14          | 100               | 0 | 70  | 0 | 0 | 0 | 70  | 0 | 20  | 0                  | 74            |  |
|                     | 15          | 100               | 0 | 70  | 0 | 0 | 0 | 70  | 0 | 20  | 0                  | 74            |  |
|                     | 16          | 100               | 0 | 70  | 0 | 0 | 0 | 70  | 0 | 20  | 0                  | 74            |  |
|                     | 17          | 70                | 0 | 47  | 0 | 0 | 0 | 47  | 0 | 13  | 0                  | 66            |  |
|                     | 19          | 70                | 0 | 45  | 0 | 0 | 0 | 45  | 0 | 15  | 0                  | 12            |  |
|                     | 20          | 90                | 0 | 60  | 0 | 0 | 0 | 60  | 0 | 20  | 0                  | 8             |  |
|                     | 21          | 70                | 0 | 45  | 0 | 0 | 0 | 45  | 0 | 15  | 0                  | 0             |  |
|                     | 22          | 90                | 0 | 60  | 0 | 0 | 0 | 60  | 0 | 20  | 0                  | 0             |  |

| <u>Local TOD Schedule</u> |             |              |
|---------------------------|-------------|--------------|
| <u>Time</u>               | <u>Plan</u> | <u>DOW</u>   |
| 0000                      | Flash       | M T W Th F   |
| 0000                      | Flash       | Su S         |
| 0600                      | 19          | Su S         |
| 0600                      | 2           | M T W Th F   |
| 0700                      | 3           | M T W Th F   |
| 0900                      | 4           | M T W Th F   |
| 0900                      | 20          | Su S         |
| 1100                      | 5           | M T W Th F   |
| 1300                      | 8           | M T W Th F   |
| 1300                      | 21          | Su S         |
| 1600                      | 12          | M T W Th F   |
| 1900                      | 13          | M T W Th F S |
| 1900                      | 22          | Su S         |
| 2300                      | Free        | Su S         |
| 2300                      | Free        | M T W Th F   |

| <u>Current Time of Day Function</u> |                 |                   |                    |
|-------------------------------------|-----------------|-------------------|--------------------|
| <u>Time</u>                         | <u>Function</u> | <u>Settings *</u> | <u>Day of Week</u> |
| 0000                                | TOD OUTPUTS     | -----             | SuM T W ThF S      |

| <u>Local Time of Day Function</u> |                 |                   |                    |
|-----------------------------------|-----------------|-------------------|--------------------|
| <u>Time</u>                       | <u>Function</u> | <u>Settings *</u> | <u>Day of Week</u> |
| 0000                              | TOD OUTPUTS     | -----             | SuM T W ThF S      |

| <u>* Settings</u>                  |
|------------------------------------|
| Blank - FREE - Phase Bank 1, Max 1 |
| Blank - Plan - Phase Bank 1, Max 2 |
| 1 - Phase Bank 2, Max 1            |
| 2 - Phase Bank 2, Max 2            |
| 3 - Phase Bank 3, Max 1            |
| 4 - Phase Bank 3, Max 2            |
| 5 - EXTERNAL PERMIT 1              |
| 6 - EXTERNAL PERMIT 2              |
| 7 - X-PED OMIT                     |
| 8 - TBA                            |

|                                           |
|-------------------------------------------|
| <b><i>No Calendar Defined/Enabled</i></b> |
|                                           |

# SIGNAL OPERATING PLAN



| Direction                                 |          | NB              | SB | EB                                        |  | Ped Heads        |     |                      |    |                             |
|-------------------------------------------|----------|-----------------|----|-------------------------------------------|--|------------------|-----|----------------------|----|-----------------------------|
| Timing Phases                             | Head No. | 6               | 2  | 8                                         |  | P6               | P2  | P8                   | P4 | Movements/Display/Actuation |
|                                           | Dwell    |                 |    |                                           |  |                  |     |                      |    |                             |
|                                           | Clear to |                 |    |                                           |  |                  |     |                      |    |                             |
|                                           |          |                 |    |                                           |  |                  |     |                      |    |                             |
|                                           |          |                 |    |                                           |  |                  |     |                      |    |                             |
|                                           |          |                 |    |                                           |  |                  |     |                      |    |                             |
|                                           | Dwell    |                 |    |                                           |  |                  |     |                      |    |                             |
|                                           | Clear to |                 |    |                                           |  |                  |     |                      |    |                             |
|                                           |          |                 |    |                                           |  |                  |     |                      |    |                             |
|                                           |          |                 |    |                                           |  |                  |     |                      |    |                             |
|                                           |          |                 |    |                                           |  |                  |     |                      |    |                             |
| (2+6)<br>N/S<br>NW 2 AV<br><br>(Recall)   | Dwell    | G               | G  | R                                         |  | W/F              | DW  | DW                   |    |                             |
| Clear to                                  | (4+8)    | Y               | Y  | R                                         |  | DW               | DW  | DW                   |    |                             |
|                                           |          |                 |    |                                           |  |                  |     |                      |    |                             |
|                                           |          |                 |    |                                           |  |                  |     |                      |    |                             |
|                                           |          |                 |    |                                           |  |                  |     |                      |    |                             |
|                                           | Dwell    |                 |    |                                           |  |                  |     |                      |    |                             |
|                                           | Clear to |                 |    |                                           |  |                  |     |                      |    |                             |
|                                           |          |                 |    |                                           |  |                  |     |                      |    |                             |
|                                           |          |                 |    |                                           |  |                  |     |                      |    |                             |
|                                           |          |                 |    |                                           |  |                  |     |                      |    |                             |
|                                           | Dwell    |                 |    |                                           |  |                  |     |                      |    |                             |
|                                           | Clear to |                 |    |                                           |  |                  |     |                      |    |                             |
|                                           |          |                 |    |                                           |  |                  |     |                      |    |                             |
|                                           |          |                 |    |                                           |  |                  |     |                      |    |                             |
|                                           |          |                 |    |                                           |  |                  |     |                      |    |                             |
| (EB)<br>EB<br>NW 2 ST<br><br>(Recall)     | Dwell    | R               | R  | G                                         |  | DW               | W/F | W/F                  |    |                             |
| Clear to                                  | (2+6)    | R               | R  | Y                                         |  | DW               | DW  | DW                   |    |                             |
|                                           |          |                 |    |                                           |  |                  |     |                      |    |                             |
|                                           |          |                 |    |                                           |  |                  |     |                      |    |                             |
|                                           |          |                 |    |                                           |  |                  |     |                      |    |                             |
| Flashing Operation                        |          | FY              | FY | FR                                        |  |                  |     |                      |    | Page 1 of 1                 |
| Miami-Dade County Public Works Department |          |                 |    |                                           |  |                  |     |                      |    |                             |
| Drawn<br>C. Vasquez                       |          | Date<br>2/23/11 |    | NW 2 AV E NW 2 ST.                        |  |                  |     |                      |    |                             |
| Checked<br>H. HERNANDEZ                   |          | Date<br>5/24/11 |    | Placed in Service<br>Date 3/23/11 By AGC. |  | Phasing No.<br>5 |     | Asset Number<br>3379 |    |                             |

**TOD Schedule Report**  
for 3380: NW 2 Av&NW 3 St

Print Date:  
8/30/2013

Print Time:  
8:05 AM

| <u>Asset</u> | <u>Intersection</u> | <u>TOD</u><br><u>Schedule</u> | <u>Op Mode</u> | <u>Plan #</u> | <u>Cycle</u> | <u>Offset</u> | <u>TOD</u><br><u>Setting</u> | <u>Active</u><br><u>PhaseBank</u> | <u>Active</u><br><u>Maximum</u> |
|--------------|---------------------|-------------------------------|----------------|---------------|--------------|---------------|------------------------------|-----------------------------------|---------------------------------|
| 3380         | NW 2 Av&NW 3 St     | DOW-6                         |                | N/A           | 0            | 0             | N/A                          | 0                                 | Max 0                           |

**Splits**

| <u>PH 1</u> | <u>PH 2</u> | <u>PH 3</u> | <u>PH 4</u> | <u>PH 5</u> | <u>PH 6</u> | <u>PH 7</u> | <u>PH 8</u> |
|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| -           | SBT         | -           | WBT         | -           | NBT         | -           | EBT         |
| 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           |



Active Phase Bank: Phase Bank 1

| <u>Phase</u>      | <u>Walk</u> | <u>Don't Walk</u> | <u>Min Initial</u> | <u>Veh Ext</u>  | <u>Max Limit</u> | <u>Max 2</u> | <u>Yellow</u> | <u>Red</u> |
|-------------------|-------------|-------------------|--------------------|-----------------|------------------|--------------|---------------|------------|
| <u>Phase Bank</u> |             |                   |                    |                 |                  |              |               |            |
|                   | 1 2 3       | 1 2 3             | 1 2 3              | 1 2 3           | 1 2 3            | 1 2 3        |               |            |
| 1 -               | 0 - 0 - 0   | 0 - 0 - 0         | 0 - 0 - 0          | 0 - 0 - 0       | 0 - 0 - 0        | 0 - 0 - 0    | 0             | 0          |
| 2 SBT             | 7 - 7 - 7   | 20 - 20 - 20      | 7 - 7 - 7          | 1 - 1 - 1       | 20 - 20 - 20     | 0 - 40 - 40  | 4             | 0.8        |
| 3 -               | 0 - 0 - 0   | 0 - 0 - 0         | 0 - 0 - 0          | 0 - 0 - 0       | 0 - 0 - 0        | 0 - 0 - 0    | 0             | 0          |
| 4 WBT             | 7 - 7 - 7   | 18 - 18 - 18      | 7 - 7 - 7          | 2.5 - 2.5 - 2.5 | 15 - 15 - 15     | 40 - 40 - 40 | 4             | 1          |
| 5 -               | 0 - 0 - 0   | 0 - 0 - 0         | 0 - 0 - 0          | 0 - 0 - 0       | 0 - 0 - 0        | 0 - 0 - 0    | 0             | 0          |
| 6 NBT             | 7 - 7 - 7   | 20 - 20 - 20      | 7 - 7 - 7          | 1 - 1 - 1       | 20 - 20 - 20     | 0 - 40 - 40  | 4             | 0.8        |
| 7 -               | 0 - 0 - 0   | 0 - 0 - 0         | 0 - 0 - 0          | 0 - 0 - 0       | 0 - 0 - 0        | 0 - 0 - 0    | 0             | 0          |
| 8 EBT             | 7 - 7 - 7   | 18 - 18 - 18      | 7 - 7 - 7          | 2.5 - 2.5 - 2.5 | 15 - 15 - 15     | 40 - 40 - 40 | 4             | 1          |

Last In Service Date: unknown

**Permitted Phases**

|                   |                        |
|-------------------|------------------------|
|                   | <b><u>12345678</u></b> |
| Default           | -2-4-6-8               |
| External Permit 0 | -----                  |
| External Permit 1 | -----                  |
| External Permit 2 | -----                  |

|                         |      | Green Time |        |          |        |          |        |          |        |          |             |        |  |
|-------------------------|------|------------|--------|----------|--------|----------|--------|----------|--------|----------|-------------|--------|--|
| Current<br>TOD Schedule | Plan | Cycle      | 1<br>- | 2<br>SBT | 3<br>- | 4<br>WBT | 5<br>- | 6<br>NBT | 7<br>- | 8<br>EBT | Ring Offset | Offset |  |
|                         | 2    | 70         | 0      | 35       | 0      | 25       | 0      | 35       | 0      | 25       | 0           | 9      |  |
|                         | 3    | 100        | 0      | 65       | 0      | 25       | 0      | 65       | 0      | 25       | 0           | 31     |  |
|                         | 4    | 110        | 0      | 70       | 0      | 30       | 0      | 70       | 0      | 30       | 0           | 9      |  |
|                         | 5    | 90         | 0      | 55       | 0      | 25       | 0      | 55       | 0      | 25       | 0           | 85     |  |
|                         | 6    | 100        | 0      | 61       | 0      | 29       | 0      | 61       | 0      | 29       | 0           | 82     |  |
|                         | 7    | 60         | 0      | 29       | 0      | 21       | 0      | 29       | 0      | 21       | 0           | 44     |  |
|                         | 8    | 90         | 0      | 51       | 0      | 29       | 0      | 51       | 0      | 29       | 0           | 2      |  |
|                         | 9    | 90         | 0      | 52       | 0      | 28       | 0      | 52       | 0      | 28       | 0           | 21     |  |
|                         | 10   | 90         | 0      | 52       | 0      | 28       | 0      | 52       | 0      | 28       | 0           | 50     |  |
|                         | 11   | 100        | 0      | 54       | 0      | 36       | 0      | 54       | 0      | 36       | 0           | 56     |  |
|                         | 12   | 100        | 0      | 60       | 0      | 30       | 0      | 60       | 0      | 30       | 0           | 79     |  |
|                         | 13   | 90         | 0      | 54       | 0      | 26       | 0      | 54       | 0      | 26       | 0           | 75     |  |
|                         | 14   | 100        | 0      | 53       | 0      | 37       | 0      | 53       | 0      | 37       | 0           | 68     |  |
|                         | 15   | 100        | 0      | 53       | 0      | 37       | 0      | 53       | 0      | 37       | 0           | 68     |  |
|                         | 16   | 100        | 0      | 53       | 0      | 37       | 0      | 53       | 0      | 37       | 0           | 68     |  |
|                         | 19   | 70         | 0      | 35       | 0      | 25       | 0      | 35       | 0      | 25       | 0           | 0      |  |
|                         | 20   | 90         | 0      | 54       | 0      | 26       | 0      | 54       | 0      | 26       | 0           | 88     |  |
|                         | 21   | 70         | 0      | 35       | 0      | 25       | 0      | 35       | 0      | 25       | 0           | 51     |  |
|                         | 22   | 90         | 0      | 54       | 0      | 26       | 0      | 54       | 0      | 26       | 0           | 85     |  |

| Local TOD Schedule |       |              |
|--------------------|-------|--------------|
| Time               | Plan  | DOW          |
| 0000               | Flash | M T W Th F   |
| 0000               | Flash | Su S         |
| 0600               | 19    | Su S         |
| 0600               | 2     | M T W Th F   |
| 0700               | 3     | M T W Th F   |
| 0900               | 4     | M T W Th F   |
| 0900               | 20    | Su S         |
| 1100               | 5     | M T W Th F   |
| 1300               | 8     | M T W Th F   |
| 1300               | 21    | Su S         |
| 1600               | 12    | M T W Th F   |
| 1900               | 13    | M T W Th F S |
| 1900               | 22    | Su S         |
| 2300               | Free  | Su S         |
| 2300               | Free  | M T W Th F   |

| Current Time of Day Function |             |            |               |
|------------------------------|-------------|------------|---------------|
| Time                         | Function    | Settings * | Day of Week   |
| 0000                         | TOD OUTPUTS | -----      | SuM T W ThF S |

| Local Time of Day Function |             |            |               |
|----------------------------|-------------|------------|---------------|
| Time                       | Function    | Settings * | Day of Week   |
| 0000                       | TOD OUTPUTS | -----      | SuM T W ThF S |

| * Settings                         |
|------------------------------------|
| Blank - FREE - Phase Bank 1, Max 1 |
| Blank - Plan - Phase Bank 1, Max 2 |
| 1 - Phase Bank 2, Max 1            |
| 2 - Phase Bank 2, Max 2            |
| 3 - Phase Bank 3, Max 1            |
| 4 - Phase Bank 3, Max 2            |
| 5 - EXTERNAL PERMIT 1              |
| 6 - EXTERNAL PERMIT 2              |
| 7 - X-PED OMIT                     |
| 8 - TBA                            |

|                             |
|-----------------------------|
| No Calendar Defined/Enabled |
|                             |

# SIGNAL OPERATING PLAN



|                    | Direction | SB | NB | WB | EB |  |  |  |  | Ped Heads    |                             |
|--------------------|-----------|----|----|----|----|--|--|--|--|--------------|-----------------------------|
| Timing Phases      | Head No.  | 2  | 6  | 4  | 8  |  |  |  |  | P6 P2 P8 P4  | Movements/Display/Actuation |
| N/SB               | Dwell     | G  | G  | R  | R  |  |  |  |  | WF W/F DW DW |                             |
|                    | 4+8       | Y  | Y  | R  | R  |  |  |  |  | DW DW DW DW  |                             |
|                    | Clear     |    |    |    |    |  |  |  |  |              |                             |
|                    |           |    |    |    |    |  |  |  |  |              |                             |
| E/WB               | Dwell     | R  | R  | G  | G  |  |  |  |  | DW DW W/F WF |                             |
|                    | 2+6       | R  | R  | Y  | Y  |  |  |  |  | DW DW DW WF  |                             |
|                    | Clear     |    |    |    |    |  |  |  |  |              |                             |
|                    |           |    |    |    |    |  |  |  |  |              |                             |
|                    | Dwell     |    |    |    |    |  |  |  |  |              |                             |
|                    | Clear     |    |    |    |    |  |  |  |  |              |                             |
|                    |           |    |    |    |    |  |  |  |  |              |                             |
|                    |           |    |    |    |    |  |  |  |  |              |                             |
|                    | Dwell     |    |    |    |    |  |  |  |  |              |                             |
|                    | Clear     |    |    |    |    |  |  |  |  |              |                             |
|                    |           |    |    |    |    |  |  |  |  |              |                             |
|                    |           |    |    |    |    |  |  |  |  |              |                             |
|                    | Dwell     |    |    |    |    |  |  |  |  |              |                             |
|                    | Clear     |    |    |    |    |  |  |  |  |              |                             |
|                    |           |    |    |    |    |  |  |  |  |              |                             |
|                    |           |    |    |    |    |  |  |  |  |              |                             |
|                    | Dwell     |    |    |    |    |  |  |  |  |              |                             |
|                    | Clear     |    |    |    |    |  |  |  |  |              |                             |
|                    |           |    |    |    |    |  |  |  |  |              |                             |
|                    |           |    |    |    |    |  |  |  |  |              |                             |
| Flashing Operation |           | FY | FY | FR | FR |  |  |  |  |              | Page 1 of 1                 |

**Miami-Dade County Public Works Department**

|              |         |                     |             |              |
|--------------|---------|---------------------|-------------|--------------|
| Drawn        | Date    | NW 2Av & NW 3 ST    |             |              |
| R. Fernandez | 2/22/11 |                     |             |              |
| Checked      | Date    | Placed in Service   | Phasing No. | Asset Number |
| H. Hernandez | 5/24/11 | Date 4/20/11 By AGC | 5           | 3380         |

**TOD Schedule Report**  
for 3584: NW 1 Av&NW 3 St

Print Date:  
8/17/2013

Print Time:  
3:15 PM

| <u>Asset</u> | <u>Intersection</u> | <u>TOD Schedule</u> | <u>Op Mode</u> | <u>Plan #</u> | <u>Cycle</u> | <u>Offset</u> | <u>TOD Setting</u> | <u>Active PhaseBank</u> | <u>Active Maximum</u> |
|--------------|---------------------|---------------------|----------------|---------------|--------------|---------------|--------------------|-------------------------|-----------------------|
| 3584         | NW 1 Av&NW 3 St     | DOW-7               |                | N/A           | 0            | 0             | N/A                | 0                       | Max 0                 |

**Splits**

| <u>PH 1</u> | <u>PH 2</u> | <u>PH 3</u> | <u>PH 4</u> | <u>PH 5</u> | <u>PH 6</u> | <u>PH 7</u> | <u>PH 8</u> |
|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| -           | SBT         | -           | WBT         | -           | NBT         | -           | EBT         |
| 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           |



Active Phase Bank: Phase Bank 1

| <u>Phase</u>      | <u>Walk</u> | <u>Don't Walk</u> | <u>Min Initial</u> | <u>Veh Ext</u>  | <u>Max Limit</u> | <u>Max 2</u> | <u>Yellow</u> | <u>Red</u> |
|-------------------|-------------|-------------------|--------------------|-----------------|------------------|--------------|---------------|------------|
| <u>Phase Bank</u> |             |                   |                    |                 |                  |              |               |            |
|                   | 1 2 3       | 1 2 3             | 1 2 3              | 1 2 3           | 1 2 3            | 1 2 3        |               |            |
| 1 -               | 0 - 0 - 0   | 0 - 0 - 0         | 0 - 0 - 0          | 0 - 0 - 0       | 0 - 0 - 0        | 0 - 0 - 0    | 0             | 0          |
| 2 SBT             | 7 - 7 - 7   | 14 - 14 - 14      | 7 - 7 - 7          | 1 - 1 - 1       | 30 - 30 - 30     | 0 - 34 - 34  | 4             | 0.6        |
| 3 -               | 0 - 0 - 0   | 0 - 0 - 0         | 0 - 0 - 0          | 0 - 0 - 0       | 0 - 0 - 0        | 0 - 0 - 0    | 0             | 0          |
| 4 WBT             | 7 - 7 - 7   | 17 - 17 - 17      | 7 - 7 - 7          | 2.5 - 2.5 - 2.5 | 35 - 35 - 35     | 65 - 65 - 65 | 4             | 1          |
| 5 -               | 0 - 0 - 0   | 0 - 0 - 0         | 0 - 0 - 0          | 0 - 0 - 0       | 0 - 0 - 0        | 0 - 0 - 0    | 0             | 0          |
| 6 NBT             | 7 - 7 - 7   | 14 - 14 - 14      | 7 - 7 - 7          | 1 - 1 - 1       | 30 - 30 - 30     | 0 - 34 - 34  | 4             | 0.6        |
| 7 -               | 0 - 0 - 0   | 0 - 0 - 0         | 0 - 0 - 0          | 0 - 0 - 0       | 0 - 0 - 0        | 0 - 0 - 0    | 0             | 0          |
| 8 EBT             | 7 - 7 - 7   | 17 - 17 - 17      | 7 - 7 - 7          | 2.5 - 2.5 - 2.5 | 35 - 35 - 35     | 65 - 65 - 65 | 4             | 1          |

Last In Service Date: unknown

**Permitted Phases**

|                   |                        |
|-------------------|------------------------|
|                   | <b><u>12345678</u></b> |
| Default           | -2-4-6-8               |
| External Permit 0 | -----                  |
| External Permit 1 | -----                  |
| External Permit 2 | -----                  |

|                |             | Green Time   |   |     |   |     |   |     |   |     |                    |               |  |
|----------------|-------------|--------------|---|-----|---|-----|---|-----|---|-----|--------------------|---------------|--|
| <u>Current</u> |             |              | 1 | 2   | 3 | 4   | 5 | 6   | 7 | 8   |                    |               |  |
| TOD Schedule   | <u>Plan</u> | <u>Cycle</u> | - | SBT | - | WBT | - | NBT | - | EBT | <u>Ring Offset</u> | <u>Offset</u> |  |
|                | 2           | 90           | 0 | 34  | 0 | 46  | 0 | 34  | 0 | 46  | 0                  | 34            |  |
|                | 4           | 90           | 0 | 34  | 0 | 46  | 0 | 34  | 0 | 46  | 0                  | 48            |  |
|                | 5           | 90           | 0 | 34  | 0 | 46  | 0 | 34  | 0 | 46  | 0                  | 48            |  |
|                | 6           | 100          | 0 | 30  | 0 | 60  | 0 | 30  | 0 | 60  | 0                  | 58            |  |
|                | 7           | 60           | 0 | 40  | 0 | 10  | 0 | 40  | 0 | 10  | 0                  | 56            |  |
|                | 8           | 100          | 0 | 32  | 0 | 58  | 0 | 32  | 0 | 58  | 0                  | 72            |  |
|                | 9           | 90           | 0 | 39  | 0 | 41  | 0 | 39  | 0 | 41  | 0                  | 41            |  |
|                | 10          | 90           | 0 | 39  | 0 | 41  | 0 | 39  | 0 | 41  | 0                  | 44            |  |
|                | 11          | 100          | 0 | 26  | 0 | 64  | 0 | 26  | 0 | 64  | 0                  | 70            |  |
|                | 12          | 90           | 0 | 22  | 0 | 58  | 0 | 22  | 0 | 58  | 0                  | 6             |  |
|                | 13          | 70           | 0 | 26  | 0 | 34  | 0 | 26  | 0 | 34  | 0                  | 22            |  |
|                | 14          | 100          | 0 | 32  | 0 | 58  | 0 | 32  | 0 | 58  | 0                  | 22            |  |
|                | 15          | 100          | 0 | 32  | 0 | 58  | 0 | 32  | 0 | 58  | 0                  | 22            |  |
|                | 16          | 100          | 0 | 32  | 0 | 58  | 0 | 32  | 0 | 58  | 0                  | 22            |  |
|                | 17          | 70           | 0 | 26  | 0 | 34  | 0 | 26  | 0 | 34  | 0                  | 16            |  |

| Local TOD Schedule |             |                 |
|--------------------|-------------|-----------------|
| <u>Time</u>        | <u>Plan</u> | <u>DOW</u>      |
| 0000               | Flash       | Su M T W Th F S |
| 0600               | 13          | Su M T W Th F S |
| 0730               | 8           | M T W Th F      |
| 0900               | 9           | M T W Th F      |
| 1000               | 9           | S               |
| 1115               | 10          | S               |
| 1145               | 10          | M T W Th F      |
| 1315               | 9           | M T W Th F S    |
| 1545               | 11          | M T W Th F      |
| 1800               | 12          | M T W Th F      |
| 1815               | 13          | S               |
| 1900               | 13          | M T W Th F      |
| 2100               | 17          | Su M T W Th F S |

| Current Time of Day Function |                 |                   |                    |
|------------------------------|-----------------|-------------------|--------------------|
| <u>Time</u>                  | <u>Function</u> | <u>Settings *</u> | <u>Day of Week</u> |
| 0000                         | TOD OUTPUTS     | -----             | SuM T W ThF S      |

| Local Time of Day Function |                 |                   |                    |
|----------------------------|-----------------|-------------------|--------------------|
| <u>Time</u>                | <u>Function</u> | <u>Settings *</u> | <u>Day of Week</u> |
| 0000                       | TOD OUTPUTS     | -----             | SuM T W ThF S      |

| * Settings                         |
|------------------------------------|
| Blank - FREE - Phase Bank 1, Max 1 |
| Blank - Plan - Phase Bank 1, Max 2 |
| 1 - Phase Bank 2, Max 1            |
| 2 - Phase Bank 2, Max 2            |
| 3 - Phase Bank 3, Max 1            |
| 4 - Phase Bank 3, Max 2            |
| 5 - EXTERNAL PERMIT 1              |
| 6 - EXTERNAL PERMIT 2              |
| 7 - X-PED OMIT                     |
| 8 - TBA                            |

|                                    |
|------------------------------------|
| <b>No Calendar Defined/Enabled</b> |
|                                    |

# SIGNAL OPERATING PLAN



|                                        |          | Direction | NB | SB | EB | WB | Ped Heads |     |     |     | Movements/Display/Actuation |
|----------------------------------------|----------|-----------|----|----|----|----|-----------|-----|-----|-----|-----------------------------|
| Timing Phases                          |          | Head No.  | 6  | 2  | 8  | 4  | P6        | P2  | P8  | P4  |                             |
|                                        | Dwell    |           |    |    |    |    |           |     |     |     |                             |
|                                        | Clear to |           |    |    |    |    |           |     |     |     |                             |
|                                        |          |           |    |    |    |    |           |     |     |     |                             |
|                                        |          |           |    |    |    |    |           |     |     |     |                             |
|                                        |          |           |    |    |    |    |           |     |     |     |                             |
|                                        | Dwell    |           |    |    |    |    |           |     |     |     |                             |
|                                        | Clear to |           |    |    |    |    |           |     |     |     |                             |
|                                        |          |           |    |    |    |    |           |     |     |     |                             |
|                                        |          |           |    |    |    |    |           |     |     |     |                             |
|                                        |          |           |    |    |    |    |           |     |     |     |                             |
| (2+6)<br>N/S<br>NW 1AV<br><br>(Recall) | Dwell    |           | G  | G  | R  | R  | W/F       | W/F | DW  | DW  |                             |
|                                        | Clear to | (4+8)     | Y  | Y  | R  | R  | DW        | DW  | DW  | DW  |                             |
|                                        |          |           |    |    |    |    |           |     |     |     |                             |
|                                        |          |           |    |    |    |    |           |     |     |     |                             |
|                                        |          |           |    |    |    |    |           |     |     |     |                             |
|                                        | Dwell    |           |    |    |    |    |           |     |     |     |                             |
|                                        | Clear to |           |    |    |    |    |           |     |     |     |                             |
|                                        |          |           |    |    |    |    |           |     |     |     |                             |
|                                        |          |           |    |    |    |    |           |     |     |     |                             |
|                                        |          |           |    |    |    |    |           |     |     |     |                             |
|                                        | Dwell    |           |    |    |    |    |           |     |     |     |                             |
|                                        | Clear to |           |    |    |    |    |           |     |     |     |                             |
|                                        |          |           |    |    |    |    |           |     |     |     |                             |
|                                        |          |           |    |    |    |    |           |     |     |     |                             |
|                                        |          |           |    |    |    |    |           |     |     |     |                             |
| (4+8)<br>E/W<br>NW 3ST<br><br>(RECALL) | Dwell    |           | R  | R  | G  | G  | DW        | DW  | W/F | W/F |                             |
|                                        | Clear to | (2+6)     | R  | R  | Y  | Y  | DW        | DW  | DW  | DW  |                             |
|                                        |          |           |    |    |    |    |           |     |     |     |                             |
|                                        |          |           |    |    |    |    |           |     |     |     |                             |
|                                        |          |           |    |    |    |    |           |     |     |     |                             |

Flashing Operation

FY

FY

FR

FR

Page 1 of 1

## Miami-Dade County Public Works Department

|                         |                 |                          |  |             |              |
|-------------------------|-----------------|--------------------------|--|-------------|--------------|
| Drawn<br>H. FRANCHILLON | Date<br>7/16/07 | NW 1AV & NW 3ST          |  |             |              |
| Checked<br>H. HERNANDEZ | Date<br>7/17/07 | Placed in Service        |  | Phasing No. | Asset Number |
|                         |                 | Date from 7/07 By SthoP. |  | 8           | 3584         |

**TOD Schedule Report**  
for 4972: NW 1 Av&NW 1 St

Print Date:  
8/17/2013

Print Time:  
5:31 PM

| <u>Asset</u> | <u>Intersection</u> | <u>TOD</u><br><u>Schedule</u> | <u>Op Mode</u> | <u>Plan #</u> | <u>Cycle</u> | <u>Offset</u> | <u>TOD</u><br><u>Setting</u> | <u>Active</u><br><u>PhaseBank</u> | <u>Active</u><br><u>Maximum</u> |
|--------------|---------------------|-------------------------------|----------------|---------------|--------------|---------------|------------------------------|-----------------------------------|---------------------------------|
| 4972         | NW 1 Av&NW 1 St     | DOW-7                         |                | N/A           | 0            | 0             | N/A                          | 0                                 | Max 0                           |

**Splits**

| <u>PH 1</u> | <u>PH 2</u> | <u>PH 3</u> | <u>PH 4</u> | <u>PH 5</u> | <u>PH 6</u> | <u>PH 7</u> | <u>PH 8</u> |
|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| -           | WBT         | -           | NBT         | -           | -           | -           | SBT         |
| 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           |



Active Phase Bank: Phase Bank 1

| <u>Phase</u>      | <u>Walk</u> | <u>Don't Walk</u> | <u>Min Initial</u> | <u>Veh Ext</u> | <u>Max Limit</u> | <u>Max 2</u> | <u>Yellow</u> | <u>Red</u> |
|-------------------|-------------|-------------------|--------------------|----------------|------------------|--------------|---------------|------------|
| <u>Phase Bank</u> |             |                   |                    |                |                  |              |               |            |
|                   | 1 2 3       | 1 2 3             | 1 2 3              | 1 2 3          | 1 2 3            | 1 2 3        |               |            |
| 1 -               | 0 - 0 - 0   | 0 - 0 - 0         | 0 - 0 - 0          | 0 - 0 - 0      | 0 - 0 - 0        | 0 - 0 - 0    | 0             | 0          |
| 2 WBT             | 7 - 7 - 7   | 18 - 18 - 18      | 7 - 7 - 7          | 2 - 2 - 2      | 54 - 54 - 54     | 0 - 56 - 56  | 4             | 1          |
| 3 -               | 0 - 0 - 0   | 0 - 0 - 0         | 0 - 0 - 0          | 0 - 0 - 0      | 0 - 0 - 0        | 0 - 0 - 0    | 0             | 0          |
| 4 NBT             | 7 - 7 - 7   | 13 - 13 - 13      | 7 - 7 - 7          | 2 - 2 - 2      | 28 - 28 - 28     | 56 - 56 - 56 | 4             | 1          |
| 5 -               | 0 - 0 - 0   | 0 - 0 - 0         | 0 - 0 - 0          | 0 - 0 - 0      | 0 - 0 - 0        | 0 - 0 - 0    | 0             | 0          |
| 6 -               | 0 - 0 - 0   | 0 - 0 - 0         | 0 - 0 - 0          | 0 - 0 - 0      | 0 - 0 - 0        | 0 - 0 - 0    | 0             | 0          |
| 7 -               | 0 - 0 - 0   | 0 - 0 - 0         | 0 - 0 - 0          | 0 - 0 - 0      | 0 - 0 - 0        | 0 - 0 - 0    | 0             | 0          |
| 8 SBT             | 7 - 7 - 7   | 13 - 13 - 13      | 7 - 7 - 7          | 2 - 2 - 2      | 28 - 28 - 28     | 56 - 56 - 56 | 4             | 1          |

Last In Service Date: unknown

**Permitted Phases**

**12345678**

Default -2-4---8  
 External Permit 0 -----  
 External Permit 1 -----  
 External Permit 2 -----

|                |             | Green Time   |   |     |   |     |   |   |   |     |                    |               |  |
|----------------|-------------|--------------|---|-----|---|-----|---|---|---|-----|--------------------|---------------|--|
| <u>Current</u> |             |              | 1 | 2   | 3 | 4   | 5 | 6 | 7 | 8   |                    |               |  |
| TOD Schedule   | <u>Plan</u> | <u>Cycle</u> | - | WBT | - | NBT | - | - | - | SBT | <u>Ring Offset</u> | <u>Offset</u> |  |
|                | 2           | 90           | 0 | 45  | 0 | 35  | 0 | 0 | 0 | 35  | 0                  | 44            |  |
|                | 4           | 90           | 0 | 45  | 0 | 35  | 0 | 0 | 0 | 35  | 0                  | 58            |  |
|                | 5           | 90           | 0 | 45  | 0 | 35  | 0 | 0 | 0 | 35  | 0                  | 58            |  |
|                | 6           | 100          | 0 | 55  | 0 | 35  | 0 | 0 | 0 | 35  | 0                  | 84            |  |
|                | 7           | 60           | 0 | 29  | 0 | 21  | 0 | 0 | 0 | 21  | 0                  | 44            |  |
|                | 8           | 100          | 0 | 40  | 0 | 50  | 0 | 0 | 0 | 50  | 0                  | 20            |  |
|                | 9           | 90           | 0 | 35  | 0 | 45  | 0 | 0 | 0 | 45  | 0                  | 12            |  |
|                | 10          | 90           | 0 | 35  | 0 | 45  | 0 | 0 | 0 | 45  | 0                  | 12            |  |
|                | 11          | 100          | 0 | 35  | 0 | 55  | 0 | 0 | 0 | 55  | 0                  | 24            |  |
|                | 12          | 90           | 0 | 35  | 0 | 45  | 0 | 0 | 0 | 45  | 0                  | 32            |  |
|                | 13          | 70           | 0 | 26  | 0 | 34  | 0 | 0 | 0 | 34  | 0                  | 8             |  |
|                | 14          | 100          | 0 | 55  | 0 | 35  | 0 | 0 | 0 | 35  | 0                  | 44            |  |
|                | 15          | 100          | 0 | 55  | 0 | 35  | 0 | 0 | 0 | 35  | 0                  | 44            |  |
|                | 16          | 100          | 0 | 55  | 0 | 35  | 0 | 0 | 0 | 35  | 0                  | 44            |  |
|                | 17          | 70           | 0 | 35  | 0 | 25  | 0 | 0 | 0 | 25  | 0                  | 18            |  |

| Local TOD Schedule |             |                 |
|--------------------|-------------|-----------------|
| <u>Time</u>        | <u>Plan</u> | <u>DOW</u>      |
| 0000               | Flash       | Su M T W Th F S |
| 0600               | 13          | Su M T W Th F S |
| 0730               | 8           | M T W Th F      |
| 0900               | 9           | M T W Th F      |
| 1000               | 9           |                 |
| 1115               | 10          |                 |
| 1145               | 10          | M T W Th F      |
| 1315               | 9           | M T W Th F S    |
| 1545               | 11          | M T W Th F      |
| 1800               | 12          | M T W Th F      |
| 1815               | 13          |                 |
| 1900               | 13          | M T W Th F      |
| 2100               | 17          | Su M T W Th F S |
| 2300               | Free        | Su M T W Th F S |

| Current Time of Day Function |                 |                   |                    |
|------------------------------|-----------------|-------------------|--------------------|
| <u>Time</u>                  | <u>Function</u> | <u>Settings *</u> | <u>Day of Week</u> |
| 0000                         | TOD OUTPUTS     | -----             | SuM T W ThF S      |

| Local Time of Day Function |                 |                   |                    |
|----------------------------|-----------------|-------------------|--------------------|
| <u>Time</u>                | <u>Function</u> | <u>Settings *</u> | <u>Day of Week</u> |
| 0000                       | TOD OUTPUTS     | -----             | SuM T W ThF S      |

| * Settings                         |
|------------------------------------|
| Blank - FREE - Phase Bank 1, Max 1 |
| Blank - Plan - Phase Bank 1, Max 2 |
| 1 - Phase Bank 2, Max 1            |
| 2 - Phase Bank 2, Max 2            |
| 3 - Phase Bank 3, Max 1            |
| 4 - Phase Bank 3, Max 2            |
| 5 - EXTERNAL PERMIT 1              |
| 6 - EXTERNAL PERMIT 2              |
| 7 - X-PED OMIT                     |
| 8 - TBA                            |

|                                    |
|------------------------------------|
| <b>No Calendar Defined/Enabled</b> |
|                                    |

# SIGNAL OPERATING PLAN



| Direction             |          | WB | NB | SB |  |  |  |  | Ped Heads |     |    |     | Movements/Display/Actuation |  |
|-----------------------|----------|----|----|----|--|--|--|--|-----------|-----|----|-----|-----------------------------|--|
| Timing Phases         | Head No. | 2  | 4  | 8  |  |  |  |  | P6        | P2  | P8 | P4  |                             |  |
| WB<br>2<br>Recall     | Dwell    | G  | R  | R  |  |  |  |  | W/F       | W/F |    | DW  |                             |  |
|                       | 4+8      | Y  | R  | R  |  |  |  |  | DW        | DW  |    | DW  |                             |  |
|                       | Clear    |    |    |    |  |  |  |  |           |     |    |     |                             |  |
|                       |          |    |    |    |  |  |  |  |           |     |    |     |                             |  |
| N/SB<br>4+8<br>Recall | Dwell    | R  | G  | G  |  |  |  |  | DW        | DW  |    | W/F |                             |  |
|                       | 2        | R  | Y  | Y  |  |  |  |  | DW        | DW  |    | DW  |                             |  |
|                       | Clear    |    |    |    |  |  |  |  |           |     |    |     |                             |  |
|                       |          |    |    |    |  |  |  |  |           |     |    |     |                             |  |
|                       | Dwell    |    |    |    |  |  |  |  |           |     |    |     |                             |  |
|                       | Clear    |    |    |    |  |  |  |  |           |     |    |     |                             |  |
|                       |          |    |    |    |  |  |  |  |           |     |    |     |                             |  |
|                       |          |    |    |    |  |  |  |  |           |     |    |     |                             |  |
|                       | Dwell    |    |    |    |  |  |  |  |           |     |    |     |                             |  |
|                       | Clear    |    |    |    |  |  |  |  |           |     |    |     |                             |  |
|                       |          |    |    |    |  |  |  |  |           |     |    |     |                             |  |
|                       |          |    |    |    |  |  |  |  |           |     |    |     |                             |  |
|                       | Dwell    |    |    |    |  |  |  |  |           |     |    |     |                             |  |
|                       | Clear    |    |    |    |  |  |  |  |           |     |    |     |                             |  |
|                       |          |    |    |    |  |  |  |  |           |     |    |     |                             |  |
|                       |          |    |    |    |  |  |  |  |           |     |    |     |                             |  |
|                       | Dwell    |    |    |    |  |  |  |  |           |     |    |     |                             |  |
|                       | Clear    |    |    |    |  |  |  |  |           |     |    |     |                             |  |
|                       |          |    |    |    |  |  |  |  |           |     |    |     |                             |  |
|                       |          |    |    |    |  |  |  |  |           |     |    |     |                             |  |
| Flashing Operation    |          | FY | FR | FR |  |  |  |  |           |     |    |     | Page 1 of 1                 |  |

**Miami-Dade County Public Works Department**

|                         |                 |                     |             |              |
|-------------------------|-----------------|---------------------|-------------|--------------|
| Drawn<br>R. Fernandez   | Date<br>2/14/11 | NW 1 Av & NW 1 St   |             |              |
| Checked<br>H. Hernandez | Date<br>2/15/11 | Placed in Service   | Phasing No. | Asset Number |
|                         |                 | Date 2/28/11 By AGL | 3           | 4972         |

**TOD Schedule Report**  
for 5171: NW 1 Av&NW 5 St

Print Date:  
8/17/2013

Print Time:  
5:49 PM

| <u>Asset</u> | <u>Intersection</u> | <u>TOD Schedule</u> | <u>Op Mode</u> | <u>Plan #</u> | <u>Cycle</u> | <u>Offset</u> | <u>TOD Setting</u> | <u>Active PhaseBank</u> | <u>Active Maximum</u> |
|--------------|---------------------|---------------------|----------------|---------------|--------------|---------------|--------------------|-------------------------|-----------------------|
| 5171         | NW 1 Av&NW 5 St     | DOW-7               |                | N/A           | 0            | 0             | N/A                | 0                       | Max 0                 |

**Splits**

| <u>PH 1</u> | <u>PH 2</u> | <u>PH 3</u> | <u>PH 4</u> | <u>PH 5</u> | <u>PH 6</u> | <u>PH 7</u> | <u>PH 8</u> |
|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| -           | -           | -           | NBT         | -           | EBT         | -           | SBT         |
| 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           |



Active Phase Bank: Phase Bank 1

| <u>Phase</u>      | <u>Walk</u> | <u>Don't Walk</u> | <u>Min Initial</u> | <u>Veh Ext</u>  | <u>Max Limit</u> | <u>Max 2</u> | <u>Yellow</u> | <u>Red</u> |
|-------------------|-------------|-------------------|--------------------|-----------------|------------------|--------------|---------------|------------|
| <u>Phase Bank</u> |             |                   |                    |                 |                  |              |               |            |
|                   | 1 2 3       | 1 2 3             | 1 2 3              | 1 2 3           | 1 2 3            | 1 2 3        |               |            |
| 1 -               | 0 - 0 - 0   | 0 - 0 - 0         | 0 - 0 - 0          | 0 - 0 - 0       | 0 - 0 - 0        | 0 - 0 - 0    | 0             | 0          |
| 2 -               | 0 - 0 - 0   | 0 - 0 - 0         | 0 - 0 - 0          | 0 - 0 - 0       | 0 - 0 - 0        | 0 - 0 - 0    | 0             | 0          |
| 3 -               | 0 - 0 - 0   | 0 - 0 - 0         | 0 - 0 - 0          | 0 - 0 - 0       | 0 - 0 - 0        | 0 - 0 - 0    | 0             | 0          |
| 4 NBT             | 2 - 2 - 2   | 10 - 10 - 10      | 7 - 7 - 7          | 2.5 - 2.5 - 2.5 | 18 - 18 - 18     | 50 - 40 - 40 | 4             | 1          |
| 5 -               | 0 - 0 - 0   | 0 - 0 - 0         | 0 - 0 - 0          | 0 - 0 - 0       | 0 - 0 - 0        | 0 - 0 - 0    | 0             | 0          |
| 6 EBT             | 0 - 0 - 0   | 0 - 0 - 0         | 18 - 18 - 18       | 1 - 1 - 1       | 42 - 42 - 42     | 0 - 42 - 42  | 4             | 1          |
| 7 -               | 0 - 0 - 0   | 0 - 0 - 0         | 0 - 0 - 0          | 0 - 0 - 0       | 0 - 0 - 0        | 0 - 0 - 0    | 0             | 0          |
| 8 SBT             | 2 - 2 - 2   | 10 - 10 - 10      | 7 - 7 - 7          | 2.5 - 2.5 - 2.5 | 18 - 18 - 18     | 50 - 40 - 40 | 4             | 1          |

Last In Service Date: unknown

**Permitted Phases**

**12345678**

Default ---4-6-8  
External Permit 0 -----  
External Permit 1 -----  
External Permit 2 -----

|                |             | Green Time   |   |   |   |     |   |     |   |     |                    |               |  |
|----------------|-------------|--------------|---|---|---|-----|---|-----|---|-----|--------------------|---------------|--|
| <u>Current</u> |             |              | 1 | 2 | 3 | 4   | 5 | 6   | 7 | 8   |                    |               |  |
| TOD Schedule   | <u>Plan</u> | <u>Cycle</u> | - | - | - | NBT | - | EBT | - | SBT | <u>Ring Offset</u> | <u>Offset</u> |  |
|                | 2           | 90           | 0 | 0 | 0 | 35  | 0 | 45  | 0 | 35  | 0                  | 28            |  |
|                | 4           | 90           | 0 | 0 | 0 | 35  | 0 | 45  | 0 | 35  | 0                  | 8             |  |
|                | 5           | 90           | 0 | 0 | 0 | 35  | 0 | 45  | 0 | 35  | 0                  | 8             |  |
|                | 6           | 100          | 0 | 0 | 0 | 24  | 0 | 66  | 0 | 24  | 0                  | 26            |  |
|                | 7           | 60           | 0 | 0 | 0 | 20  | 0 | 30  | 0 | 20  | 0                  | 12            |  |
|                | 8           | 100          | 0 | 0 | 0 | 45  | 0 | 45  | 0 | 45  | 0                  | 97            |  |
|                | 9           | 90           | 0 | 0 | 0 | 25  | 0 | 55  | 0 | 25  | 0                  | 45            |  |
|                | 10          | 90           | 0 | 0 | 0 | 22  | 0 | 58  | 0 | 22  | 0                  | 46            |  |
|                | 11          | 100          | 0 | 0 | 0 | 29  | 0 | 61  | 0 | 29  | 0                  | 82            |  |
|                | 12          | 90           | 0 | 0 | 0 | 19  | 0 | 61  | 0 | 19  | 0                  | 83            |  |
|                | 13          | 70           | 0 | 0 | 0 | 18  | 0 | 42  | 0 | 18  | 0                  | 21            |  |
|                | 14          | 100          | 0 | 0 | 0 | 29  | 0 | 61  | 0 | 29  | 0                  | 36            |  |
|                | 15          | 100          | 0 | 0 | 0 | 29  | 0 | 61  | 0 | 29  | 0                  | 36            |  |
|                | 16          | 100          | 0 | 0 | 0 | 29  | 0 | 61  | 0 | 29  | 0                  | 36            |  |
|                | 17          | 70           | 0 | 0 | 0 | 18  | 0 | 42  | 0 | 18  | 0                  | 67            |  |

| Local TOD Schedule |             |                 |
|--------------------|-------------|-----------------|
| <u>Time</u>        | <u>Plan</u> | <u>DOW</u>      |
| 0000               | Flash       | Su M T W Th F S |
| 0600               | 13          | Su M T W Th F S |
| 0730               | 8           | M T W Th F      |
| 0900               | 9           | M T W Th F      |
| 1000               | 9           |                 |
| 1115               | 10          |                 |
| 1145               | 10          | M T W Th F      |
| 1315               | 9           | M T W Th F S    |
| 1545               | 11          | M T W Th F      |
| 1800               | 12          | M T W Th F      |
| 1815               | 13          |                 |
| 1900               | 13          | M T W Th F      |
| 2100               | 17          | Su M T W Th F S |
| 2300               | Free        | Su M T W Th F S |

| Current Time of Day Function |                 |                   |                    |
|------------------------------|-----------------|-------------------|--------------------|
| <u>Time</u>                  | <u>Function</u> | <u>Settings *</u> | <u>Day of Week</u> |
| 0000                         | TOD OUTPUTS     | -----             | SuM T W ThF S      |

| Local Time of Day Function |                 |                   |                    |
|----------------------------|-----------------|-------------------|--------------------|
| <u>Time</u>                | <u>Function</u> | <u>Settings *</u> | <u>Day of Week</u> |
| 0000                       | TOD OUTPUTS     | -----             | SuM T W ThF S      |

| * Settings                         |
|------------------------------------|
| Blank - FREE - Phase Bank 1, Max 1 |
| Blank - Plan - Phase Bank 1, Max 2 |
| 1 - Phase Bank 2, Max 1            |
| 2 - Phase Bank 2, Max 2            |
| 3 - Phase Bank 3, Max 1            |
| 4 - Phase Bank 3, Max 2            |
| 5 - EXTERNAL PERMIT 1              |
| 6 - EXTERNAL PERMIT 2              |
| 7 - X-PED OMIT                     |
| 8 - TBA                            |

|                                    |
|------------------------------------|
| <b>No Calendar Defined/Enabled</b> |
|                                    |

# SIGNAL OPERATING PLAN



| Direction                                 |          | EB              |    | NB                                       |    | SB |    | Ped Heads        |    |                      |    | Movements/Display/Actuation |  |
|-------------------------------------------|----------|-----------------|----|------------------------------------------|----|----|----|------------------|----|----------------------|----|-----------------------------|--|
| Timing Phases                             | Head No. |                 | 6  |                                          | 4  |    | 8  | P6               | P2 | P8                   | P4 |                             |  |
| 6<br>EB<br><br>Recall                     | Dwell    |                 | G  |                                          | R  |    | R  |                  |    |                      |    |                             |  |
|                                           | 4+8      |                 | Y  |                                          | R  |    | R  |                  |    |                      |    |                             |  |
|                                           | Clear    |                 |    |                                          |    |    |    |                  |    |                      |    |                             |  |
|                                           |          |                 |    |                                          |    |    |    |                  |    |                      |    |                             |  |
| 4+8<br>NBT+SBT<br><br>Actuated            | Dwell    |                 | R  |                                          | G  |    | G  |                  |    |                      |    |                             |  |
|                                           | 6        |                 | R  |                                          | Y  |    | Y  |                  |    |                      |    |                             |  |
|                                           | Clear    |                 |    |                                          |    |    |    |                  |    |                      |    |                             |  |
|                                           |          |                 |    |                                          |    |    |    |                  |    |                      |    |                             |  |
|                                           | Dwell    |                 |    |                                          |    |    |    |                  |    |                      |    |                             |  |
|                                           | Clear    |                 |    |                                          |    |    |    |                  |    |                      |    |                             |  |
|                                           |          |                 |    |                                          |    |    |    |                  |    |                      |    |                             |  |
|                                           |          |                 |    |                                          |    |    |    |                  |    |                      |    |                             |  |
|                                           | Dwell    |                 |    |                                          |    |    |    |                  |    |                      |    |                             |  |
|                                           | Clear    |                 |    |                                          |    |    |    |                  |    |                      |    |                             |  |
|                                           |          |                 |    |                                          |    |    |    |                  |    |                      |    |                             |  |
|                                           |          |                 |    |                                          |    |    |    |                  |    |                      |    |                             |  |
|                                           | Dwell    |                 |    |                                          |    |    |    |                  |    |                      |    |                             |  |
|                                           | Clear    |                 |    |                                          |    |    |    |                  |    |                      |    |                             |  |
|                                           |          |                 |    |                                          |    |    |    |                  |    |                      |    |                             |  |
|                                           |          |                 |    |                                          |    |    |    |                  |    |                      |    |                             |  |
|                                           | Dwell    |                 |    |                                          |    |    |    |                  |    |                      |    |                             |  |
|                                           | Clear    |                 |    |                                          |    |    |    |                  |    |                      |    |                             |  |
|                                           |          |                 |    |                                          |    |    |    |                  |    |                      |    |                             |  |
|                                           |          |                 |    |                                          |    |    |    |                  |    |                      |    |                             |  |
| Flashing Operation                        |          |                 | FY |                                          | FR |    | FR |                  |    |                      |    | Page 1 of 1                 |  |
| Miami-Dade County Public Works Department |          |                 |    |                                          |    |    |    |                  |    |                      |    |                             |  |
| Drawn<br>R. Fernandez                     |          | Date<br>7/30/12 |    | NW 1 AV & NW 5 ST                        |    |    |    |                  |    |                      |    |                             |  |
| Checked<br>H. HERNANDEZ                   |          | Date<br>8/20/12 |    | Placed in Service<br>Date Before 1996 By |    |    |    | Phasing No.<br>1 |    | Asset Number<br>5171 |    |                             |  |

*Note. This SOP replaces an original that has been misplaced.*

## **APPENDIX F:**

### **Growth Trend Analysis**

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2013 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 7044 - NW 10TH ST (EB), 350 FT E OF NW 3RD AVE

| YEAR | AADT   | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|------|--------|-------------|-------------|-----------|----------|----------|
| ---- | -----  | -----       | -----       | -----     | -----    | -----    |
| 2013 | 4000 F | 0           | 0           | 9.00      | 99.90    | 7.10     |
| 2012 | 4100 C | E 4100      | 0           | 9.00      | 99.90    | 7.10     |
| 2011 | 4900 F | 0           | 0           | 9.00      | 99.90    | 7.80     |
| 2010 | 5000 C | E 5000      | 0           | 8.98      | 99.99    | 7.10     |
| 2009 | 4600 C | E 4600      | 0           | 8.99      | 99.99    | 5.40     |

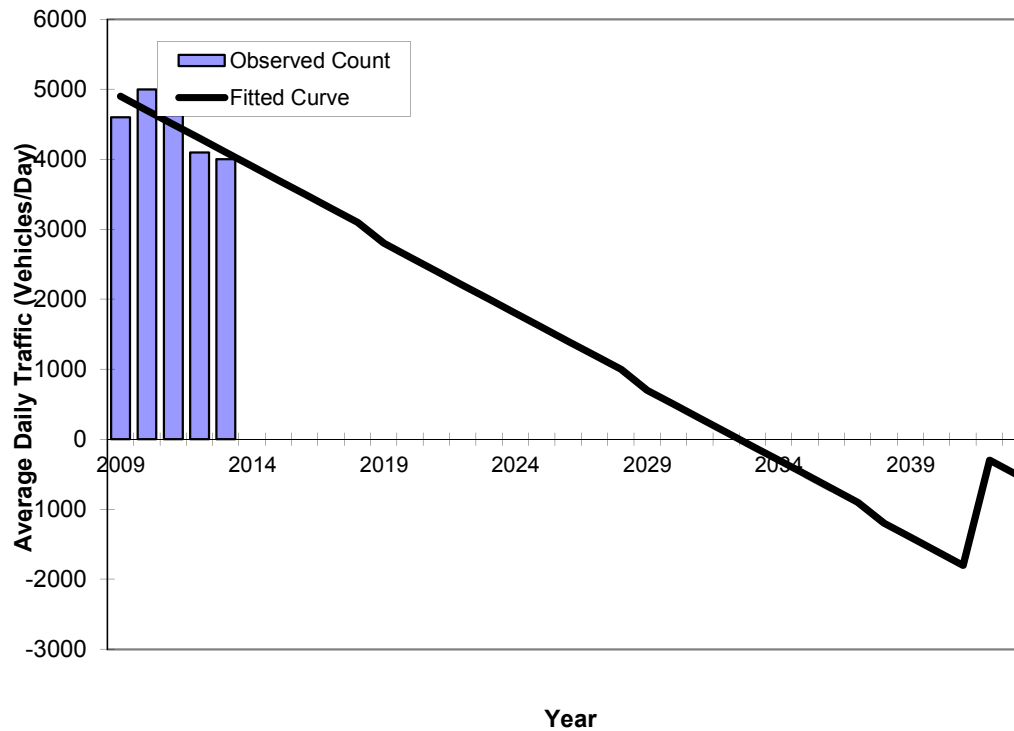
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

## TRAFFIC TRENDS

NW 10th Street -- 350 Feet East of NW 3rd Avenue

County:  
Station #:  
Highway:

Miami-Dade  
7044  
NW 10th Street



| Year                      | Traffic (ADT/AADT) |         |
|---------------------------|--------------------|---------|
|                           | Count*             | Trend** |
| 2009                      | 4600               | 4900    |
| 2010                      | 5000               | 4700    |
| 2011                      | 4900               | 4500    |
| 2012                      | 4100               | 4300    |
| 2013                      | 4000               | 4100    |
| 2016 Opening Year Trend   |                    |         |
| 2016                      | N/A                | 3500    |
| 2028 Mid-Year Trend       |                    |         |
| 2028                      | N/A                | 1000    |
| 2041 Design Year Trend    |                    |         |
| 2041                      | N/A                | -1800   |
| TRANPLAN Forecasts/Trends |                    |         |
|                           |                    |         |

\*Axle-Adjusted

\*\* Annual Trend Increase: -210

Trend R-squared: 53.3%

Trend Annual Historic Growth Rate: -4.08%

Trend Growth Rate (2013 to Design Year): -5.14%

Printed: 15-Apr-14

**Straight Line Growth Option**

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2013 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 7062 - NW 2ND AVE 100 FT SOUTH OF NW 8TH ST

| YEAR | AADT   | DIRECTION 1 |      | DIRECTION 2 |      | *K FACTOR | D FACTOR | T FACTOR |
|------|--------|-------------|------|-------------|------|-----------|----------|----------|
| ---- | -----  | -----       |      | -----       |      | -----     | -----    | -----    |
| 2013 | 4600 F | N           | 2400 | S           | 2200 | 9.00      | 52.40    | 8.10     |
| 2012 | 4600 C | N           | 2400 | S           | 2200 | 9.00      | 55.70    | 8.10     |
| 2011 | 7200 F | N           | 3700 | S           | 3500 | 9.00      | 55.10    | 7.80     |
| 2010 | 7200 C | N           | 3700 | S           | 3500 | 8.98      | 54.08    | 7.10     |
| 2009 | 7100 C | N           | 3700 | S           | 3400 | 8.99      | 53.24    | 5.40     |

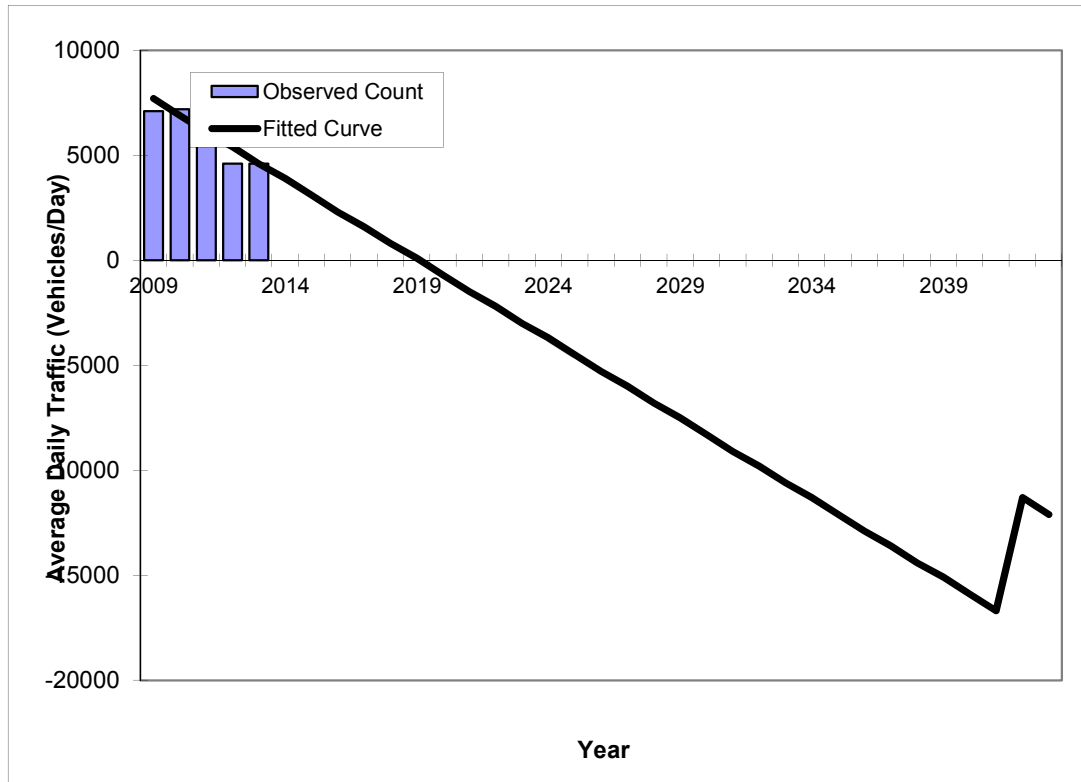
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

## TRAFFIC TRENDS

NW 2nd Avenue -- 100 Feet South of NW 8th Street

County:  
Station #:  
Highway:

Miami-Dade  
7062  
NW 2nd Avenue



\*\* Annual Trend Increase: -760  
Trend R-squared: 73.0%  
Trend Annual Historic Growth Rate: -10.06%  
Trend Growth Rate (2013 to Design Year): -16.54%  
Printed: 15-Apr-14

**Straight Line Growth Option**

| Year                      | Traffic (ADT/AADT) |         |
|---------------------------|--------------------|---------|
|                           | Count*             | Trend** |
| 2009                      | 7100               | 7700    |
| 2010                      | 7200               | 6900    |
| 2011                      | 7200               | 6100    |
| 2012                      | 4600               | 5400    |
| 2013                      | 4600               | 4600    |
| 2016 Opening Year Trend   |                    |         |
| 2016                      | N/A                | 2300    |
| 2028 Mid-Year Trend       |                    |         |
| 2028                      | N/A                | -6800   |
| 2041 Design Year Trend    |                    |         |
| 2041                      | N/A                | -16700  |
| TRANPLAN Forecasts/Trends |                    |         |
|                           |                    |         |

\*Axle-Adjusted

**APPENDIX G:**  
**Committed Development Traffic Assignment**

***Traffic Impact Analysis  
for Submittal to Miami-Dade  
County Public Works and  
Waste Management  
Department - Traffic  
Engineering Division***

**Miami Worldcenter Plat 1  
Miami, Florida**



***Prepared for:***

Miami Worldcenter Associates, LLC  
Boca Raton, Florida

***Prepared by:***



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

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January 2014  
043588000

- Legend**
- Study Roadway
  - Study Intersection
  - XX A.M. Peak Hour Assignment
  - (XX) P.M. Peak Hour Assignment

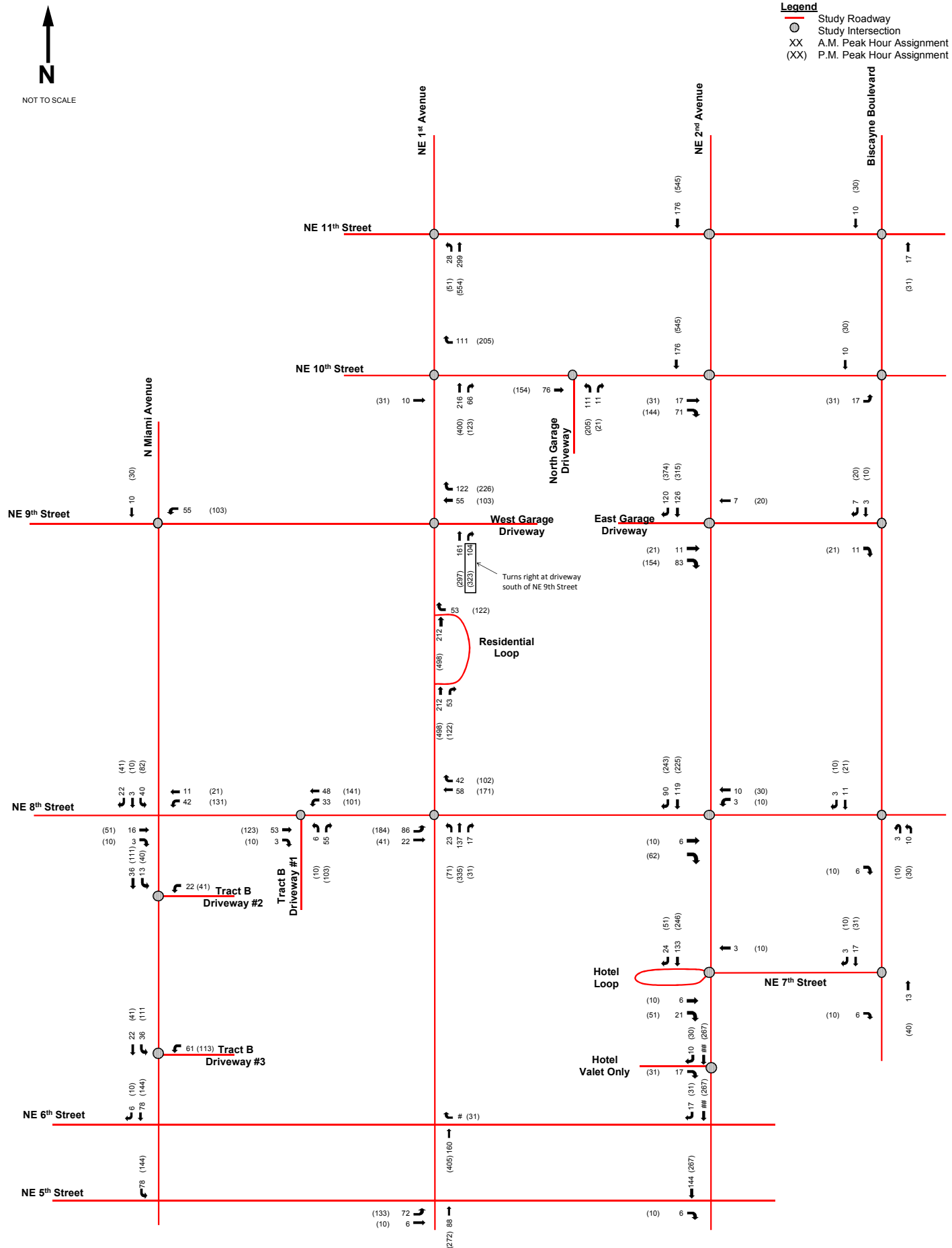


Figure 5  
A.M. and P.M. Peak Hour Project Trip Assignment  
Miami Worldcenter  
Miami, Florida

**APPENDIX H:**  
**Volume Development Worksheets**

# TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: NW 8th St & NW 2nd Ave  
COUNT DATE: March 19, 2014  
AM PEAK HOUR FACTOR: 0.972  
PM PEAK HOUR FACTOR: 0.861

| "AM EXISTING TRAFFIC"         |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
|-------------------------------|-----------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|-----|
| AM Raw Turning Movements      |           |          | 9     | 473   | 73    |       | 14    | 95    | 7     |       | 24    | 80    | 90    |       | 27    | 169   | 66    |     |     |
| Peak Season Correction Factor |           | 1.000    | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |     |     |
| AM EXISTING CONDITIONS        |           |          | 9     | 473   | 73    |       | 14    | 95    | 7     |       | 24    | 80    | 90    |       | 27    | 169   | 66    |     |     |
| "PM EXISTING TRAFFIC"         |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
| PM Raw Turning Movements      |           |          | 31    | 222   | 32    |       | 16    | 203   | 26    |       | 132   | 255   | 57    |       | 11    | 103   | 59    |     |     |
| Peak Season Correction Factor |           | 1.000    | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |     |     |
| PM EXISTING CONDITIONS        |           |          | 31    | 222   | 32    |       | 16    | 203   | 26    |       | 132   | 255   | 57    |       | 11    | 103   | 59    |     |     |
| "AM BACKGROUND TRAFFIC"       |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
| Miami World Center            |           |          |       | 19    |       |       |       | 33    |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| TOTAL "VESTED" TRAFFIC        |           |          | 0     | 19    | 0     |       | 0     | 33    | 0     |       | 0     | 0     | 0     |       | 0     | 0     | 0     |     |     |
| Years To Buildout             |           | 2        | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     |     |     |
| 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     | 1     |       | 0     | 1     | 0     |       | 0     | 1     | 1     |       | 0     | 2     | 1     |     |     |
| AM NON-PROJECT TRAFFIC        |           |          | 9     | 497   | 74    |       | 14    | 129   | 7     |       | 24    | 81    | 91    |       | 27    | 171   | 67    |     |     |
| "PM BACKGROUND TRAFFIC"       |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
| Miami World Center            |           |          |       | 61    |       |       |       | 62    |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| TOTAL "VESTED" TRAFFIC        |           |          | 0     | 61    | 0     |       | 0     | 62    | 0     |       | 0     | 0     | 0     |       | 0     | 0     | 0     |     |     |
| Years To Buildout             |           | 2        | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     |     |     |
| 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     | 0     |       | 0     | 2     | 0     |       | 1     | 3     | 1     |       | 0     | 1     | 1     |     |     |
| PM NON-PROJECT TRAFFIC        |           |          | 31    | 285   | 32    |       | 16    | 267   | 26    |       | 133   | 258   | 58    |       | 11    | 104   | 60    |     |     |
| "PROJECT DISTRIBUTION"        |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT | SBR |
| Pass-By Distribution          | Entering  |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               | Exiting   |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| Net New Distribution          | Entering  |          |       | 26.0% |       |       |       |       |       |       |       |       |       |       |       | 5.0%  |       |     |     |
|                               | Exiting   |          |       |       |       |       |       |       | 4.0%  | 2.0%  |       | 22.0% | 3.0%  |       |       |       |       |     |     |
| "AM PROJECT TRAFFIC"          |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT | SBR |
| Project Trips                 | Pass - By |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               | Net New   |          |       | 21    |       |       |       |       |       | 5     | 2     |       | 26    | 4     |       |       | 4     |     |     |
| AM TOTAL PROJECT TRAFFIC      |           |          |       | 0     | 21    | 0     |       | 0     | 5     | 2     |       | 26    | 4     | 0     |       | 4     | 0     | 0   |     |
| AM TOTAL TRAFFIC              |           |          | 9     | 518   | 74    |       | 14    | 134   | 9     |       | 50    | 85    | 91    |       | 31    | 171   | 67    |     |     |
| "PM PROJECT TRAFFIC"          |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT | SBR |
| Project Trips                 | Pass - By |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               | Net New   |          |       | 31    |       |       |       |       |       | 3     | 1     |       | 18    | 2     |       |       | 6     |     |     |
| PM TOTAL PROJECT TRAFFIC      |           |          |       | 31    |       |       |       |       |       | 3     | 1     |       | 18    | 2     |       |       | 6     |     |     |
| PM TOTAL TRAFFIC              |           |          | 31    | 316   | 32    |       | 16    | 270   | 27    |       | 151   | 260   | 58    |       | 17    | 104   | 60    |     |     |

# TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: NW 8th St & NW 1st Ct  
COUNT DATE: March 19, 2014  
AM PEAK HOUR FACTOR: 0.896  
PM PEAK HOUR FACTOR: 0.913

| "AM EXISTING TRAFFIC"         |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
|-------------------------------|-----------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|-----|
| AM Raw Turning Movements      |           |          |       | 441   | 80    |       | 13    | 118   |       |       | 22    |       | 18    |       |       |       |       |     |     |
| Peak Season Correction Factor |           | 1.000    | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |     |     |
| AM EXISTING CONDITIONS        |           |          |       | 441   | 80    |       | 13    | 118   |       |       | 22    |       | 18    |       |       |       |       |     |     |
| "PM EXISTING TRAFFIC"         |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
| PM Raw Turning Movements      |           |          |       | 248   | 44    |       | 9     | 157   |       |       | 58    |       | 50    |       |       |       |       |     |     |
| Peak Season Correction Factor |           | 1.000    | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |     |     |
| PM EXISTING CONDITIONS        |           |          |       | 248   | 44    |       | 9     | 157   |       |       | 58    |       | 50    |       |       |       |       |     |     |
| "AM BACKGROUND TRAFFIC"       |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
| Miami World Center            |           |          |       | 19    |       |       |       | 33    |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| TOTAL "VESTED" TRAFFIC        |           |          |       | 19    | 0     |       | 0     | 33    |       |       | 0     |       | 0     |       |       |       |       |     |     |
| Years To Buildout             |           | 2        | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     |     |     |
| 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     | 1     |       | 0     | 1     |       |       | 0     |       | 0     |       |       |       |       |     |     |
| AM NON-PROJECT TRAFFIC        |           |          |       | 464   | 81    |       | 13    | 152   |       |       | 22    |       | 18    |       |       |       |       |     |     |
| "PM BACKGROUND TRAFFIC"       |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
| Miami World Center            |           |          |       | 61    |       |       |       | 62    |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| TOTAL "VESTED" TRAFFIC        |           |          |       | 61    | 0     |       | 0     | 62    |       |       | 0     |       | 0     |       |       |       |       |     |     |
| Years To Buildout             |           | 2        | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     |     |     |
| 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     | 2     |       |       | 1     |       | 1     |       |       |       |       |     |     |
| PM NON-PROJECT TRAFFIC        |           |          |       | 311   | 44    |       | 9     | 221   |       |       | 59    |       | 51    |       |       |       |       |     |     |
| "PROJECT DISTRIBUTION"        |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT | SBR |
| Pass-By Distribution          | Entering  |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               | Exiting   |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| Net New Distribution          | Entering  |          |       | 31.0% |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               | Exiting   |          |       |       |       |       |       |       |       |       |       | 6.0%  |       | 2.0%  |       |       |       |     |     |
| "AM PROJECT TRAFFIC"          |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT | SBR |
| Project Trips                 | Pass - By |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               | Net New   |          |       | 25    |       |       |       |       |       |       |       | 7     |       | 2     |       |       |       |     |     |
| AM TOTAL PROJECT TRAFFIC      |           |          |       | 25    | 0     |       |       | 0     | 0     |       |       | 7     |       | 2     |       |       |       |     |     |
| AM TOTAL TRAFFIC              |           |          |       | 489   | 81    |       |       | 13    | 152   |       |       | 29    |       | 20    |       |       |       |     |     |
| "PM PROJECT TRAFFIC"          |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT | SBR |
| Project Trips                 | Pass - By |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               | Net New   |          |       | 37    |       |       |       |       |       |       |       | 4     |       | 2     |       |       |       |     |     |
| PM TOTAL PROJECT TRAFFIC      |           |          |       | 37    |       |       |       |       |       |       |       | 4     |       | 2     |       |       |       |     |     |
| PM TOTAL TRAFFIC              |           |          |       | 348   | 44    |       |       | 9     | 221   |       |       | 63    |       | 53    |       |       |       |     |     |

# TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: NW 8th St & NW 1st Ave  
COUNT DATE: March 19, 2014  
AM PEAK HOUR FACTOR: 0.919  
PM PEAK HOUR FACTOR: 0.951

| "AM EXISTING TRAFFIC"         | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |
|-------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| AM Raw Turning Movements      |       | 46    | 204   | 227   |       | 21    | 92    | 13    |       | 9     | 29    | 16    |       | 5     | 35    | 31    |
| Peak Season Correction Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |

|                        |  |    |     |     |  |    |    |    |  |   |    |    |  |   |    |    |
|------------------------|--|----|-----|-----|--|----|----|----|--|---|----|----|--|---|----|----|
| AM EXISTING CONDITIONS |  | 46 | 204 | 227 |  | 21 | 92 | 13 |  | 9 | 29 | 16 |  | 5 | 35 | 31 |
|------------------------|--|----|-----|-----|--|----|----|----|--|---|----|----|--|---|----|----|

| "PM EXISTING TRAFFIC"         | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |
|-------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| PM Raw Turning Movements      |       | 114   | 182   | 34    |       | 6     | 96    | 23    |       | 42    | 118   | 14    |       | 3     | 23    | 11    |
| Peak Season Correction Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |

|                        |  |     |     |    |  |   |    |    |  |    |     |    |  |   |    |    |
|------------------------|--|-----|-----|----|--|---|----|----|--|----|-----|----|--|---|----|----|
| PM EXISTING CONDITIONS |  | 114 | 182 | 34 |  | 6 | 96 | 23 |  | 42 | 118 | 14 |  | 3 | 23 | 11 |
|------------------------|--|-----|-----|----|--|---|----|----|--|----|-----|----|--|---|----|----|

| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|-------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Miami World Center      |     |     | 19  |     |     |     | 33  |     |     |     |     |     |     |     |     |     |
|                         |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|                         |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|                         |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|                         |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|                         |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|                         |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|                         |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| TOTAL "VESTED" TRAFFIC  |     | 0   | 19  | 0   |     | 0   | 33  | 0   |     | 0   | 0   | 0   |     | 0   | 0   | 0   |

|                              |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Years To Buildout            | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| 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    | 2    |      | 0    | 1    | 0    |      | 0    | 0    | 0    |      | 0    | 0    | 0    |

|                        |  |    |     |     |  |    |     |    |  |   |    |    |  |   |    |    |
|------------------------|--|----|-----|-----|--|----|-----|----|--|---|----|----|--|---|----|----|
| AM NON-PROJECT TRAFFIC |  | 46 | 225 | 229 |  | 21 | 126 | 13 |  | 9 | 29 | 16 |  | 5 | 35 | 31 |
|------------------------|--|----|-----|-----|--|----|-----|----|--|---|----|----|--|---|----|----|

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|-------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Miami World Center      |     |     | 61  |     |     |     | 62  |     |     |     |     |     |     |     |     |     |
|                         |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|                         |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|                         |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|                         |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|                         |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|                         |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|                         |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| TOTAL "VESTED" TRAFFIC  |     | 0   | 61  | 0   |     | 0   | 62  | 0   |     | 0   | 0   | 0   |     | 0   | 0   | 0   |

|                              |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Years To Buildout            | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| 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    | 2    | 0    |      | 0    | 1    | 0    |      | 0    | 1    | 0    |      | 0    | 0    | 0    |

|                        |  |     |     |    |  |   |     |    |  |    |     |    |  |   |    |    |
|------------------------|--|-----|-----|----|--|---|-----|----|--|----|-----|----|--|---|----|----|
| PM NON-PROJECT TRAFFIC |  | 115 | 245 | 34 |  | 6 | 159 | 23 |  | 42 | 119 | 14 |  | 3 | 23 | 11 |
|------------------------|--|-----|-----|----|--|---|-----|----|--|----|-----|----|--|---|----|----|

| "PROJECT DISTRUBUTION" |          | EBU | EBL  | EBT   | EBR   | WBU | WBL   | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT  | SBR |
|------------------------|----------|-----|------|-------|-------|-----|-------|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|
| LAND USE               | TYPE     |     |      |       |       |     |       |     |     |     |     |     |     |     |     |      |     |
|                        | Pass-By  |     |      |       |       |     |       |     |     |     |     |     |     |     |     |      |     |
| Distribution           | Entering |     |      |       |       |     |       |     |     |     |     |     |     |     |     |      |     |
|                        | Exiting  |     |      |       |       |     |       |     |     |     |     |     |     |     |     |      |     |
| Net New                | Entering |     |      |       | 31.0% |     | 10.0% |     |     |     |     |     |     |     |     | 2.0% |     |
|                        | Exiting  |     | 2.0% | 10.0% |       |     |       |     |     |     |     |     |     |     |     |      |     |

| "AM PROJECT TRAFFIC"     |           | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|--------------------------|-----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| LAND USE                 | TYPE      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|                          | Pass - By |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Project Trips            | Net New   |     | 2   | 12  | 25  |     | 8   | -1  |     |     |     |     |     |     |     | 2   |     |
|                          |           |     | 2   | 12  | 25  |     | 8   | -1  | 0   |     | 0   | 0   | 0   |     | 0   | 2   | 0   |
| AM TOTAL PROJECT TRAFFIC |           |     | 2   | 12  | 25  |     | 8   | -1  | 0   |     | 0   | 0   | 0   |     | 0   | 2   | 0   |

|                  |  |    |     |     |  |    |     |    |  |   |    |    |  |   |    |    |
|------------------|--|----|-----|-----|--|----|-----|----|--|---|----|----|--|---|----|----|
| AM TOTAL TRAFFIC |  | 48 | 237 | 254 |  | 29 | 125 | 13 |  | 9 | 29 | 16 |  | 5 | 37 | 31 |
|------------------|--|----|-----|-----|--|----|-----|----|--|---|----|----|--|---|----|----|

| "PM PROJECT TRAFFIC"     |           | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|--------------------------|-----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| LAND USE                 | TYPE      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|                          | Pass - By |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Project Trips            | Net New   |     | 2   | 8   | 37  |     | 12  |     |     |     |     |     |     |     |     | 2   |     |
|                          |           |     | 2   | 8   | 37  |     | 12  |     |     |     |     |     |     |     |     | 2   |     |
| PM TOTAL PROJECT TRAFFIC |           |     | 2   | 8   | 37  |     | 12  |     |     |     |     |     |     |     |     | 2   |     |

|                  |  |     |     |    |  |    |     |    |  |    |     |    |  |   |    |    |
|------------------|--|-----|-----|----|--|----|-----|----|--|----|-----|----|--|---|----|----|
| PM TOTAL TRAFFIC |  | 117 | 253 | 71 |  | 18 | 159 | 23 |  | 42 | 119 | 14 |  | 3 | 25 | 11 |
|------------------|--|-----|-----|----|--|----|-----|----|--|----|-----|----|--|---|----|----|

# TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: NW 7th St & NW 2nd Ave  
COUNT DATE: March 19, 2014  
AM PEAK HOUR FACTOR: 0.861  
PM PEAK HOUR FACTOR: 0.882

| "AM EXISTING TRAFFIC"         |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
|-------------------------------|-----------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|-----|
| AM Raw Turning Movements      |           |          |       |       |       |       | 8     |       | 15    |       |       | 173   |       |       |       | 261   |       |     |     |
| Peak Season Correction Factor |           | 1.000    | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |     |     |
| AM EXISTING CONDITIONS        |           |          |       |       |       |       | 8     |       | 15    |       |       | 173   |       |       |       | 261   |       |     |     |
| "PM EXISTING TRAFFIC"         |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
| PM Raw Turning Movements      |           |          |       |       |       |       | 7     |       | 35    |       |       | 412   |       |       |       | 148   |       |     |     |
| Peak Season Correction Factor |           | 1.000    | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |     |     |
| PM EXISTING CONDITIONS        |           |          |       |       |       |       | 7     |       | 35    |       |       | 412   |       |       |       | 148   |       |     |     |
| "AM BACKGROUND TRAFFIC"       |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
| Miami World Center            |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| TOTAL "VESTED" TRAFFIC        |           |          |       |       |       |       | 0     |       | 0     |       |       | 0     |       |       |       | 0     |       |     |     |
| Years To Buildout             |           | 2        | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     |     |     |
| Yearly Growth Rate            |           | 0.5%     | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  |     |     |
| AM BACKGROUND TRAFFIC GROWTH  |           |          |       |       |       |       | 0     |       | 0     |       |       | 2     |       |       |       | 3     |       |     |     |
| AM NON-PROJECT TRAFFIC        |           |          |       |       |       |       | 8     |       | 15    |       |       | 175   |       |       |       | 264   |       |     |     |
| "PM BACKGROUND TRAFFIC"       |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
| Miami World Center            |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| TOTAL "VESTED" TRAFFIC        |           |          |       |       |       |       | 0     |       | 0     |       |       | 0     |       |       |       | 0     |       |     |     |
| Years To Buildout             |           | 2        | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     |     |     |
| Yearly Growth Rate            |           | 0.5%     | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  |     |     |
| PM BACKGROUND TRAFFIC GROWTH  |           |          |       |       |       |       | 0     |       | 0     |       |       | 4     |       |       |       | 1     |       |     |     |
| PM NON-PROJECT TRAFFIC        |           |          |       |       |       |       | 7     |       | 35    |       |       | 416   |       |       |       | 149   |       |     |     |
| "PROJECT DISTRIBUTION"        |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT | SBR |
| Pass-By Distribution          | Entering  |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               | Exiting   |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| Net New Distribution          | Entering  |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               | Exiting   |          |       |       |       |       |       |       |       |       |       |       | 25.0% |       |       |       |       |     |     |
| "AM PROJECT TRAFFIC"          |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT | SBR |
| Project Trips                 | Pass - By |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               | Net New   |          |       |       |       |       |       |       |       |       |       |       |       | 30    |       |       |       |     |     |
| AM TOTAL PROJECT TRAFFIC      |           |          |       |       |       |       |       | 0     |       | 0     |       |       |       | 30    |       |       |       | 0   |     |
| AM TOTAL TRAFFIC              |           |          |       |       |       |       | 8     |       | 15    |       |       |       | 205   |       |       |       |       | 264 |     |
| "PM PROJECT TRAFFIC"          |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT | SBR |
| Project Trips                 | Pass - By |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               | Net New   |          |       |       |       |       |       |       |       |       |       |       |       | 20    |       |       |       |     |     |
| PM TOTAL PROJECT TRAFFIC      |           |          |       |       |       |       |       |       |       |       |       |       |       | 20    |       |       |       |     |     |
| PM TOTAL TRAFFIC              |           |          |       |       |       |       | 7     |       | 35    |       |       |       |       | 436   |       |       |       | 149 |     |

# TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: NW 7th St & NW 1st Ct  
COUNT DATE: March 19, 2014  
AM PEAK HOUR FACTOR: 0.794  
PM PEAK HOUR FACTOR: 0.783

| "AM EXISTING TRAFFIC"         |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
|-------------------------------|-----------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|-----|
| AM Raw Turning Movements      |           |          |       |       |       |       |       |       |       |       | 12    | 48    |       |       |       | 59    | 20    |     |     |
| Peak Season Correction Factor |           | 1.000    | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |     |     |
| AM EXISTING CONDITIONS        |           |          |       |       |       |       |       |       |       |       | 12    | 48    |       |       |       | 59    | 20    |     |     |
| "PM EXISTING TRAFFIC"         |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
| PM Raw Turning Movements      |           |          |       |       |       |       |       |       |       |       | 34    | 101   |       |       |       | 38    | 11    |     |     |
| Peak Season Correction Factor |           | 1.000    | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |     |     |
| PM EXISTING CONDITIONS        |           |          |       |       |       |       |       |       |       |       | 34    | 101   |       |       |       | 38    | 11    |     |     |
| "AM BACKGROUND TRAFFIC"       |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
| Miami World Center            |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| TOTAL "VESTED" TRAFFIC        |           |          |       |       |       |       |       |       |       |       | 0     | 0     |       |       |       | 0     | 0     |     |     |
| Years To Buildout             |           | 2        | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     |     |     |
| Yearly Growth Rate            |           | 0.5%     | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  |     |     |
| AM BACKGROUND TRAFFIC GROWTH  |           |          |       |       |       |       |       |       |       |       | 0     | 0     |       |       |       | 1     | 0     |     |     |
| AM NON-PROJECT TRAFFIC        |           |          |       |       |       |       |       |       |       |       | 12    | 48    |       |       |       | 60    | 20    |     |     |
| "PM BACKGROUND TRAFFIC"       |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
| Miami World Center            |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| TOTAL "VESTED" TRAFFIC        |           |          |       |       |       |       |       |       |       |       | 0     | 0     |       |       |       | 0     | 0     |     |     |
| Years To Buildout             |           | 2        | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     |     |     |
| 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     |     |     |
| PM NON-PROJECT TRAFFIC        |           |          |       |       |       |       |       |       |       |       | 34    | 102   |       |       |       | 38    | 11    |     |     |
| "PROJECT DISTRIBUTION"        |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT | SBR |
| Pass-By Distribution          | Entering  |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               | Exiting   |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| Net New Distribution          | Entering  |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               | Exiting   |          |       |       |       |       |       |       |       |       |       |       | 8.0%  |       |       |       |       |     |     |
| "AM PROJECT TRAFFIC"          |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT | SBR |
| Project Trips                 | Pass - By |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               | Net New   |          |       |       |       |       |       |       |       |       |       |       |       | 9     |       |       |       |     |     |
| AM TOTAL PROJECT TRAFFIC      |           |          |       |       |       |       |       |       |       |       |       |       | 0     | 9     |       |       |       | 0   | 0   |
| AM TOTAL TRAFFIC              |           |          |       |       |       |       |       |       |       |       |       | 12    | 57    |       |       |       | 60    | 20  |     |
| "PM PROJECT TRAFFIC"          |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT | SBR |
| Project Trips                 | Pass - By |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               | Net New   |          |       |       |       |       |       |       |       |       |       |       |       | 6     |       |       |       |     |     |
| PM TOTAL PROJECT TRAFFIC      |           |          |       |       |       |       |       |       |       |       |       |       |       | 6     |       |       |       |     |     |
| PM TOTAL TRAFFIC              |           |          |       |       |       |       |       |       |       |       |       |       | 34    | 108   |       |       |       | 38  | 11  |

# TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: NW 6th St & NW 2nd Ave  
COUNT DATE: March 19, 2014  
AM PEAK HOUR FACTOR: 0.946  
PM PEAK HOUR FACTOR: 0.889

| "AM EXISTING TRAFFIC"         |           | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |
|-------------------------------|-----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| AM Raw Turning Movements      |           |       |       |       |       |       | 80    | 140   | 34    |       | 50    | 150   |       |       |       | 200   | 61    |
| Peak Season Correction Factor |           | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| AM EXISTING CONDITIONS        |           |       |       |       |       |       | 80    | 140   | 34    |       | 50    | 150   |       |       |       | 200   | 61    |
| "PM EXISTING TRAFFIC"         |           | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |
| PM Raw Turning Movements      |           |       |       |       |       |       | 66    | 608   | 71    |       | 133   | 308   |       |       |       | 117   | 45    |
| Peak Season Correction Factor |           | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| PM EXISTING CONDITIONS        |           |       |       |       |       |       | 66    | 608   | 71    |       | 133   | 308   |       |       |       | 117   | 45    |
| "AM BACKGROUND TRAFFIC"       |           | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |
| Miami World Center            |           |       |       |       |       |       |       | 6     |       |       |       |       |       |       |       |       |       |
|                               |           |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|                               |           |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|                               |           |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|                               |           |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|                               |           |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|                               |           |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|                               |           |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| TOTAL "VESTED" TRAFFIC        |           |       |       |       |       |       | 0     | 6     | 0     |       | 0     | 0     |       |       |       | 0     | 0     |
| Years To Buildout             |           | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     |
| 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     | 1     | 0     |       | 1     | 2     |       |       |       | 2     | 1     |
| AM NON-PROJECT TRAFFIC        |           |       |       |       |       |       | 81    | 147   | 34    |       | 51    | 152   |       |       |       | 202   | 62    |
| "PM BACKGROUND TRAFFIC"       |           | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |
| Miami World Center            |           |       |       |       |       |       |       | 10    |       |       |       |       |       |       |       |       |       |
|                               |           |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|                               |           |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|                               |           |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|                               |           |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|                               |           |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|                               |           |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|                               |           |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| TOTAL "VESTED" TRAFFIC        |           |       |       |       |       |       | 0     | 10    | 0     |       | 0     | 0     |       |       |       | 0     | 0     |
| Years To Buildout             |           | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     |
| 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     | 6     | 1     |       | 1     | 3     |       |       |       | 1     | 0     |
| PM NON-PROJECT TRAFFIC        |           |       |       |       |       |       | 67    | 624   | 72    |       | 134   | 311   |       |       |       | 118   | 45    |
| "PROJECT DISTRIBUTION"        |           | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |
| LAND USE                      | TYPE      |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Pass-By                       | Entering  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Distribution                  | Exiting   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Net New                       | Entering  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Distribution                  | Exiting   |       |       |       |       |       | 18.0% | 16.0% | 25.0% |       |       |       |       |       |       |       |       |
| "AM PROJECT TRAFFIC"          |           | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |
| LAND USE                      | TYPE      |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Project                       | Pass - By |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Trips                         | Net New   |       |       |       |       |       | 21    | 19    | 30    |       |       |       |       |       |       |       |       |
| AM TOTAL PROJECT TRAFFIC      |           |       |       |       |       |       | 21    | 19    | 30    |       | 0     | 0     |       |       |       | 0     | 0     |
| AM TOTAL TRAFFIC              |           |       |       |       |       |       | 102   | 166   | 64    |       | 51    | 152   |       |       |       | 202   | 62    |
| "PM PROJECT TRAFFIC"          |           | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |
| LAND USE                      | TYPE      |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Project                       | Pass - By |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Trips                         | Net New   |       |       |       |       |       | 15    | 13    | 20    |       |       |       |       |       |       |       |       |
| PM TOTAL PROJECT TRAFFIC      |           |       |       |       |       |       | 15    | 13    | 20    |       |       |       |       |       |       |       |       |
| PM TOTAL TRAFFIC              |           |       |       |       |       |       | 82    | 637   | 92    |       | 134   | 311   |       |       |       | 118   | 45    |

# TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: NW 6th St & NW 1st Ct  
COUNT DATE: March 19, 2014  
AM PEAK HOUR FACTOR: 0.974  
PM PEAK HOUR FACTOR: 0.786

| "AM EXISTING TRAFFIC"         |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
|-------------------------------|-----------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|-----|
| AM Raw Turning Movements      |           |          |       |       |       |       | 10    | 197   | 44    |       | 15    | 18    |       |       |       | 14    | 36    |     |     |
| Peak Season Correction Factor |           | 1.000    | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |     |     |
| AM EXISTING CONDITIONS        |           |          |       |       |       |       | 10    | 197   | 44    |       | 15    | 18    |       |       |       | 14    | 36    |     |     |
| "PM EXISTING TRAFFIC"         |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
| PM Raw Turning Movements      |           |          |       |       |       |       | 11    | 706   | 122   |       | 10    | 11    |       |       |       | 8     | 25    |     |     |
| Peak Season Correction Factor |           | 1.000    | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |     |     |
| PM EXISTING CONDITIONS        |           |          |       |       |       |       | 11    | 706   | 122   |       | 10    | 11    |       |       |       | 8     | 25    |     |     |
| "AM BACKGROUND TRAFFIC"       |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
| Miami World Center            |           |          |       |       |       |       |       | 6     |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| TOTAL "VESTED" TRAFFIC        |           |          |       |       |       |       | 0     | 6     | 0     |       | 0     | 0     |       |       |       | 0     | 0     |     |     |
| Years To Buildout             |           | 2        | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     |     |     |
| 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     | 0     |       |       |       | 0     | 0     |     |     |
| AM NON-PROJECT TRAFFIC        |           |          |       |       |       |       | 10    | 205   | 44    |       | 15    | 18    |       |       |       | 14    | 36    |     |     |
| "PM BACKGROUND TRAFFIC"       |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
| Miami World Center            |           |          |       |       |       |       |       | 10    |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| TOTAL "VESTED" TRAFFIC        |           |          |       |       |       |       | 0     | 10    | 0     |       | 0     | 0     |       |       |       | 0     | 0     |     |     |
| Years To Buildout             |           | 2        | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     |     |     |
| 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     | 7     | 1     |       | 0     | 0     |       |       |       | 0     | 0     |     |     |
| PM NON-PROJECT TRAFFIC        |           |          |       |       |       |       | 11    | 723   | 123   |       | 10    | 11    |       |       |       | 8     | 25    |     |     |
| "PROJECT DISTRIBUTION"        |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT | SBR |
| Pass-By Distribution          | Entering  |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               | Exiting   |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| Net New Distribution          | Entering  |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               | Exiting   |          |       |       |       |       |       |       | 59.0% | 8.0%  |       |       |       |       |       |       |       |     |     |
| "AM PROJECT TRAFFIC"          |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT | SBR |
| Project Trips                 | Pass - By |          |       |       |       |       |       |       |       | 70    | 9     |       |       |       |       |       |       |     |     |
|                               | Net New   |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| AM TOTAL PROJECT TRAFFIC      |           |          |       |       |       |       |       | 0     | 70    | 9     |       | 0     | 0     |       |       |       | 0     | 0   |     |
| AM TOTAL TRAFFIC              |           |          |       |       |       |       |       | 10    | 275   | 53    |       | 15    | 18    |       |       |       | 14    | 36  |     |
| "PM PROJECT TRAFFIC"          |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT | SBR |
| Project Trips                 | Pass - By |          |       |       |       |       |       |       |       | 48    | 6     |       |       |       |       |       |       |     |     |
|                               | Net New   |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| PM TOTAL PROJECT TRAFFIC      |           |          |       |       |       |       |       |       |       | 48    | 6     |       |       |       |       |       |       |     |     |
| PM TOTAL TRAFFIC              |           |          |       |       |       |       |       | 11    | 771   | 129   |       | 10    | 11    |       |       |       | 8     | 25  |     |

# TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: NW 6th St & NW 1st Ave  
COUNT DATE: March 20, 2014  
AM PEAK HOUR FACTOR: 0.878  
PM PEAK HOUR FACTOR: 0.918

| "AM EXISTING TRAFFIC"         |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |       |     |
|-------------------------------|-----------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|
| AM Raw Turning Movements      |           |          |       |       |       |       | 18    | 210   | 14    |       | 167   | 54    |       |       |       | 91    | 193   |       |     |
| Peak Season Correction Factor |           | 1.000    | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |       |     |
| AM EXISTING CONDITIONS        |           |          |       |       |       |       | 18    | 210   | 14    |       | 167   | 54    |       |       |       | 91    | 193   |       |     |
| "PM EXISTING TRAFFIC"         |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |       |     |
| PM Raw Turning Movements      |           |          |       |       |       |       | 6     | 446   | 27    |       | 64    | 157   |       |       |       | 44    | 23    |       |     |
| Peak Season Correction Factor |           | 1.000    | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |       |     |
| PM EXISTING CONDITIONS        |           |          |       |       |       |       | 6     | 446   | 27    |       | 64    | 157   |       |       |       | 44    | 23    |       |     |
| "AM BACKGROUND TRAFFIC"       |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |       |     |
| Miami World Center            |           |          |       |       |       |       |       | 6     |       |       |       |       |       |       |       |       |       |       |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
| TOTAL "VESTED" TRAFFIC        |           |          |       |       |       |       | 0     | 6     | 0     |       | 0     | 0     |       |       |       | 0     | 0     |       |     |
| Years To Buildout             |           | 2        | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     |       |     |
| 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     |       | 2     | 1     |       |       |       | 1     | 2     |       |     |
| AM NON-PROJECT TRAFFIC        |           |          |       |       |       |       | 18    | 218   | 14    |       | 169   | 55    |       |       |       | 92    | 195   |       |     |
| "PM BACKGROUND TRAFFIC"       |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |       |     |
| Miami World Center            |           |          |       |       |       |       |       | 10    |       |       |       |       |       |       |       |       |       |       |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
| TOTAL "VESTED" TRAFFIC        |           |          |       |       |       |       | 0     | 10    | 0     |       | 0     | 0     |       |       |       | 0     | 0     |       |     |
| Years To Buildout             |           | 2        | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     |       |     |
| Yearly Growth Rate            |           | 0.5%     | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  |       |     |
| PM BACKGROUND TRAFFIC GROWTH  |           |          |       |       |       |       | 0     | 4     | 0     |       | 1     | 2     |       |       |       | 0     | 0     |       |     |
| PM NON-PROJECT TRAFFIC        |           |          |       |       |       |       | 6     | 460   | 27    |       | 65    | 159   |       |       |       | 44    | 23    |       |     |
| "PROJECT DISTRIBUTION"        |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR |
| Pass-By Distribution          | Entering  |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
|                               | Exiting   |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
| Net New Distribution          | Entering  |          |       |       |       |       |       |       | 8.0%  |       |       | 49.0% |       |       |       |       |       |       |     |
|                               | Exiting   |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 23.0% | 15.0% |     |
| "AM PROJECT TRAFFIC"          |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR |
| Project Trips                 | Pass - By |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
|                               | Net New   |          |       |       |       |       |       |       |       | 6     |       |       | 39    |       |       |       |       | 27    | 18  |
| AM TOTAL PROJECT TRAFFIC      |           |          |       |       |       |       |       | 0     | 6     | 0     |       | 39    | 0     |       |       |       |       | 27    | 18  |
| AM TOTAL TRAFFIC              |           |          |       |       |       |       | 18    | 224   | 14    |       | 208   | 55    |       |       |       |       |       | 119   | 213 |
| "PM PROJECT TRAFFIC"          |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR |
| Project Trips                 | Pass - By |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
|                               | Net New   |          |       |       |       |       |       |       |       | 9     |       |       | 58    |       |       |       |       | 18    | 12  |
| PM TOTAL PROJECT TRAFFIC      |           |          |       |       |       |       |       |       |       | 9     |       |       | 58    |       |       |       |       | 18    | 12  |
| PM TOTAL TRAFFIC              |           |          |       |       |       |       | 6     | 469   | 27    |       | 123   | 159   |       |       |       |       |       | 62    | 35  |

# TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: NW 5th St & NW 2nd Ave  
COUNT DATE: March 20, 2014  
AM PEAK HOUR FACTOR: 0.935  
PM PEAK HOUR FACTOR: 0.943

| "AM EXISTING TRAFFIC"         |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
|-------------------------------|-----------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|-----|
| AM Raw Turning Movements      |           |          | 30    | 1,026 | 160   |       |       |       |       |       |       | 181   | 152   |       | 28    | 234   |       |     |     |
| Peak Season Correction Factor |           | 1.000    | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |     |     |
| AM EXISTING CONDITIONS        |           |          | 30    | 1,026 | 160   |       |       |       |       |       |       | 181   | 152   |       | 28    | 234   |       |     |     |
| "PM EXISTING TRAFFIC"         |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
| PM Raw Turning Movements      |           |          | 26    | 342   | 68    |       |       |       |       |       |       | 472   | 109   |       | 19    | 156   |       |     |     |
| Peak Season Correction Factor |           | 1.000    | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |     |     |
| PM EXISTING CONDITIONS        |           |          | 26    | 342   | 68    |       |       |       |       |       |       | 472   | 109   |       | 19    | 156   |       |     |     |
| "AM BACKGROUND TRAFFIC"       |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
| Miami World Center            |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| TOTAL "VESTED" TRAFFIC        |           |          | 0     | 0     | 0     |       |       |       |       |       |       | 0     | 0     |       | 0     | 0     |       |     |     |
| Years To Buildout             |           | 2        | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     |     |     |
| 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     | 10    | 2     |       |       |       |       |       |       | 2     | 2     |       | 0     | 2     |       |     |     |
| AM NON-PROJECT TRAFFIC        |           |          | 30    | 1,036 | 162   |       |       |       |       |       |       | 183   | 154   |       | 28    | 236   |       |     |     |
| "PM BACKGROUND TRAFFIC"       |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
| Miami World Center            |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| TOTAL "VESTED" TRAFFIC        |           |          | 0     | 0     | 0     |       |       |       |       |       |       | 0     | 0     |       | 0     | 0     |       |     |     |
| Years To Buildout             |           | 2        | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     |     |     |
| 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     | 1     |       |       |       |       |       |       | 5     | 1     |       | 0     | 2     |       |     |     |
| PM NON-PROJECT TRAFFIC        |           |          | 26    | 345   | 69    |       |       |       |       |       |       | 477   | 110   |       | 19    | 158   |       |     |     |
| "PROJECT DISTRIBUTION"        |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT | SBR |
| Pass-By Distribution          | Entering  |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               | Exiting   |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| Net New Distribution          | Entering  |          |       | 16.0% |       |       |       |       |       |       |       |       |       | 12.0% |       |       |       |     |     |
|                               | Exiting   |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 18.0% |     |     |
| "AM PROJECT TRAFFIC"          |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT | SBR |
| Project Trips                 | Pass - By |          |       |       |       |       |       |       |       |       |       |       |       |       | 10    |       |       | 21  |     |
|                               | Net New   |          |       | 13    |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| AM TOTAL PROJECT TRAFFIC      |           |          |       | 0     | 13    | 0     |       |       |       |       |       |       |       | 0     | 10    |       | 0     | 21  |     |
| AM TOTAL TRAFFIC              |           |          | 30    | 1,049 | 162   |       |       |       |       |       |       |       |       | 183   | 164   |       | 28    | 257 |     |
| "PM PROJECT TRAFFIC"          |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT | SBR |
| Project Trips                 | Pass - By |          |       |       |       |       |       |       |       |       |       |       |       |       | 14    |       |       | 15  |     |
|                               | Net New   |          |       | 19    |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| PM TOTAL PROJECT TRAFFIC      |           |          |       | 19    |       |       |       |       |       |       |       |       |       |       | 14    |       |       | 15  |     |
| PM TOTAL TRAFFIC              |           |          | 26    | 364   | 69    |       |       |       |       |       |       |       |       | 477   | 124   |       | 19    | 173 |     |

|                      |                       |
|----------------------|-----------------------|
| INTERSECTION:        | NW 5th St & NW 1st Ct |
| COUNT DATE:          | March 20, 2014        |
| AM PEAK HOUR FACTOR: | 0.917                 |
| PM PEAK HOUR FACTOR: | 0.947                 |

| "AM EXISTING TRAFFIC"         |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
|-------------------------------|-----------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|-----|
| AM Raw Turning Movements      |           |          | 30    | 1,170 |       |       |       |       |       |       |       |       |       |       | 18    |       |       |     |     |
| Peak Season Correction Factor |           | 1.000    | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |     |     |
| AM EXISTING CONDITIONS        |           |          | 30    | 1,170 |       |       |       |       |       |       |       |       |       |       | 18    |       |       |     |     |
| "PM EXISTING TRAFFIC"         |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
| PM Raw Turning Movements      |           |          | 20    | 490   |       |       |       |       |       |       |       |       |       |       | 13    |       |       |     |     |
| Peak Season Correction Factor |           | 1.000    | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |     |     |
| PM EXISTING CONDITIONS        |           |          | 20    | 490   |       |       |       |       |       |       |       |       |       |       | 13    |       |       |     |     |
| "AM BACKGROUND TRAFFIC"       |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
| Miami World Center            |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| TOTAL "VESTED" TRAFFIC        |           |          | 0     | 0     |       |       |       |       |       |       |       |       |       |       | 0     |       |       |     |     |
| Years To Buildout             |           | 2        | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     |     |     |
| 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     | 12    |       |       |       |       |       |       |       |       |       |       | 0     |       |       |     |     |
| AM NON-PROJECT TRAFFIC        |           |          | 30    | 1,182 |       |       |       |       |       |       |       |       |       |       | 18    |       |       |     |     |
| "PM BACKGROUND TRAFFIC"       |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
| Miami World Center            |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| TOTAL "VESTED" TRAFFIC        |           |          | 0     | 0     |       |       |       |       |       |       |       |       |       |       | 0     |       |       |     |     |
| Years To Buildout             |           | 2        | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     |     |     |
| 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     | 5     |       |       |       |       |       |       |       |       |       |       | 0     |       |       |     |     |
| PM NON-PROJECT TRAFFIC        |           |          | 20    | 495   |       |       |       |       |       |       |       |       |       |       | 13    |       |       |     |     |
| "PROJECT DISTRIBUTION"        |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT | SBR |
| Pass-By Distribution          | Entering  |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               | Exiting   |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| Net New Distribution          | Entering  |          |       | 28.0% |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               | Exiting   |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| "AM PROJECT TRAFFIC"          |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT | SBR |
| Project Trips                 | Pass - By |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               | Net New   |          | 1     | 22    |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| AM TOTAL PROJECT TRAFFIC      |           |          | 1     | 22    |       |       |       |       |       |       |       |       |       |       |       | 0     |       |     |     |
| AM TOTAL TRAFFIC              |           |          | 31    | 1,204 |       |       |       |       |       |       |       |       |       |       |       | 18    |       |     |     |
| "PM PROJECT TRAFFIC"          |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT | SBR |
| Project Trips                 | Pass - By |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               | Net New   |          |       | 33    |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| PM TOTAL PROJECT TRAFFIC      |           |          |       | 33    |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| PM TOTAL TRAFFIC              |           |          | 20    | 528   |       |       |       |       |       |       |       |       |       |       |       |       | 13    |     |     |

# TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: NW 5th St & NW 1st Ave  
COUNT DATE: March 20, 2014  
AM PEAK HOUR FACTOR: 0.92  
PM PEAK HOUR FACTOR: 0.96

| "AM EXISTING TRAFFIC"         |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
|-------------------------------|-----------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|-----|
| AM Raw Turning Movements      |           |          | 116   | 870   | 167   |       |       |       |       |       |       | 78    | 54    |       | 23    | 102   |       |     |     |
| Peak Season Correction Factor |           | 1.000    | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |     |     |
| AM EXISTING CONDITIONS        |           |          | 116   | 870   | 167   |       |       |       |       |       |       | 78    | 54    |       | 23    | 102   |       |     |     |
| "PM EXISTING TRAFFIC"         |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
| PM Raw Turning Movements      |           |          | 51    | 447   | 47    |       |       |       |       |       |       | 161   | 100   |       | 15    | 34    |       |     |     |
| Peak Season Correction Factor |           | 1.000    | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |     |     |
| PM EXISTING CONDITIONS        |           |          | 51    | 447   | 47    |       |       |       |       |       |       | 161   | 100   |       | 15    | 34    |       |     |     |
| "AM BACKGROUND TRAFFIC"       |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
| Miami World Center            |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| TOTAL "VESTED" TRAFFIC        |           |          | 0     | 0     | 0     |       |       |       |       |       |       | 0     | 0     |       | 0     | 0     |       |     |     |
| Years To Buildout             |           | 2        | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     |     |     |
| 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     | 9     | 2     |       |       |       |       |       |       | 1     | 1     |       | 0     | 1     |       |     |     |
| AM NON-PROJECT TRAFFIC        |           |          | 117   | 879   | 169   |       |       |       |       |       |       | 79    | 55    |       | 23    | 103   |       |     |     |
| "PM BACKGROUND TRAFFIC"       |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
| Miami World Center            |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| TOTAL "VESTED" TRAFFIC        |           |          | 0     | 0     | 0     |       |       |       |       |       |       | 0     | 0     |       | 0     | 0     |       |     |     |
| Years To Buildout             |           | 2        | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     |     |     |
| 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     | 4     | 0     |       |       |       |       |       |       | 2     | 1     |       | 0     | 0     |       |     |     |
| PM NON-PROJECT TRAFFIC        |           |          | 52    | 451   | 47    |       |       |       |       |       |       | 163   | 101   |       | 15    | 34    |       |     |     |
| "PROJECT DISTRIBUTION"        |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT | SBR |
| Pass-By Distribution          | Entering  |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               | Exiting   |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| Net New Distribution          | Entering  |          | 28.0% |       |       |       |       |       |       |       |       |       | 21.0% |       |       |       |       |     |     |
|                               | Exiting   |          |       |       |       |       |       |       |       |       |       |       |       |       |       | 13.0% | 10.0% |     |     |
| "AM PROJECT TRAFFIC"          |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT | SBR |
| Project Trips                 | Pass - By |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               | Net New   |          | 22    |       |       |       |       |       |       |       |       |       |       | 17    |       |       | 15    | 12  |     |
| AM TOTAL PROJECT TRAFFIC      |           |          | 22    | 0     | 0     |       |       |       |       |       |       |       |       | 17    | 0     |       | 15    | 12  |     |
| AM TOTAL TRAFFIC              |           |          | 139   | 879   | 169   |       |       |       |       |       |       |       | 96    | 55    |       | 38    | 115   |     |     |
| "PM PROJECT TRAFFIC"          |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT | SBR |
| Project Trips                 | Pass - By |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               | Net New   |          | 33    |       |       |       |       |       |       |       |       |       |       | 25    |       |       | 10    | 8   |     |
| PM TOTAL PROJECT TRAFFIC      |           |          | 33    |       |       |       |       |       |       |       |       |       |       | 25    |       |       | 10    | 8   |     |
| PM TOTAL TRAFFIC              |           |          | 85    | 451   | 47    |       |       |       |       |       |       |       |       | 188   | 101   |       | 25    | 42  |     |

# TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: NW 4th St & NW 2nd Ave  
COUNT DATE: March 20, 2014  
AM PEAK HOUR FACTOR: 0.889  
PM PEAK HOUR FACTOR: 0.91

| "AM EXISTING TRAFFIC"         |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |       |     |
|-------------------------------|-----------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|
| AM Raw Turning Movements      |           |          |       |       |       |       | 7     |       | 7     |       |       | 322   | 62    |       | 82    | 302   |       |       |     |
| Peak Season Correction Factor |           | 1.000    | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |       |     |
| AM EXISTING CONDITIONS        |           |          |       |       |       |       | 7     |       | 7     |       |       | 322   | 62    |       | 82    | 302   |       |       |     |
| "PM EXISTING TRAFFIC"         |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |       |     |
| PM Raw Turning Movements      |           |          |       |       |       |       | 55    |       | 71    |       |       | 501   | 4     |       | 10    | 213   |       |       |     |
| Peak Season Correction Factor |           | 1.000    | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |       |     |
| PM EXISTING CONDITIONS        |           |          |       |       |       |       | 55    |       | 71    |       |       | 501   | 4     |       | 10    | 213   |       |       |     |
| "AM BACKGROUND TRAFFIC"       |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |       |     |
| Miami World Center            |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
| TOTAL "VESTED" TRAFFIC        |           |          |       |       |       |       | 0     |       | 0     |       |       | 0     | 0     |       | 0     | 0     |       |       |     |
| Years To Buildout             |           | 2        | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     |       |     |
| Yearly Growth Rate            |           | 0.5%     | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  |       |     |
| AM BACKGROUND TRAFFIC GROWTH  |           |          |       |       |       |       | 0     |       | 0     |       |       | 3     | 1     |       | 1     | 3     |       |       |     |
| AM NON-PROJECT TRAFFIC        |           |          |       |       |       |       | 7     |       | 7     |       |       | 325   | 63    |       | 83    | 305   |       |       |     |
| "PM BACKGROUND TRAFFIC"       |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |       |     |
| Miami World Center            |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
| TOTAL "VESTED" TRAFFIC        |           |          |       |       |       |       | 0     |       | 0     |       |       | 0     | 0     |       | 0     | 0     |       |       |     |
| Years To Buildout             |           | 2        | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     |       |     |
| 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     |       | 1     |       |       | 5     | 0     |       | 0     | 2     |       |       |     |
| PM NON-PROJECT TRAFFIC        |           |          |       |       |       |       | 56    |       | 72    |       |       | 506   | 4     |       | 10    | 215   |       |       |     |
| "PROJECT DISTRIBUTION"        |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR |
| Pass-By Distribution          | Entering  |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
|                               | Exiting   |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
| Net New Distribution          | Entering  |          |       |       |       |       |       |       |       |       |       |       | 12.0% |       |       |       |       |       |     |
|                               | Exiting   |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 18.0% |     |
| "AM PROJECT TRAFFIC"          |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR |
| Project Trips                 | Pass - By |          |       |       |       |       |       |       |       |       |       |       |       | 10    |       |       |       | 21    |     |
|                               | Net New   |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
| AM TOTAL PROJECT TRAFFIC      |           |          |       |       |       |       |       | 0     |       | 0     |       |       |       | 10    | 0     |       | 0     | 21    |     |
| AM TOTAL TRAFFIC              |           |          |       |       |       |       |       | 7     |       | 7     |       |       |       | 335   | 63    |       | 83    | 326   |     |
| "PM PROJECT TRAFFIC"          |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR |
| Project Trips                 | Pass - By |          |       |       |       |       |       |       |       |       |       |       |       | 14    |       |       |       | 15    |     |
|                               | Net New   |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
| PM TOTAL PROJECT TRAFFIC      |           |          |       |       |       |       |       |       |       |       |       |       |       | 14    |       |       |       | 15    |     |
| PM TOTAL TRAFFIC              |           |          |       |       |       |       |       | 56    |       | 72    |       |       |       | 520   | 4     |       | 10    | 230   |     |

# TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: NW 3rd St & NW 2nd Ave  
COUNT DATE: March 20, 2014  
AM PEAK HOUR FACTOR: 0.952  
PM PEAK HOUR FACTOR: 0.949

| "AM EXISTING TRAFFIC"         |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |      |     |
|-------------------------------|-----------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|-----|
| AM Raw Turning Movements      |           |          | 28    | 235   | 46    |       | 44    | 97    | 41    |       | 56    | 302   | 138   |       | 47    | 225   | 39    |      |     |
| Peak Season Correction Factor |           | 1.000    | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |      |     |
| AM EXISTING CONDITIONS        |           |          | 28    | 235   | 46    |       | 44    | 97    | 41    |       | 56    | 302   | 138   |       | 47    | 225   | 39    |      |     |
| "PM EXISTING TRAFFIC"         |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |      |     |
| PM Raw Turning Movements      |           |          | 12    | 70    | 13    |       | 71    | 318   | 54    |       | 103   | 434   | 50    |       | 23    | 176   | 77    |      |     |
| Peak Season Correction Factor |           | 1.000    | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |      |     |
| PM EXISTING CONDITIONS        |           |          | 12    | 70    | 13    |       | 71    | 318   | 54    |       | 103   | 434   | 50    |       | 23    | 176   | 77    |      |     |
| "AM BACKGROUND TRAFFIC"       |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |      |     |
| Miami World Center            |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
| TOTAL "VESTED" TRAFFIC        |           |          | 0     | 0     | 0     |       | 0     | 0     | 0     |       | 0     | 0     | 0     |       | 0     | 0     | 0     |      |     |
| Years To Buildout             |           | 2        | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     |      |     |
| 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     |       | 1     | 3     | 1     |       | 0     | 2     | 0     |      |     |
| AM NON-PROJECT TRAFFIC        |           |          | 28    | 237   | 46    |       | 44    | 98    | 41    |       | 57    | 305   | 139   |       | 47    | 227   | 39    |      |     |
| "PM BACKGROUND TRAFFIC"       |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |      |     |
| Miami World Center            |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
| TOTAL "VESTED" TRAFFIC        |           |          | 0     | 0     | 0     |       | 0     | 0     | 0     |       | 0     | 0     | 0     |       | 0     | 0     | 0     |      |     |
| Years To Buildout             |           | 2        | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     |      |     |
| 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     |       | 1     | 3     | 1     |       | 1     | 4     | 1     |       | 0     | 2     | 1     |      |     |
| PM NON-PROJECT TRAFFIC        |           |          | 12    | 71    | 13    |       | 72    | 321   | 55    |       | 104   | 438   | 51    |       | 23    | 178   | 78    |      |     |
| "PROJECT DISTRIBUTION"        |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT  | SBR |
| Pass-By Distribution          | Entering  |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               | Exiting   |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
| Net New Distribution          | Entering  |          | 1.0%  |       |       |       |       |       |       |       |       |       | 11.0% | 6.0%  |       |       |       |      |     |
|                               | Exiting   |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 17.0% | 1.0% |     |
| "AM PROJECT TRAFFIC"          |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT  | SBR |
| Project Trips                 | Pass - By |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               | Net New   |          | 1     |       |       |       |       |       |       |       |       |       | 9     | 5     |       |       | 20    | 1    |     |
| AM TOTAL PROJECT TRAFFIC      |           |          | 1     | 0     | 0     |       | 0     | 0     | 0     |       | 0     | 9     | 5     |       | 0     | 20    | 1     |      |     |
| AM TOTAL TRAFFIC              |           |          | 29    | 237   | 46    |       | 44    | 98    | 41    |       | 57    | 314   | 144   |       | 47    | 247   | 40    |      |     |
| "PM PROJECT TRAFFIC"          |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT  | SBR |
| Project Trips                 | Pass - By |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               | Net New   |          | 1     |       |       |       |       |       |       |       |       |       | 13    | 7     |       |       | 14    | 1    |     |
| PM TOTAL PROJECT TRAFFIC      |           |          | 1     |       |       |       |       |       |       |       |       |       | 13    | 7     |       |       | 14    | 1    |     |
| PM TOTAL TRAFFIC              |           |          | 13    | 71    | 13    |       | 72    | 321   | 55    |       | 104   | 451   | 58    |       | 23    | 192   | 79    |      |     |

# TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: NW 3rd St & NW 1st Ave  
COUNT DATE: March 20, 2014  
AM PEAK HOUR FACTOR: 0.987  
PM PEAK HOUR FACTOR: 0.921

| "AM EXISTING TRAFFIC"         |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
|-------------------------------|-----------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|-----|
| AM Raw Turning Movements      |           |          | 30    |       | 289   |       | 46    | 133   | 10    |       | 104   | 68    |       |       |       | 196   | 103   |     |     |
| Peak Season Correction Factor |           | 1.000    | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |     |     |
| AM EXISTING CONDITIONS        |           |          | 30    |       | 289   |       | 46    | 133   | 10    |       | 104   | 68    |       |       |       | 196   | 103   |     |     |
| "PM EXISTING TRAFFIC"         |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
| PM Raw Turning Movements      |           |          | 39    |       | 102   |       | 47    | 254   | 51    |       | 97    | 144   |       |       |       | 81    | 43    |     |     |
| Peak Season Correction Factor |           | 1.000    | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |     |     |
| PM EXISTING CONDITIONS        |           |          | 39    |       | 102   |       | 47    | 254   | 51    |       | 97    | 144   |       |       |       | 81    | 43    |     |     |
| "AM BACKGROUND TRAFFIC"       |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
| Miami World Center            |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| TOTAL "VESTED" TRAFFIC        |           |          | 0     |       | 0     |       | 0     | 0     | 0     |       | 0     | 0     |       |       |       | 0     | 0     |     |     |
| Years To Buildout             |           | 2        | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     |     |     |
| 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     |       | 0     | 1     | 0     |       | 1     | 1     |       |       |       | 2     | 1     |     |     |
| AM NON-PROJECT TRAFFIC        |           |          | 30    |       | 292   |       | 46    | 134   | 10    |       | 105   | 69    |       |       |       | 198   | 104   |     |     |
| "PM BACKGROUND TRAFFIC"       |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
| Miami World Center            |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| TOTAL "VESTED" TRAFFIC        |           |          | 0     |       | 0     |       | 0     | 0     | 0     |       | 0     | 0     |       |       |       | 0     | 0     |     |     |
| Years To Buildout             |           | 2        | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     |     |     |
| 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     | 3     | 1     |       | 1     | 1     |       |       |       | 1     | 0     |     |     |
| PM NON-PROJECT TRAFFIC        |           |          | 39    |       | 103   |       | 47    | 257   | 52    |       | 98    | 145   |       |       |       | 82    | 43    |     |     |
| "PROJECT DISTRIBUTION"        |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT | SBR |
| Pass-By Distribution          | Entering  |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               | Exiting   |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| Net New Distribution          | Entering  |          | 6.0%  |       |       |       |       |       |       | 5.0%  |       |       | 10.0% |       |       |       |       |     |     |
|                               | Exiting   |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 10.0% |     |     |
| "AM PROJECT TRAFFIC"          |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT | SBR |
| Project Trips                 | Pass - By |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               | Net New   |          | 5     |       |       |       |       |       |       | 4     |       |       | 8     |       |       |       | 12    |     |     |
| AM TOTAL PROJECT TRAFFIC      |           |          | 5     |       | 0     |       | 0     | 0     | 4     |       | 0     | 8     |       |       |       |       | 12    | 0   |     |
| AM TOTAL TRAFFIC              |           |          | 35    |       | 292   |       | 46    | 134   | 14    |       | 105   | 77    |       |       |       |       | 210   | 104 |     |
| "PM PROJECT TRAFFIC"          |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT | SBR |
| Project Trips                 | Pass - By |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               | Net New   |          | 7     |       |       |       |       |       |       | 6     |       |       | 12    |       |       |       | 8     |     |     |
| PM TOTAL PROJECT TRAFFIC      |           |          | 7     |       |       |       |       |       |       | 6     |       |       | 12    |       |       |       | 8     |     |     |
| PM TOTAL TRAFFIC              |           |          | 46    |       | 103   |       | 47    | 257   | 58    |       | 98    | 157   |       |       |       |       | 90    | 43  |     |

# TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SW 2nd St & NW 2nd Ave  
COUNT DATE: March 20, 2014  
AM PEAK HOUR FACTOR: 0.936  
PM PEAK HOUR FACTOR: 0.92

| "AM EXISTING TRAFFIC"         |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |      |     |
|-------------------------------|-----------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|-----|
| AM Raw Turning Movements      |           |          | 52    |       | 139   |       |       |       |       |       | 65    | 447   |       |       |       | 234   | 51    |      |     |
| Peak Season Correction Factor |           | 1.000    | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |      |     |
| AM EXISTING CONDITIONS        |           |          | 52    |       | 139   |       |       |       |       |       | 65    | 447   |       |       |       | 234   | 51    |      |     |
| "PM EXISTING TRAFFIC"         |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |      |     |
| PM Raw Turning Movements      |           |          | 41    |       | 60    |       |       |       |       |       | 41    | 557   |       |       |       | 236   | 24    |      |     |
| Peak Season Correction Factor |           | 1.000    | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |      |     |
| PM EXISTING CONDITIONS        |           |          | 41    |       | 60    |       |       |       |       |       | 41    | 557   |       |       |       | 236   | 24    |      |     |
| "AM BACKGROUND TRAFFIC"       |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |      |     |
| Miami World Center            |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
| TOTAL "VESTED" TRAFFIC        |           |          | 0     |       | 0     |       |       |       |       |       | 0     | 0     |       |       |       | 0     | 0     |      |     |
| Years To Buildout             |           | 2        | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     |      |     |
| 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     |       | 1     |       |       |       |       |       | 1     | 4     |       |       |       | 2     | 1     |      |     |
| AM NON-PROJECT TRAFFIC        |           |          | 53    |       | 140   |       |       |       |       |       | 66    | 451   |       |       |       | 236   | 52    |      |     |
| "PM BACKGROUND TRAFFIC"       |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |      |     |
| Miami World Center            |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
| TOTAL "VESTED" TRAFFIC        |           |          | 0     |       | 0     |       |       |       |       |       | 0     | 0     |       |       |       | 0     | 0     |      |     |
| Years To Buildout             |           | 2        | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     |      |     |
| 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     | 6     |       |       |       | 2     | 0     |      |     |
| PM NON-PROJECT TRAFFIC        |           |          | 41    |       | 61    |       |       |       |       |       | 41    | 563   |       |       |       | 238   | 24    |      |     |
| "PROJECT DISTRIBUTION"        |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT  | SBR |
| Pass-By Distribution          | Entering  |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               | Exiting   |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
| Net New Distribution          | Entering  |          | 2.0%  |       |       |       |       |       |       |       |       |       | 15.0% |       |       |       |       |      |     |
|                               | Exiting   |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 16.0% | 1.0% |     |
| "AM PROJECT TRAFFIC"          |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT  | SBR |
| Project Trips                 | Pass - By |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               | Net New   |          | 2     |       |       |       |       |       |       |       |       |       | 12    |       |       |       | 19    | 1    |     |
| AM TOTAL PROJECT TRAFFIC      |           |          | 2     |       | 0     |       |       |       |       |       |       | 0     | 12    |       |       |       | 19    | 1    |     |
| AM TOTAL TRAFFIC              |           |          | 55    |       | 140   |       |       |       |       |       |       | 66    | 463   |       |       |       | 255   | 53   |     |
| "PM PROJECT TRAFFIC"          |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT  | SBR |
| Project Trips                 | Pass - By |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               | Net New   |          | 2     |       |       |       |       |       |       |       |       |       | 18    |       |       |       | 13    | 1    |     |
| PM TOTAL PROJECT TRAFFIC      |           |          | 2     |       |       |       |       |       |       |       |       |       | 18    |       |       |       | 13    | 1    |     |
| PM TOTAL TRAFFIC              |           |          | 43    |       | 61    |       |       |       |       |       |       | 41    | 581   |       |       |       | 251   | 25   |     |

# TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: NW 1st St & NW 2nd Ave  
COUNT DATE: March 20, 2014  
AM PEAK HOUR FACTOR: 0.956  
PM PEAK HOUR FACTOR: 0.9

| "AM EXISTING TRAFFIC"         |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |      |     |
|-------------------------------|-----------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|-----|
| AM Raw Turning Movements      |           |          |       |       |       |       | 45    | 145   | 55    |       | 41    | 443   |       |       |       | 380   | 42    |      |     |
| Peak Season Correction Factor |           | 1.000    | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |      |     |
| AM EXISTING CONDITIONS        |           |          |       |       |       |       | 45    | 145   | 55    |       | 41    | 443   |       |       |       | 380   | 42    |      |     |
| "PM EXISTING TRAFFIC"         |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |      |     |
| PM Raw Turning Movements      |           |          |       |       |       |       | 35    | 305   | 53    |       | 54    | 564   |       |       |       | 193   | 95    |      |     |
| Peak Season Correction Factor |           | 1.000    | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |      |     |
| PM EXISTING CONDITIONS        |           |          |       |       |       |       | 35    | 305   | 53    |       | 54    | 564   |       |       |       | 193   | 95    |      |     |
| "AM BACKGROUND TRAFFIC"       |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |      |     |
| Miami World Center            |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
| TOTAL "VESTED" TRAFFIC        |           |          |       |       |       |       | 0     | 0     | 0     |       | 0     | 0     |       |       |       | 0     | 0     |      |     |
| Years To Buildout             |           | 2        | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     |      |     |
| 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     | 1     |       | 0     | 4     |       |       |       | 4     | 0     |      |     |
| AM NON-PROJECT TRAFFIC        |           |          |       |       |       |       | 45    | 146   | 56    |       | 41    | 447   |       |       |       | 384   | 42    |      |     |
| "PM BACKGROUND TRAFFIC"       |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |      |     |
| Miami World Center            |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
| TOTAL "VESTED" TRAFFIC        |           |          |       |       |       |       | 0     | 0     | 0     |       | 0     | 0     |       |       |       | 0     | 0     |      |     |
| Years To Buildout             |           | 2        | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     |      |     |
| 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     | 1     |       | 1     | 6     |       |       |       | 2     | 1     |      |     |
| PM NON-PROJECT TRAFFIC        |           |          |       |       |       |       | 35    | 308   | 54    |       | 55    | 570   |       |       |       | 195   | 96    |      |     |
| "PROJECT DISTRIBUTION"        |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT  | SBR |
| Pass-By Distribution          | Entering  |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               | Exiting   |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
| Net New Distribution          | Entering  |          |       |       |       |       |       |       |       |       |       |       | 15.0% |       |       |       |       |      |     |
|                               | Exiting   |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 11.0% | 5.0% |     |
| "AM PROJECT TRAFFIC"          |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT  | SBR |
| Project Trips                 | Pass - By |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               | Net New   |          |       |       |       |       |       |       |       |       |       |       |       | 12    |       |       |       | 13   | 6   |
| AM TOTAL PROJECT TRAFFIC      |           |          |       |       |       |       |       | 0     | 0     | 0     |       |       | 0     | 12    |       |       |       | 13   | 6   |
| AM TOTAL TRAFFIC              |           |          |       |       |       |       |       | 45    | 146   | 56    |       |       | 41    | 459   |       |       |       | 397  | 48  |
| "PM PROJECT TRAFFIC"          |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT  | SBR |
| Project Trips                 | Pass - By |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |
|                               | Net New   |          |       |       |       |       |       |       |       |       |       |       |       | 18    |       |       |       | 9    | 4   |
| PM TOTAL PROJECT TRAFFIC      |           |          |       |       |       |       |       |       |       |       |       |       |       | 18    |       |       |       | 9    | 4   |
| PM TOTAL TRAFFIC              |           |          |       |       |       |       |       | 35    | 308   | 54    |       |       | 55    | 588   |       |       |       | 204  | 100 |

# TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: NW 1st St & NW 1st Ave  
COUNT DATE: March 20, 2014  
AM PEAK HOUR FACTOR: 0.925  
PM PEAK HOUR FACTOR: 0.866

| "AM EXISTING TRAFFIC"         |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
|-------------------------------|-----------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|-----|
| AM Raw Turning Movements      |           |          |       |       |       |       | 38    | 144   | 92    |       | 34    | 221   | 9     |       | 13    | 105   | 62    |     |     |
| Peak Season Correction Factor |           | 1.000    | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |     |     |
| AM EXISTING CONDITIONS        |           |          |       |       |       |       | 38    | 144   | 92    |       | 34    | 221   | 9     |       | 13    | 105   | 62    |     |     |
| "PM EXISTING TRAFFIC"         |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
| PM Raw Turning Movements      |           |          |       |       |       |       | 19    | 321   | 78    |       | 40    | 157   | 9     |       | 3     | 64    | 54    |     |     |
| Peak Season Correction Factor |           | 1.000    | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |     |     |
| PM EXISTING CONDITIONS        |           |          |       |       |       |       | 19    | 321   | 78    |       | 40    | 157   | 9     |       | 3     | 64    | 54    |     |     |
| "AM BACKGROUND TRAFFIC"       |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
| Miami World Center            |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| TOTAL "VESTED" TRAFFIC        |           |          |       |       |       |       | 0     | 0     | 0     |       | 0     | 0     | 0     |       | 0     | 0     | 0     |     |     |
| Years To Buildout             |           | 2        | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     |     |     |
| 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     | 1     |       | 0     | 2     | 0     |       | 0     | 1     | 1     |     |     |
| AM NON-PROJECT TRAFFIC        |           |          |       |       |       |       | 38    | 145   | 93    |       | 34    | 223   | 9     |       | 13    | 106   | 63    |     |     |
| "PM BACKGROUND TRAFFIC"       |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
| Miami World Center            |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| TOTAL "VESTED" TRAFFIC        |           |          |       |       |       |       | 0     | 0     | 0     |       | 0     | 0     | 0     |       | 0     | 0     | 0     |     |     |
| Years To Buildout             |           | 2        | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     |     |     |
| 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     | 1     |       | 0     | 2     | 0     |       | 0     | 1     | 1     |     |     |
| PM NON-PROJECT TRAFFIC        |           |          |       |       |       |       | 19    | 324   | 79    |       | 40    | 159   | 9     |       | 3     | 65    | 55    |     |     |
| "PROJECT DISTRIBUTION"        |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT | SBR |
| Pass-By Distribution          | Entering  |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               | Exiting   |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| Net New Distribution          | Entering  |          |       |       |       |       |       |       |       | 4.0%  |       |       | 6.0%  |       |       |       |       |     |     |
|                               | Exiting   |          |       |       |       |       |       |       |       |       |       |       |       |       |       | 4.0%  | 6.0%  |     |     |
| "AM PROJECT TRAFFIC"          |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT | SBR |
| Project Trips                 | Pass - By |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               | Net New   |          |       |       |       |       |       |       |       |       | 3     |       |       | 5     |       |       | 5     | 7   |     |
| AM TOTAL PROJECT TRAFFIC      |           |          |       |       |       |       |       | 0     | 0     | 3     |       | 0     | 5     | 0     |       | 5     | 7     | 0   |     |
| AM TOTAL TRAFFIC              |           |          |       |       |       |       | 38    | 145   | 96    |       |       | 34    | 228   | 9     |       | 18    | 113   | 63  |     |
| "PM PROJECT TRAFFIC"          |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT | SBR |
| Project Trips                 | Pass - By |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               | Net New   |          |       |       |       |       |       |       |       |       | 5     |       |       | 7     |       |       | 3     | 5   |     |
| PM TOTAL PROJECT TRAFFIC      |           |          |       |       |       |       |       |       |       |       | 5     |       |       | 7     |       |       | 3     | 5   |     |
| PM TOTAL TRAFFIC              |           |          |       |       |       |       | 19    | 324   | 84    |       |       | 40    | 166   | 9     |       |       | 6     | 70  | 55  |

# TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Project Driveway & NW 6th Street  
COUNT DATE: March 19, 2014  
AM PEAK HOUR FACTOR: 0.92  
PM PEAK HOUR FACTOR: 0.92

| "AM EXISTING TRAFFIC"         |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT <sup>(1)</sup> | NBR   | SBU   | SBL   | SBT <sup>(1)</sup> | SBR   |     |       |
|-------------------------------|-----------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------------------|-------|-------|-------|--------------------|-------|-----|-------|
| AM Raw Turning Movements      |           |          |       |       |       |       |       | 411   |       |       |       |                    |       |       |       |                    |       |     |       |
| Peak Season Correction Factor |           | 1.000    | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000              | 1.000 | 1.000 | 1.000 | 1.000              | 1.000 |     |       |
| AM EXISTING CONDITIONS        |           |          |       |       |       |       |       | 411   |       |       |       |                    |       |       |       |                    |       |     |       |
| "PM EXISTING TRAFFIC"         |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT                | NBR   | SBU   | SBL   | SBT                | SBR   |     |       |
| PM Raw Turning Movements      |           |          |       |       |       |       |       | 686   |       |       |       |                    |       |       |       |                    |       |     |       |
| Peak Season Correction Factor |           | 1.000    | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000              | 1.000 | 1.000 | 1.000 | 1.000              | 1.000 |     |       |
| PM EXISTING CONDITIONS        |           |          |       |       |       |       |       | 686   |       |       |       |                    |       |       |       |                    |       |     |       |
| "AM BACKGROUND TRAFFIC"       |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT                | NBR   | SBU   | SBL   | SBT                | SBR   |     |       |
| Miami World Center            |           |          |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |       |
|                               |           |          |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |       |
|                               |           |          |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |       |
|                               |           |          |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |       |
|                               |           |          |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |       |
|                               |           |          |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |       |
|                               |           |          |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |       |
|                               |           |          |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |       |
| TOTAL "VESTED" TRAFFIC        |           |          |       |       |       |       |       | 0     |       |       |       |                    |       |       |       |                    |       |     |       |
| Years To Buildout             |           | 2        | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2                  | 2     | 2     | 2     | 2                  | 2     |     |       |
| 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     |       |       |       |                    |       |       |       |                    |       |     |       |
| AM NON-PROJECT TRAFFIC        |           |          |       |       |       |       |       | 415   |       |       |       |                    |       |       |       |                    |       |     |       |
| "PM BACKGROUND TRAFFIC"       |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT                | NBR   | SBU   | SBL   | SBT                | SBR   |     |       |
| Miami World Center            |           |          |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |       |
|                               |           |          |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |       |
|                               |           |          |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |       |
|                               |           |          |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |       |
|                               |           |          |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |       |
|                               |           |          |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |       |
|                               |           |          |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |       |
|                               |           |          |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |       |
| TOTAL "VESTED" TRAFFIC        |           |          |       |       |       |       |       | 0     |       |       |       |                    |       |       |       |                    |       |     |       |
| Years To Buildout             |           | 2        | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2                  | 2     | 2     | 2     | 2                  | 2     |     |       |
| 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  |           |          |       |       |       |       |       | 7     |       |       |       |                    |       |       |       |                    |       |     |       |
| PM NON-PROJECT TRAFFIC        |           |          |       |       |       |       |       | 693   |       |       |       |                    |       |       |       |                    |       |     |       |
| "PROJECT DISTRIBUTION"        |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU                | NBL   | NBT   | NBR   | SBU                | SBL   | SBT | SBR   |
| Pass-By Distribution          | Entering  |          |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |       |
|                               | Exiting   |          |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |       |
| Net New Distribution          | Entering  |          |       |       |       |       |       |       |       |       | 57.0% |                    |       |       |       |                    |       |     |       |
|                               | Exiting   |          |       |       |       |       |       |       |       | 15.0% |       |                    |       |       |       |                    |       |     | 52.0% |
| "AM PROJECT TRAFFIC"          |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU                | NBL   | NBT   | NBR   | SBU                | SBL   | SBT | SBR   |
| Project Trips                 | Pass - By |          |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |       |
|                               | Net New   |          |       |       |       |       |       |       |       | 18    | 45    |                    |       |       |       |                    |       |     | 61    |
| AM TOTAL PROJECT TRAFFIC      |           |          |       |       |       |       |       |       |       | 18    | 45    |                    |       |       |       |                    |       |     | 61    |
| AM TOTAL TRAFFIC              |           |          |       |       |       |       |       |       |       | 433   | 45    |                    |       |       |       |                    |       |     | 61    |
| "PM PROJECT TRAFFIC"          |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU                | NBL   | NBT   | NBR   | SBU                | SBL   | SBT | SBR   |
| Project Trips                 | Pass - By |          |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |       |
|                               | Net New   |          |       |       |       |       |       |       |       | 12    | 67    |                    |       |       |       |                    |       |     | 42    |
| PM TOTAL PROJECT TRAFFIC      |           |          |       |       |       |       |       |       |       | 12    | 67    |                    |       |       |       |                    |       |     | 42    |
| PM TOTAL TRAFFIC              |           |          |       |       |       |       |       |       |       | 705   | 67    |                    |       |       |       |                    |       |     | 42    |

Note: (1) NBT and SBT volumes based on NBT and WBR volumes at NW 6th Street & NW 1st Court and SBT volumes at NW 7th Street & NW 1st Court, respectively.

# TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Project Driveway & NW 1st Avenue  
COUNT DATE: March 19, 2014  
AM PEAK HOUR FACTOR: 0.92  
PM PEAK HOUR FACTOR: 0.92

| "AM EXISTING TRAFFIC"         |  | EBU       | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT <sup>(1)</sup> | NBR   | SBU   | SBL   | SBT <sup>(1)</sup> | SBR   |     |       |
|-------------------------------|--|-----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------------------|-------|-------|-------|--------------------|-------|-----|-------|
| AM Raw Turning Movements      |  |           |       |       |       |       |       |       |       |       |       | 61                 |       |       |       | 284                |       |     |       |
| Peak Season Correction Factor |  | 1.000     | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000              | 1.000 | 1.000 | 1.000 | 1.000              | 1.000 |     |       |
| AM EXISTING CONDITIONS        |  |           |       |       |       |       |       |       |       |       |       | 61                 |       |       |       | 284                |       |     |       |
| "PM EXISTING TRAFFIC"         |  | EBU       | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT                | NBR   | SBU   | SBL   | SBT                | SBR   |     |       |
| PM Raw Turning Movements      |  |           |       |       |       |       |       |       |       |       |       | 179                |       |       |       | 65                 |       |     |       |
| Peak Season Correction Factor |  | 1.000     | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000              | 1.000 | 1.000 | 1.000 | 1.000              | 1.000 |     |       |
| PM EXISTING CONDITIONS        |  |           |       |       |       |       |       |       |       |       |       | 179                |       |       |       | 65                 |       |     |       |
| "AM BACKGROUND TRAFFIC"       |  | EBU       | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT                | NBR   | SBU   | SBL   | SBT                | SBR   |     |       |
| Miami World Center            |  |           |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |       |
|                               |  |           |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |       |
|                               |  |           |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |       |
|                               |  |           |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |       |
|                               |  |           |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |       |
|                               |  |           |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |       |
|                               |  |           |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |       |
|                               |  |           |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |       |
| TOTAL "VESTED" TRAFFIC        |  |           |       |       |       |       |       |       |       |       |       | 0                  |       |       |       | 0                  |       |     |       |
| Years To Buildout             |  | 2         | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2                  | 2     | 2     | 2     | 2                  | 2     |     |       |
| 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                  |       |       |       | 3                  |       |     |       |
| AM NON-PROJECT TRAFFIC        |  |           |       |       |       |       |       |       |       |       |       | 62                 |       |       |       | 287                |       |     |       |
| "PM BACKGROUND TRAFFIC"       |  | EBU       | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT                | NBR   | SBU   | SBL   | SBT                | SBR   |     |       |
| Miami World Center            |  |           |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |       |
|                               |  |           |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |       |
|                               |  |           |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |       |
|                               |  |           |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |       |
|                               |  |           |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |       |
|                               |  |           |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |       |
|                               |  |           |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |       |
|                               |  |           |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |       |
| TOTAL "VESTED" TRAFFIC        |  |           |       |       |       |       |       |       |       |       |       | 0                  |       |       |       | 0                  |       |     |       |
| Years To Buildout             |  | 2         | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2                  | 2     | 2     | 2     | 2                  | 2     |     |       |
| 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                  |       |       |       | 1                  |       |     |       |
| PM NON-PROJECT TRAFFIC        |  |           |       |       |       |       |       |       |       |       |       | 181                |       |       |       | 66                 |       |     |       |
| "PROJECT DISTRIBUTION"        |  | LAND USE  | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU                | NBL   | NBT   | NBR   | SBU                | SBL   | SBT | SBR   |
| Pass-By                       |  | Entering  |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |       |
| Distribution                  |  | Exiting   |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |       |
| Net New                       |  | Entering  |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     | 43.0% |
| Distribution                  |  | Exiting   |       |       |       | 38.0% |       |       |       |       |       |                    |       |       |       |                    |       |     |       |
| "AM PROJECT TRAFFIC"          |  | LAND USE  | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU                | NBL   | NBT   | NBR   | SBU                | SBL   | SBT | SBR   |
| Project                       |  | Pass - By |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |       |
| Trips                         |  | Net New   |       |       |       | 45    |       |       |       |       |       |                    |       |       |       |                    |       |     | 35    |
| AM TOTAL PROJECT TRAFFIC      |  |           |       |       |       | 45    |       |       |       |       |       |                    | 0     |       |       |                    | 0     |     | 35    |
| AM TOTAL TRAFFIC              |  |           |       |       |       | 45    |       |       |       |       |       |                    | 62    |       |       |                    | 287   |     | 35    |
| "PM PROJECT TRAFFIC"          |  | LAND USE  | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU                | NBL   | NBT   | NBR   | SBU                | SBL   | SBT | SBR   |
| Project                       |  | Pass - By |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |       |
| Trips                         |  | Net New   |       |       |       | 30    |       |       |       |       |       |                    |       |       |       |                    |       |     | 51    |
| PM TOTAL PROJECT TRAFFIC      |  |           |       |       |       | 30    |       |       |       |       |       |                    |       |       |       |                    |       |     | 51    |
| PM TOTAL TRAFFIC              |  |           |       |       |       | 30    |       |       |       |       |       |                    |       | 181   |       |                    |       | 66  | 51    |

Note: (1) NBT and SBT volumes based on NBT and WBR volumes at NW 6th Street & NW 1st Court and SBT volumes at NW 7th Street & NW 1st Court, respectively.

# TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Project Driveway and NW 8th Street  
COUNT DATE: March 19, 2014  
AM PEAK HOUR FACTOR: 0.92  
PM PEAK HOUR FACTOR: 0.92

| "AM EXISTING TRAFFIC"         |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT <sup>(1)</sup> | NBR   | SBU   | SBL   | SBT <sup>(1)</sup> | SBR   |     |     |
|-------------------------------|-----------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------------------|-------|-------|-------|--------------------|-------|-----|-----|
| AM Raw Turning Movements      |           |          |       | 468   |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |     |
| Peak Season Correction Factor |           | 1.000    | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000              | 1.000 | 1.000 | 1.000 | 1.000              | 1.000 |     |     |
| AM EXISTING CONDITIONS        |           |          |       | 468   |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |     |
| "PM EXISTING TRAFFIC"         |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT                | NBR   | SBU   | SBL   | SBT                | SBR   |     |     |
| PM Raw Turning Movements      |           |          |       | 314   |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |     |
| Peak Season Correction Factor |           | 1.000    | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000              | 1.000 | 1.000 | 1.000 | 1.000              | 1.000 |     |     |
| PM EXISTING CONDITIONS        |           |          |       | 314   |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |     |
| "AM BACKGROUND TRAFFIC"       |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT                | NBR   | SBU   | SBL   | SBT                | SBR   |     |     |
| Miami World Center            |           |          |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |     |
| TOTAL "VESTED" TRAFFIC        |           |          |       | 0     |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |     |
| Years To Buildout             |           | 2        | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2                  | 2     | 2     | 2     | 2                  | 2     |     |     |
| 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  |           |          |       | 5     |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |     |
| AM NON-PROJECT TRAFFIC        |           |          |       | 473   |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |     |
| "PM BACKGROUND TRAFFIC"       |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT                | NBR   | SBU   | SBL   | SBT                | SBR   |     |     |
| Miami World Center            |           |          |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |     |
|                               |           |          |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |     |
| TOTAL "VESTED" TRAFFIC        |           |          |       | 0     |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |     |
| Years To Buildout             |           | 2        | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2                  | 2     | 2     | 2     | 2                  | 2     |     |     |
| 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  |           |          |       | 3     |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |     |
| PM NON-PROJECT TRAFFIC        |           |          |       | 317   |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |     |
| "PROJECT DISTRIBUTION"        |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU                | NBL   | NBT   | NBR   | SBU                | SBL   | SBT | SBR |
| Pass-By Distribution          | Entering  |          |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |     |
|                               | Exiting   |          |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |     |
| Net New Distribution          | Entering  |          |       | 31.0% |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |     |
|                               | Exiting   |          |       | 2.0%  |       |       |       |       |       |       |       |                    |       | 10.0% |       |                    |       |     |     |
| "AM PROJECT TRAFFIC"          |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU                | NBL   | NBT   | NBR   | SBU                | SBL   | SBT | SBR |
| Project Trips                 | Pass - By |          |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |     |
|                               | Net New   |          |       | 27    |       |       |       |       |       |       |       |                    |       | 12    |       |                    |       |     |     |
| AM TOTAL PROJECT TRAFFIC      |           |          |       | 27    |       |       |       |       |       |       |       |                    |       | 12    |       |                    |       |     |     |
| AM TOTAL TRAFFIC              |           |          |       | 500   |       |       |       |       |       |       |       |                    |       | 12    |       |                    |       |     |     |
| "PM PROJECT TRAFFIC"          |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU                | NBL   | NBT   | NBR   | SBU                | SBL   | SBT | SBR |
| Project Trips                 | Pass - By |          |       |       |       |       |       |       |       |       |       |                    |       |       |       |                    |       |     |     |
|                               | Net New   |          |       | 39    |       |       |       |       |       |       |       |                    |       | 8     |       |                    |       |     |     |
| PM TOTAL PROJECT TRAFFIC      |           |          |       | 39    |       |       |       |       |       |       |       |                    |       | 8     |       |                    |       |     |     |
| PM TOTAL TRAFFIC              |           |          |       | 356   |       |       |       |       |       |       |       |                    |       | 8     |       |                    |       |     |     |

Note: (1) NBT and SBT volumes based on NBT and WBR volumes at NW 6th Street & NW 1st Court and SBT volumes at NW 7th Street & NW 1st Court, respectively.

# **APPENDIX I:**

## **Synchro Worksheets**

## **Existing Conditions**

Timings  
5: NW 8th Street & NW 2nd Ave

Existing  
AM Peak Hour

|                      |  |  |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL                                                                                | SBT                                                                                 |
| Lane Configurations  |                                                                                   |  |                                                                                   |  |                                                                                   |  |                                                                                    |  |
| Volume (vph)         | 9                                                                                 | 473                                                                               | 14                                                                                | 95                                                                                | 24                                                                                | 80                                                                                | 27                                                                                 | 169                                                                                 |
| Turn Type            | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                               | NA                                                                                  |
| Protected Phases     |                                                                                   | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    | 2                                                                                   |
| Permitted Phases     | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                   | 2                                                                                  |                                                                                     |
| Detector Phase       | 8                                                                                 | 8                                                                                 | 4                                                                                 | 4                                                                                 | 6                                                                                 | 6                                                                                 | 2                                                                                  | 2                                                                                   |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                                | 7.0                                                                                 |
| Minimum Split (s)    | 23.0                                                                              | 23.0                                                                              | 23.0                                                                              | 23.0                                                                              | 23.0                                                                              | 23.0                                                                              | 23.0                                                                               | 23.0                                                                                |
| Total Split (s)      | 50.0                                                                              | 50.0                                                                              | 50.0                                                                              | 50.0                                                                              | 50.0                                                                              | 50.0                                                                              | 50.0                                                                               | 50.0                                                                                |
| Total Split (%)      | 50.0%                                                                             | 50.0%                                                                             | 50.0%                                                                             | 50.0%                                                                             | 50.0%                                                                             | 50.0%                                                                             | 50.0%                                                                              | 50.0%                                                                               |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                                | 4.0                                                                                 |
| All-Red Time (s)     | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                                | 1.0                                                                                 |
| Lost Time Adjust (s) |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                    | 0.0                                                                                 |
| Total Lost Time (s)  |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                    | 5.0                                                                                 |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |
| Recall Mode          | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                                | Max                                                                                 |

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 23 (23%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green  
 Natural Cycle: 50  
 Control Type: Pretimed

Splits and Phases: 5: NW 8th Street & NW 2nd Ave

|                                                                                            |                                                                                        |
|--------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
|  ø2 (R) |  ø4 |
| 50 s                                                                                       | 50 s                                                                                   |
|  ø6 (R) |  ø8 |
| 50 s                                                                                       | 50 s                                                                                   |

# HCM 2010 Signalized Intersection Summary

## 5: NW 8th Street & NW 2nd Ave

Existing  
AM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Volume (veh/h)               | 9                                                                                 | 473                                                                               | 73                                                                                | 14                                                                                | 95                                                                                | 7                                                                                 | 24                                                                                 | 80                                                                                  | 90                                                                                  | 27                                                                                  | 169                                                                                 | 66                                                                                  |
| Number                       | 3                                                                                 | 8                                                                                 | 18                                                                                | 7                                                                                 | 4                                                                                 | 14                                                                                | 1                                                                                  | 6                                                                                   | 16                                                                                  | 5                                                                                   | 2                                                                                   | 12                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 0.99                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                               |                                                                                     | 0.99                                                                                | 1.00                                                                                |                                                                                     | 0.99                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1900                                                                              | 1810                                                                              | 1900                                                                              | 1900                                                                              | 1810                                                                              | 1900                                                                              | 1900                                                                               | 1810                                                                                | 1900                                                                                | 1900                                                                                | 1810                                                                                | 1900                                                                                |
| Adj Flow Rate, veh/h         | 9                                                                                 | 488                                                                               | 75                                                                                | 14                                                                                | 98                                                                                | 7                                                                                 | 25                                                                                 | 82                                                                                  | 93                                                                                  | 28                                                                                  | 174                                                                                 | 68                                                                                  |
| Adj No. of Lanes             | 0                                                                                 | 1                                                                                 | 0                                                                                 | 0                                                                                 | 1                                                                                 | 0                                                                                 | 0                                                                                  | 1                                                                                   | 0                                                                                   | 0                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                               | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                |
| Percent Heavy Veh, %         | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                  | 5                                                                                   | 5                                                                                   | 5                                                                                   | 5                                                                                   | 5                                                                                   |
| Cap, veh/h                   | 41                                                                                | 684                                                                               | 104                                                                               | 91                                                                                | 594                                                                               | 40                                                                                | 102                                                                                | 320                                                                                 | 331                                                                                 | 89                                                                                  | 513                                                                                 | 189                                                                                 |
| Arrive On Green              | 0.45                                                                              | 0.45                                                                              | 0.45                                                                              | 0.45                                                                              | 0.45                                                                              | 0.45                                                                              | 0.15                                                                               | 0.15                                                                                | 0.15                                                                                | 0.45                                                                                | 0.45                                                                                | 0.45                                                                                |
| Sat Flow, veh/h              | 10                                                                                | 1519                                                                              | 231                                                                               | 113                                                                               | 1320                                                                              | 90                                                                                | 136                                                                                | 711                                                                                 | 736                                                                                 | 110                                                                                 | 1139                                                                                | 421                                                                                 |
| Grp Volume(v), veh/h         | 572                                                                               | 0                                                                                 | 0                                                                                 | 119                                                                               | 0                                                                                 | 0                                                                                 | 200                                                                                | 0                                                                                   | 0                                                                                   | 270                                                                                 | 0                                                                                   | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln     | 1759                                                                              | 0                                                                                 | 0                                                                                 | 1522                                                                              | 0                                                                                 | 0                                                                                 | 1584                                                                               | 0                                                                                   | 0                                                                                   | 1670                                                                                | 0                                                                                   | 0                                                                                   |
| Q Serve(g_s), s              | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 26.4                                                                              | 0.0                                                                               | 0.0                                                                               | 3.9                                                                               | 0.0                                                                               | 0.0                                                                               | 10.7                                                                               | 0.0                                                                                 | 0.0                                                                                 | 10.2                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 0.02                                                                              |                                                                                   | 0.13                                                                              | 0.12                                                                              |                                                                                   | 0.06                                                                              | 0.12                                                                               |                                                                                     | 0.46                                                                                | 0.10                                                                                |                                                                                     | 0.25                                                                                |
| Lane Grp Cap(c), veh/h       | 828                                                                               | 0                                                                                 | 0                                                                                 | 725                                                                               | 0                                                                                 | 0                                                                                 | 753                                                                                | 0                                                                                   | 0                                                                                   | 791                                                                                 | 0                                                                                   | 0                                                                                   |
| V/C Ratio(X)                 | 0.69                                                                              | 0.00                                                                              | 0.00                                                                              | 0.16                                                                              | 0.00                                                                              | 0.00                                                                              | 0.27                                                                               | 0.00                                                                                | 0.00                                                                                | 0.34                                                                                | 0.00                                                                                | 0.00                                                                                |
| Avail Cap(c_a), veh/h        | 828                                                                               | 0                                                                                 | 0                                                                                 | 725                                                                               | 0                                                                                 | 0                                                                                 | 753                                                                                | 0                                                                                   | 0                                                                                   | 791                                                                                 | 0                                                                                   | 0                                                                                   |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.33                                                                               | 0.33                                                                                | 0.33                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(l)           | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                               | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                |
| Uniform Delay (d), s/veh     | 22.4                                                                              | 0.0                                                                               | 0.0                                                                               | 16.2                                                                              | 0.0                                                                               | 0.0                                                                               | 28.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 17.9                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 4.7                                                                               | 0.0                                                                               | 0.0                                                                               | 0.5                                                                               | 0.0                                                                               | 0.0                                                                               | 0.9                                                                                | 0.0                                                                                 | 0.0                                                                                 | 1.2                                                                                 | 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     | 13.8                                                                              | 0.0                                                                               | 0.0                                                                               | 2.0                                                                               | 0.0                                                                               | 0.0                                                                               | 5.1                                                                                | 0.0                                                                                 | 0.0                                                                                 | 5.1                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| LnGrp Delay(d),s/veh         | 27.1                                                                              | 0.0                                                                               | 0.0                                                                               | 16.7                                                                              | 0.0                                                                               | 0.0                                                                               | 28.8                                                                               | 0.0                                                                                 | 0.0                                                                                 | 19.1                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| LnGrp LOS                    | C                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | C                                                                                  |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |
| Approach Vol, veh/h          |                                                                                   | 572                                                                               |                                                                                   |                                                                                   | 119                                                                               |                                                                                   |                                                                                    | 200                                                                                 |                                                                                     |                                                                                     | 270                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 27.1                                                                              |                                                                                   |                                                                                   | 16.7                                                                              |                                                                                   |                                                                                    | 28.8                                                                                |                                                                                     |                                                                                     | 19.1                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                    | C                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 50.0                                                                              |                                                                                   | 50.0                                                                              |                                                                                   | 50.0                                                                              |                                                                                    | 50.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                    | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 45.0                                                                              |                                                                                   | 45.0                                                                              |                                                                                   | 45.0                                                                              |                                                                                    | 45.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 12.2                                                                              |                                                                                   | 5.9                                                                               |                                                                                   | 12.7                                                                              |                                                                                    | 28.4                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 1.1                                                                               |                                                                                   | 3.3                                                                               |                                                                                   | 1.1                                                                               |                                                                                    | 2.9                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   |                                                                                   | 24.5                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

## 6: NW 1st Ct & NW 8th Street

Existing  
AM Peak Hour

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations               |  |                                                                                   |                                                                                   |  |  |                                                                                   |
| Volume (veh/h)                    | 441                                                                               | 80                                                                                | 13                                                                                | 118                                                                               | 22                                                                                | 18                                                                                |
| Sign Control                      | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              | Stop                                                                              |                                                                                   |
| Grade                             | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                | 0%                                                                                |                                                                                   |
| Peak Hour Factor                  | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              |
| Hourly flow rate (vph)            | 490                                                                               | 89                                                                                | 14                                                                                | 131                                                                               | 24                                                                                | 20                                                                                |
| Pedestrians                       | 1                                                                                 |                                                                                   |                                                                                   |                                                                                   | 12                                                                                |                                                                                   |
| Lane Width (ft)                   | 12.0                                                                              |                                                                                   |                                                                                   |                                                                                   | 12.0                                                                              |                                                                                   |
| Walking Speed (ft/s)              | 4.0                                                                               |                                                                                   |                                                                                   |                                                                                   | 4.0                                                                               |                                                                                   |
| Percent Blockage                  | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 1                                                                                 |                                                                                   |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       | None                                                                              |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                   |
| Median storage veh)               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (ft)              | 357                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| pX, platoon unblocked             |                                                                                   |                                                                                   | 0.75                                                                              |                                                                                   | 0.75                                                                              | 0.75                                                                              |
| vC, conflicting volume            |                                                                                   |                                                                                   | 591                                                                               |                                                                                   | 707                                                                               | 546                                                                               |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                |                                                                                   |                                                                                   | 292                                                                               |                                                                                   | 447                                                                               | 233                                                                               |
| tC, single (s)                    |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   | 6.4                                                                               | 6.2                                                                               |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   | 3.5                                                                               | 3.3                                                                               |
| p0 queue free %                   |                                                                                   |                                                                                   | 98                                                                                |                                                                                   | 94                                                                                | 97                                                                                |
| cM capacity (veh/h)               |                                                                                   |                                                                                   | 933                                                                               |                                                                                   | 413                                                                               | 595                                                                               |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume Total                      | 579                                                                               | 146                                                                               | 44                                                                                |                                                                                   |                                                                                   |                                                                                   |
| Volume Left                       | 0                                                                                 | 14                                                                                | 24                                                                                |                                                                                   |                                                                                   |                                                                                   |
| Volume Right                      | 89                                                                                | 0                                                                                 | 20                                                                                |                                                                                   |                                                                                   |                                                                                   |
| cSH                               | 1700                                                                              | 933                                                                               | 479                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.34                                                                              | 0.02                                                                              | 0.09                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Queue Length 95th (ft)            | 0                                                                                 | 1                                                                                 | 8                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Control Delay (s)                 | 0.0                                                                               | 1.0                                                                               | 13.3                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Lane LOS                          |                                                                                   | A                                                                                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Approach Delay (s)                | 0.0                                                                               | 1.0                                                                               | 13.3                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Approach LOS                      |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   |                                                                                   | 1.0                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 38.3%                                                                             | ICU Level of Service                                                              | A                                                                                 |                                                                                   |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |

# HCM Unsignalized Intersection Capacity Analysis

7: NW 1st Ave & NW 8th St

Existing  
AM Peak Hour

|                                   |  |  |  |  |  |  |   |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Volume (veh/h)                    | 46                                                                                | 204                                                                               | 227                                                                               | 21                                                                                | 92                                                                                | 13                                                                                | 9                                                                                   | 29                                                                                  | 16                                                                                  | 5                                                                                   | 35                                                                                  | 31                                                                                  |
| Sign Control                      |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                     | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Grade                             |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                     | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Hourly flow rate (vph)            | 50                                                                                | 222                                                                               | 247                                                                               | 23                                                                                | 100                                                                               | 14                                                                                | 10                                                                                  | 32                                                                                  | 17                                                                                  | 5                                                                                   | 38                                                                                  | 34                                                                                  |
| Pedestrians                       |                                                                                   | 15                                                                                |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     | 19                                                                                  |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Lane Width (ft)                   |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                     | 12.0                                                                                |                                                                                     |                                                                                     | 12.0                                                                                |                                                                                     |
| Walking Speed (ft/s)              |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                     | 4.0                                                                                 |                                                                                     |                                                                                     | 4.0                                                                                 |                                                                                     |
| Percent Blockage                  |                                                                                   | 1                                                                                 |                                                                                   |                                                                                   | 1                                                                                 |                                                                                   |                                                                                     | 2                                                                                   |                                                                                     |                                                                                     | 1                                                                                   |                                                                                     |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median type                       |                                                                                   | None                                                                              |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Upstream signal (ft)              |                                                                                   | 726                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   | 0.81                                                                              |                                                                                   |                                                                                   | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                |                                                                                     |
| vC, conflicting volume            | 120                                                                               |                                                                                   |                                                                                   | 487                                                                               |                                                                                   |                                                                                   | 685                                                                                 | 630                                                                                 | 370                                                                                 | 643                                                                                 | 746                                                                                 | 128                                                                                 |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 120                                                                               |                                                                                   |                                                                                   | 253                                                                               |                                                                                   |                                                                                   | 496                                                                                 | 428                                                                                 | 108                                                                                 | 444                                                                                 | 571                                                                                 | 128                                                                                 |
| tC, single (s)                    | 4.1                                                                               |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   |                                                                                   | 7.1                                                                                 | 6.5                                                                                 | 6.2                                                                                 | 7.1                                                                                 | 6.5                                                                                 | 6.2                                                                                 |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| tF (s)                            | 2.2                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |                                                                                   | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 |
| p0 queue free %                   | 97                                                                                |                                                                                   |                                                                                   | 98                                                                                |                                                                                   |                                                                                   | 97                                                                                  | 92                                                                                  | 98                                                                                  | 98                                                                                  | 88                                                                                  | 96                                                                                  |
| cM capacity (veh/h)               | 1442                                                                              |                                                                                   |                                                                                   | 1035                                                                              |                                                                                   |                                                                                   | 312                                                                                 | 386                                                                                 | 745                                                                                 | 360                                                                                 | 320                                                                                 | 898                                                                                 |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              | NB 2                                                                              | NB 3                                                                              | SB 1                                                                              | SB 2                                                                                | SB 3                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 518                                                                               | 137                                                                               | 10                                                                                | 21                                                                                | 28                                                                                | 5                                                                                 | 25                                                                                  | 46                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 50                                                                                | 23                                                                                | 10                                                                                | 0                                                                                 | 0                                                                                 | 5                                                                                 | 0                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 247                                                                               | 14                                                                                | 0                                                                                 | 0                                                                                 | 17                                                                                | 0                                                                                 | 0                                                                                   | 34                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 1442                                                                              | 1035                                                                              | 312                                                                               | 386                                                                               | 552                                                                               | 360                                                                               | 320                                                                                 | 601                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.03                                                                              | 0.02                                                                              | 0.03                                                                              | 0.05                                                                              | 0.05                                                                              | 0.02                                                                              | 0.08                                                                                | 0.08                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (ft)            | 3                                                                                 | 2                                                                                 | 2                                                                                 | 4                                                                                 | 4                                                                                 | 1                                                                                 | 6                                                                                   | 6                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 1.1                                                                               | 1.6                                                                               | 16.9                                                                              | 14.9                                                                              | 11.9                                                                              | 15.2                                                                              | 17.2                                                                                | 11.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | A                                                                                 | A                                                                                 | C                                                                                 | B                                                                                 | B                                                                                 | C                                                                                 | C                                                                                   | B                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 1.1                                                                               | 1.6                                                                               | 13.8                                                                              |                                                                                   |                                                                                   |                                                                                   | 13.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   | B                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   | 3.3                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 47.8%                                                                             | ICU Level of Service                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis 8: NW 2nd Ave & NW 7th St

Existing  
AM Peak Hour

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations               |  |                                                                                   |  |                                                                                   |                                                                                   |  |
| Volume (veh/h)                    | 8                                                                                 | 15                                                                                | 173                                                                               | 0                                                                                 | 0                                                                                 | 261                                                                               |
| Sign Control                      | Stop                                                                              |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |
| Grade                             | 0%                                                                                |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |
| Peak Hour Factor                  | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              |
| Hourly flow rate (vph)            | 9                                                                                 | 17                                                                                | 201                                                                               | 0                                                                                 | 0                                                                                 | 303                                                                               |
| Pedestrians                       | 10                                                                                |                                                                                   | 10                                                                                |                                                                                   |                                                                                   | 5                                                                                 |
| Lane Width (ft)                   | 12.0                                                                              |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                   | 12.0                                                                              |
| Walking Speed (ft/s)              | 4.0                                                                               |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               |
| Percent Blockage                  | 1                                                                                 |                                                                                   | 1                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                   | None                                                                              |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (ft)              |                                                                                   |                                                                                   | 366                                                                               |                                                                                   |                                                                                   | 339                                                                               |
| pX, platoon unblocked             | 0.97                                                                              | 0.98                                                                              |                                                                                   |                                                                                   | 0.98                                                                              |                                                                                   |
| vC, conflicting volume            | 525                                                                               | 216                                                                               |                                                                                   |                                                                                   | 211                                                                               |                                                                                   |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                | 443                                                                               | 189                                                                               |                                                                                   |                                                                                   | 184                                                                               |                                                                                   |
| tC, single (s)                    | 6.4                                                                               | 6.2                                                                               |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            | 3.5                                                                               | 3.3                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |
| p0 queue free %                   | 98                                                                                | 98                                                                                |                                                                                   |                                                                                   | 100                                                                               |                                                                                   |
| cM capacity (veh/h)               | 539                                                                               | 817                                                                               |                                                                                   |                                                                                   | 1333                                                                              |                                                                                   |
| Direction, Lane #                 | WB 1                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume Total                      | 27                                                                                | 201                                                                               | 303                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Volume Left                       | 9                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Volume Right                      | 17                                                                                | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| cSH                               | 693                                                                               | 1700                                                                              | 1700                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.04                                                                              | 0.12                                                                              | 0.18                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Queue Length 95th (ft)            | 3                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Control Delay (s)                 | 10.4                                                                              | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Lane LOS                          | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Approach Delay (s)                | 10.4                                                                              | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Approach LOS                      | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   |                                                                                   | 0.5                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 25.3%                                                                             | ICU Level of Service                                                              |                                                                                   | A                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |

Timings  
10: NW 2nd Ave & NW 6th St

Existing  
AM Peak Hour

|                      | ←     | ↙     | ↑     | ↓     |
|----------------------|-------|-------|-------|-------|
| Lane Group           | WBT   | NBL   | NBT   | SBT   |
| Lane Configurations  | ↔↔    |       | ↔     | ↔     |
| Volume (vph)         | 140   | 50    | 150   | 200   |
| Turn Type            | NA    | Perm  | NA    | NA    |
| Protected Phases     | 4     |       | 6     | 2     |
| Permitted Phases     |       | 6     |       |       |
| Detector Phase       | 4     | 6     | 6     | 2     |
| Switch Phase         |       |       |       |       |
| Minimum Initial (s)  | 7.0   | 15.0  | 15.0  | 15.0  |
| Minimum Split (s)    | 27.0  | 21.0  | 21.0  | 21.0  |
| Total Split (s)      | 40.0  | 60.0  | 60.0  | 60.0  |
| Total Split (%)      | 40.0% | 60.0% | 60.0% | 60.0% |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)     | 1.0   | 1.0   | 1.0   | 1.0   |
| Lost Time Adjust (s) | 0.0   |       | 0.0   | 0.0   |
| Total Lost Time (s)  | 5.0   |       | 5.0   | 5.0   |
| Lead/Lag             |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |
| Recall Mode          | Max   | Max   | Max   | Max   |

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 86 (86%), Referenced to phase 2:SBT and 6:NBT, Start of Green  
 Natural Cycle: 50  
 Control Type: Pretimed

Splits and Phases: 10: NW 2nd Ave & NW 6th St

|          |      |
|----------|------|
| ↓ ρ2 (R) | ← ρ4 |
| 60 s     | 40 s |
| ↑ ρ6 (R) |      |
| 60 s     |      |

# HCM 2010 Signalized Intersection Summary

## 10: NW 2nd Ave & NW 6th St

Existing  
AM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Volume (veh/h)               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 80                                                                                | 140                                                                               | 34                                                                                | 50                                                                                 | 150                                                                                 | 0                                                                                   | 0                                                                                   | 200                                                                                 | 61                                                                                  |
| Number                       |                                                                                   |                                                                                   |                                                                                   | 7                                                                                 | 4                                                                                 | 14                                                                                | 1                                                                                  | 6                                                                                   | 16                                                                                  | 5                                                                                   | 2                                                                                   | 12                                                                                  |
| Initial Q (Qb), veh          |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 0.99                                                                              | 0.99                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.99                                                                                |
| Parking Bus, Adj             |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       |                                                                                   |                                                                                   |                                                                                   | 1710                                                                              | 1629                                                                              | 1710                                                                              | 1710                                                                               | 1629                                                                                | 0                                                                                   | 0                                                                                   | 1629                                                                                | 1710                                                                                |
| Adj Flow Rate, veh/h         |                                                                                   |                                                                                   |                                                                                   | 84                                                                                | 147                                                                               | 36                                                                                | 53                                                                                 | 158                                                                                 | 0                                                                                   | 0                                                                                   | 211                                                                                 | 64                                                                                  |
| Adj No. of Lanes             |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 2                                                                                 | 0                                                                                 | 0                                                                                  | 1                                                                                   | 0                                                                                   | 0                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             |                                                                                   |                                                                                   |                                                                                   | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                               | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Percent Heavy Veh, %         |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 5                                                                                 | 0                                                                                 | 5                                                                                  | 5                                                                                   | 0                                                                                   | 0                                                                                   | 5                                                                                   | 5                                                                                   |
| Cap, veh/h                   |                                                                                   |                                                                                   |                                                                                   | 331                                                                               | 609                                                                               | 154                                                                               | 183                                                                                | 508                                                                                 | 0                                                                                   | 0                                                                                   | 658                                                                                 | 200                                                                                 |
| Arrive On Green              |                                                                                   |                                                                                   |                                                                                   | 0.35                                                                              | 0.35                                                                              | 0.35                                                                              | 0.18                                                                               | 0.18                                                                                | 0.00                                                                                | 0.00                                                                                | 0.18                                                                                | 0.18                                                                                |
| Sat Flow, veh/h              |                                                                                   |                                                                                   |                                                                                   | 945                                                                               | 1740                                                                              | 440                                                                               | 251                                                                                | 923                                                                                 | 0                                                                                   | 0                                                                                   | 1196                                                                                | 363                                                                                 |
| Grp Volume(v), veh/h         |                                                                                   |                                                                                   |                                                                                   | 141                                                                               | 0                                                                                 | 126                                                                               | 211                                                                                | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 275                                                                                 |
| Grp Sat Flow(s),veh/h/ln     |                                                                                   |                                                                                   |                                                                                   | 1581                                                                              | 0                                                                                 | 1544                                                                              | 1174                                                                               | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 1559                                                                                |
| Q Serve(g_s), s              |                                                                                   |                                                                                   |                                                                                   | 6.3                                                                               | 0.0                                                                               | 5.8                                                                               | 6.6                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 15.3                                                                                |
| Cycle Q Clear(g_c), s        |                                                                                   |                                                                                   |                                                                                   | 6.3                                                                               | 0.0                                                                               | 5.8                                                                               | 21.9                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 15.3                                                                                |
| Prop In Lane                 |                                                                                   |                                                                                   |                                                                                   | 0.60                                                                              |                                                                                   | 0.28                                                                              | 0.25                                                                               |                                                                                     | 0.00                                                                                | 0.00                                                                                |                                                                                     | 0.23                                                                                |
| Lane Grp Cap(c), veh/h       |                                                                                   |                                                                                   |                                                                                   | 553                                                                               | 0                                                                                 | 540                                                                               | 691                                                                                | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 857                                                                                 |
| V/C Ratio(X)                 |                                                                                   |                                                                                   |                                                                                   | 0.25                                                                              | 0.00                                                                              | 0.23                                                                              | 0.31                                                                               | 0.00                                                                                | 0.00                                                                                | 0.00                                                                                | 0.00                                                                                | 0.32                                                                                |
| Avail Cap(c_a), veh/h        |                                                                                   |                                                                                   |                                                                                   | 553                                                                               | 0                                                                                 | 540                                                                               | 691                                                                                | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 857                                                                                 |
| HCM Platoon Ratio            |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.33                                                                               | 0.33                                                                                | 1.00                                                                                | 1.00                                                                                | 0.33                                                                                | 0.33                                                                                |
| Upstream Filter(l)           |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                               | 0.00                                                                                | 0.00                                                                                | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     |                                                                                   |                                                                                   |                                                                                   | 23.2                                                                              | 0.0                                                                               | 23.0                                                                              | 27.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 24.7                                                                                |
| Incr Delay (d2), s/veh       |                                                                                   |                                                                                   |                                                                                   | 1.1                                                                               | 0.0                                                                               | 1.0                                                                               | 1.1                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 1.0                                                                                 |
| Initial Q Delay(d3),s/veh    |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     |                                                                                   |                                                                                   |                                                                                   | 2.9                                                                               | 0.0                                                                               | 2.6                                                                               | 5.4                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 6.9                                                                                 |
| LnGrp Delay(d),s/veh         |                                                                                   |                                                                                   |                                                                                   | 24.3                                                                              | 0.0                                                                               | 24.0                                                                              | 28.2                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 25.7                                                                                |
| LnGrp LOS                    |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   | C                                                                                 | C                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     | C                                                                                   |
| Approach Vol, veh/h          |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 267                                                                               |                                                                                   |                                                                                    | 211                                                                                 |                                                                                     |                                                                                     | 275                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 24.2                                                                              |                                                                                   |                                                                                    | 28.2                                                                                |                                                                                     |                                                                                     | 25.7                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 60.0                                                                              |                                                                                   | 40.0                                                                              |                                                                                   | 60.0                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 55.0                                                                              |                                                                                   | 35.0                                                                              |                                                                                   | 55.0                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 17.3                                                                              |                                                                                   | 8.3                                                                               |                                                                                   | 23.9                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 1.1                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 1.1                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   |                                                                                   | 25.8                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

11: NW 1st Ct & NW 6th St

Existing  
AM Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Volume (veh/h)                    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 10                                                                                | 197                                                                               | 44                                                                                | 15                                                                                 | 18                                                                                  | 0                                                                                   | 0                                                                                   | 14                                                                                  | 36                                                                                  |
| Sign Control                      |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                    | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Grade                             |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                    | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Peak Hour Factor                  | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                               | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                |
| Hourly flow rate (vph)            | 0                                                                                 | 0                                                                                 | 0                                                                                 | 10                                                                                | 203                                                                               | 45                                                                                | 15                                                                                 | 19                                                                                  | 0                                                                                   | 0                                                                                   | 14                                                                                  | 37                                                                                  |
| Pedestrians                       |                                                                                   | 12                                                                                |                                                                                   |                                                                                   | 34                                                                                |                                                                                   |                                                                                    | 12                                                                                  |                                                                                     |                                                                                     | 28                                                                                  |                                                                                     |
| Lane Width (ft)                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                    | 12.0                                                                                |                                                                                     |                                                                                     | 12.0                                                                                |                                                                                     |
| Walking Speed (ft/s)              |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                    | 4.0                                                                                 |                                                                                     |                                                                                     | 4.0                                                                                 |                                                                                     |
| Percent Blockage                  |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 3                                                                                 |                                                                                   |                                                                                    | 1                                                                                   |                                                                                     |                                                                                     | 2                                                                                   |                                                                                     |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median type                       |                                                                                   | None                                                                              |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Upstream signal (ft)              |                                                                                   | 363                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC, conflicting volume            | 276                                                                               |                                                                                   |                                                                                   | 12                                                                                |                                                                                   |                                                                                   | 190                                                                                | 309                                                                                 | 46                                                                                  | 318                                                                                 | 286                                                                                 | 164                                                                                 |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 276                                                                               |                                                                                   |                                                                                   | 12                                                                                |                                                                                   |                                                                                   | 190                                                                                | 309                                                                                 | 46                                                                                  | 318                                                                                 | 286                                                                                 | 164                                                                                 |
| tC, single (s)                    | 4.2                                                                               |                                                                                   |                                                                                   | 4.2                                                                               |                                                                                   |                                                                                   | 7.6                                                                                | 6.6                                                                                 | 7.0                                                                                 | 7.6                                                                                 | 6.6                                                                                 | 7.0                                                                                 |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| tF (s)                            | 2.2                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |                                                                                   | 3.5                                                                                | 4.0                                                                                 | 3.3                                                                                 | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 |
| p0 queue free %                   | 100                                                                               |                                                                                   |                                                                                   | 99                                                                                |                                                                                   |                                                                                   | 98                                                                                 | 97                                                                                  | 100                                                                                 | 100                                                                                 | 98                                                                                  | 95                                                                                  |
| cM capacity (veh/h)               | 1232                                                                              |                                                                                   |                                                                                   | 1568                                                                              |                                                                                   |                                                                                   | 669                                                                                | 574                                                                                 | 966                                                                                 | 542                                                                                 | 591                                                                                 | 822                                                                                 |
| Direction, Lane #                 | WB 1                                                                              | WB 2                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 112                                                                               | 147                                                                               | 34                                                                                | 52                                                                                |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 10                                                                                | 0                                                                                 | 15                                                                                | 0                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 0                                                                                 | 45                                                                                | 0                                                                                 | 37                                                                                |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 1568                                                                              | 1700                                                                              | 614                                                                               | 741                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.01                                                                              | 0.09                                                                              | 0.06                                                                              | 0.07                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (ft)            | 0                                                                                 | 0                                                                                 | 4                                                                                 | 6                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 0.7                                                                               | 0.0                                                                               | 11.2                                                                              | 10.2                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | A                                                                                 |                                                                                   | B                                                                                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 0.3                                                                               |                                                                                   | 11.2                                                                              | 10.2                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      |                                                                                   |                                                                                   | B                                                                                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   | 2.9                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 30.8%                                                                             |                                                                                   | ICU Level of Service                                                              |                                                                                   |                                                                                    |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

12: NW 1st Ave & NW 6th St

Existing  
AM Peak Hour

|                                   |  |  |  |  |  |  |   |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |                                                                                   |  |  |                                                                                     |                                                                                     |  |                                                                                     |
| Volume (veh/h)                    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 18                                                                                | 210                                                                               | 14                                                                                | 167                                                                                 | 54                                                                                  | 0                                                                                   | 0                                                                                   | 91                                                                                  | 193                                                                                 |
| Sign Control                      |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                     | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Grade                             |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                     | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Peak Hour Factor                  | 0.88                                                                              | 0.88                                                                              | 0.88                                                                              | 0.88                                                                              | 0.88                                                                              | 0.88                                                                              | 0.88                                                                                | 0.88                                                                                | 0.88                                                                                | 0.88                                                                                | 0.88                                                                                | 0.88                                                                                |
| Hourly flow rate (vph)            | 0                                                                                 | 0                                                                                 | 0                                                                                 | 20                                                                                | 239                                                                               | 16                                                                                | 190                                                                                 | 61                                                                                  | 0                                                                                   | 0                                                                                   | 103                                                                                 | 219                                                                                 |
| Pedestrians                       |                                                                                   | 18                                                                                |                                                                                   |                                                                                   | 13                                                                                |                                                                                   |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     | 11                                                                                  |                                                                                     |
| Lane Width (ft)                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                     | 12.0                                                                                |                                                                                     |                                                                                     | 12.0                                                                                |                                                                                     |
| Walking Speed (ft/s)              |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                     | 4.0                                                                                 |                                                                                     |                                                                                     | 4.0                                                                                 |                                                                                     |
| Percent Blockage                  |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 1                                                                                 |                                                                                   |                                                                                     | 1                                                                                   |                                                                                     |                                                                                     | 1                                                                                   |                                                                                     |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median type                       |                                                                                   | None                                                                              |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Upstream signal (ft)              |                                                                                   | 855                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC, conflicting volume            | 266                                                                               |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 455                                                                                 | 312                                                                                 | 19                                                                                  | 342                                                                                 | 304                                                                                 | 156                                                                                 |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 266                                                                               |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 455                                                                                 | 312                                                                                 | 19                                                                                  | 342                                                                                 | 304                                                                                 | 156                                                                                 |
| tC, single (s)                    | 4.2                                                                               |                                                                                   |                                                                                   | 4.2                                                                               |                                                                                   |                                                                                   | 7.6                                                                                 | 6.6                                                                                 | 7.0                                                                                 | 7.6                                                                                 | 6.6                                                                                 | 7.0                                                                                 |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| tF (s)                            | 2.2                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |                                                                                   | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 |
| p0 queue free %                   | 100                                                                               |                                                                                   |                                                                                   | 99                                                                                |                                                                                   |                                                                                   | 37                                                                                  | 89                                                                                  | 100                                                                                 | 100                                                                                 | 82                                                                                  | 74                                                                                  |
| cM capacity (veh/h)               | 1262                                                                              |                                                                                   |                                                                                   | 1584                                                                              |                                                                                   |                                                                                   | 300                                                                                 | 579                                                                                 | 1028                                                                                | 512                                                                                 | 585                                                                                 | 844                                                                                 |
| Direction, Lane #                 | WB 1                                                                              | WB 2                                                                              | NB 1                                                                              | NB 2                                                                              | NB 3                                                                              | SB 1                                                                              | SB 2                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 140                                                                               | 135                                                                               | 190                                                                               | 31                                                                                | 31                                                                                | 69                                                                                | 254                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 20                                                                                | 0                                                                                 | 190                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 0                                                                                 | 16                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 219                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 1584                                                                              | 1700                                                                              | 300                                                                               | 579                                                                               | 579                                                                               | 585                                                                               | 796                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.01                                                                              | 0.08                                                                              | 0.63                                                                              | 0.05                                                                              | 0.05                                                                              | 0.12                                                                              | 0.32                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (ft)            | 1                                                                                 | 0                                                                                 | 100                                                                               | 4                                                                                 | 4                                                                                 | 10                                                                                | 34                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 1.2                                                                               | 0.0                                                                               | 35.5                                                                              | 11.6                                                                              | 11.6                                                                              | 12.0                                                                              | 11.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | A                                                                                 |                                                                                   | E                                                                                 | B                                                                                 | B                                                                                 | B                                                                                 | B                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 0.6                                                                               |                                                                                   | 29.7                                                                              |                                                                                   |                                                                                   | 11.7                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   | 13.4                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 53.9%                                                                             | ICU Level of Service                                                              |                                                                                   |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Timings  
13: NW 2nd Ave & NW 5th St

Existing  
AM Peak Hour

|                      | →     | ↑     | ↘     | ↓     |
|----------------------|-------|-------|-------|-------|
| Lane Group           | EBT   | NBT   | SBL   | SBT   |
| Lane Configurations  | ←↑↑↑  | ↑     |       | ←     |
| Volume (vph)         | 1026  | 181   | 28    | 234   |
| Turn Type            | NA    | NA    | Perm  | NA    |
| Protected Phases     | 4     | 6     |       | 2     |
| Permitted Phases     |       |       | 2     |       |
| Detector Phase       | 4     | 6     | 2     | 2     |
| Switch Phase         |       |       |       |       |
| Minimum Initial (s)  | 7.0   | 7.0   | 7.0   | 7.0   |
| Minimum Split (s)    | 23.0  | 21.0  | 21.0  | 21.0  |
| Total Split (s)      | 50.0  | 50.0  | 50.0  | 50.0  |
| Total Split (%)      | 50.0% | 50.0% | 50.0% | 50.0% |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)     | 1.0   | 1.0   | 1.0   | 1.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   |       | 0.0   |
| Total Lost Time (s)  | 5.0   | 5.0   |       | 5.0   |
| Lead/Lag             |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |
| Recall Mode          | Max   | Max   | Max   | Max   |

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 25 (25%), Referenced to phase 2:SBTL and 6:NBT, Start of Green  
 Natural Cycle: 45  
 Control Type: Pretimed

Splits and Phases: 13: NW 2nd Ave & NW 5th St

|                 |             |
|-----------------|-------------|
| ↓ 2 (R)<br>50 s | → 4<br>50 s |
| ↑ 6 (R)<br>50 s |             |

# HCM 2010 Signalized Intersection Summary

## 13: NW 2nd Ave & NW 5th St

Existing  
AM Peak Hour

|                              |  |                                                                                                                                                                      |  |  |  |  |  |                                                                                      |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                                                                                                                                                                                                   | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                                                                                                     | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |   |                                                                                     |                                                                                     |  |                                                                                     |
| Volume (veh/h)               | 30                                                                                | 1026                                                                                                                                                                                                                                                  | 160                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 181                                                                                                                                                                     | 152                                                                                 | 28                                                                                  | 234                                                                                 | 0                                                                                   |
| Number                       | 7                                                                                 | 4                                                                                                                                                                                                                                                     | 14                                                                                |                                                                                   |                                                                                   |                                                                                   | 1                                                                                  | 6                                                                                                                                                                       | 16                                                                                  | 5                                                                                   | 2                                                                                   | 12                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                                                                                                                                                                                     | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                                                                                                       | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                                                                                                                                                                                       | 0.98                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               |                                                                                                                                                                         | 0.99                                                                                | 0.99                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               | 1.00                                                                                                                                                                    | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1710                                                                              | 1629                                                                                                                                                                                                                                                  | 1710                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1629                                                                                                                                                                    | 1710                                                                                | 1710                                                                                | 1629                                                                                | 0                                                                                   |
| Adj Flow Rate, veh/h         | 32                                                                                | 1091                                                                                                                                                                                                                                                  | 170                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 193                                                                                                                                                                     | 162                                                                                 | 30                                                                                  | 249                                                                                 | 0                                                                                   |
| Adj No. of Lanes             | 0                                                                                 | 3                                                                                                                                                                                                                                                     | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1                                                                                                                                                                       | 0                                                                                   | 0                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             | 0.94                                                                              | 0.94                                                                                                                                                                                                                                                  | 0.94                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.94                                                                               | 0.94                                                                                                                                                                    | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                |
| Percent Heavy Veh, %         | 0                                                                                 | 5                                                                                                                                                                                                                                                     | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 5                                                                                                                                                                       | 5                                                                                   | 5                                                                                   | 5                                                                                   | 0                                                                                   |
| Cap, veh/h                   | 48                                                                                | 1742                                                                                                                                                                                                                                                  | 282                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 366                                                                                                                                                                     | 308                                                                                 | 88                                                                                  | 645                                                                                 | 0                                                                                   |
| Arrive On Green              | 0.45                                                                              | 0.45                                                                                                                                                                                                                                                  | 0.45                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 0.90                                                                                                                                                                    | 0.90                                                                                | 0.15                                                                                | 0.15                                                                                | 0.00                                                                                |
| Sat Flow, veh/h              | 107                                                                               | 3871                                                                                                                                                                                                                                                  | 626                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 814                                                                                                                                                                     | 684                                                                                 | 106                                                                                 | 1434                                                                                | 0                                                                                   |
| Grp Volume(v), veh/h         | 484                                                                               | 402                                                                                                                                                                                                                                                   | 407                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                                                                                                       | 355                                                                                 | 279                                                                                 | 0                                                                                   | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln     | 1623                                                                              | 1482                                                                                                                                                                                                                                                  | 1500                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                                                                                                       | 1498                                                                                | 1540                                                                                | 0                                                                                   | 0                                                                                   |
| Q Serve(g_s), s              | 23.4                                                                              | 20.5                                                                                                                                                                                                                                                  | 20.5                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.0                                                                                                                                                                     | 4.5                                                                                 | 0.2                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 23.4                                                                              | 20.5                                                                                                                                                                                                                                                  | 20.5                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.0                                                                                                                                                                     | 4.5                                                                                 | 15.5                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 0.07                                                                              |                                                                                                                                                                                                                                                       | 0.42                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               |                                                                                                                                                                         | 0.46                                                                                | 0.11                                                                                |                                                                                     | 0.00                                                                                |
| Lane Grp Cap(c), veh/h       | 730                                                                               | 667                                                                                                                                                                                                                                                   | 675                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                                                                                                       | 674                                                                                 | 733                                                                                 | 0                                                                                   | 0                                                                                   |
| V/C Ratio(X)                 | 0.66                                                                              | 0.60                                                                                                                                                                                                                                                  | 0.60                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 0.00                                                                                                                                                                    | 0.53                                                                                | 0.38                                                                                | 0.00                                                                                | 0.00                                                                                |
| Avail Cap(c_a), veh/h        | 730                                                                               | 667                                                                                                                                                                                                                                                   | 675                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                                                                                                       | 674                                                                                 | 733                                                                                 | 0                                                                                   | 0                                                                                   |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               | 2.00                                                                                                                                                                    | 2.00                                                                                | 0.33                                                                                | 0.33                                                                                | 1.00                                                                                |
| Upstream Filter(l)           | 1.00                                                                              | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 0.00                                                                                                                                                                    | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                |
| Uniform Delay (d), s/veh     | 21.5                                                                              | 20.8                                                                                                                                                                                                                                                  | 20.8                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.0                                                                                                                                                                     | 3.0                                                                                 | 30.0                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 4.7                                                                               | 4.0                                                                                                                                                                                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.0                                                                                                                                                                     | 2.9                                                                                 | 1.5                                                                                 | 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                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 11.3                                                                              | 9.1                                                                                                                                                                                                                                                   | 9.2                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.0                                                                                                                                                                     | 2.1                                                                                 | 7.3                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| LnGrp Delay(d),s/veh         | 26.2                                                                              | 24.8                                                                                                                                                                                                                                                  | 24.7                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.0                                                                                                                                                                     | 5.9                                                                                 | 31.5                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| LnGrp LOS                    | C                                                                                 | C                                                                                                                                                                                                                                                     | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                                                                                                         | A                                                                                   | C                                                                                   |                                                                                     |                                                                                     |
| Approach Vol, veh/h          |                                                                                   | 1293                                                                                                                                                                                                                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | 355                                                                                                                                                                     |                                                                                     |                                                                                     | 279                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 25.3                                                                                                                                                                                                                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | 5.9                                                                                                                                                                     |                                                                                     |                                                                                     | 31.5                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   | C                                                                                                                                                                                                                                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | A                                                                                                                                                                       |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                                                                                                                                                                                     | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                                                                                                       |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                                                                                                                                                                                     |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    |                                                                                                                                                                         |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 50.0                                                                                                                                                                                                                                                  |                                                                                   | 50.0                                                                              |                                                                                   | 50.0                                                                              |                                                                                    |                                                                                                                                                                         |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 5.0                                                                                                                                                                                                                                                   |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                    |                                                                                                                                                                         |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 45.0                                                                                                                                                                                                                                                  |                                                                                   | 45.0                                                                              |                                                                                   | 45.0                                                                              |                                                                                    |                                                                                                                                                                         |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 17.5                                                                                                                                                                                                                                                  |                                                                                   | 25.4                                                                              |                                                                                   | 6.5                                                                               |                                                                                    |                                                                                                                                                                         |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 1.5                                                                                                                                                                                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   | 1.5                                                                               |                                                                                    |                                                                                                                                                                         |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                                                                                                         |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                                                                                                                                                                                       | 22.6                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                                                                                                         |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                                                                                                                                                                                       | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                                                                                                         |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

14: NW 5th St & NW 1st Ct

Existing  
AM Peak Hour

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBL                                                                               | SBR                                                                               |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |
| Volume (veh/h)                    | 30                                                                                | 1170                                                                              | 0                                                                                 | 0                                                                                 | 18                                                                                | 0                                                                                 |
| Sign Control                      |                                                                                   | Free                                                                              | Free                                                                              |                                                                                   | Stop                                                                              |                                                                                   |
| Grade                             |                                                                                   | 0%                                                                                | 0%                                                                                |                                                                                   | 0%                                                                                |                                                                                   |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |
| Hourly flow rate (vph)            | 33                                                                                | 1272                                                                              | 0                                                                                 | 0                                                                                 | 20                                                                                | 0                                                                                 |
| Pedestrians                       |                                                                                   | 2                                                                                 | 134                                                                               |                                                                                   | 11                                                                                |                                                                                   |
| Lane Width (ft)                   |                                                                                   | 12.0                                                                              | 0.0                                                                               |                                                                                   | 12.0                                                                              |                                                                                   |
| Walking Speed (ft/s)              |                                                                                   | 4.0                                                                               | 4.0                                                                               |                                                                                   | 4.0                                                                               |                                                                                   |
| Percent Blockage                  |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 1                                                                                 |                                                                                   |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       |                                                                                   | None                                                                              | None                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (ft)              |                                                                                   | 352                                                                               | 500                                                                               |                                                                                   |                                                                                   |                                                                                   |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.80                                                                              |                                                                                   |
| vC, conflicting volume            | 11                                                                                |                                                                                   |                                                                                   |                                                                                   | 634                                                                               | 13                                                                                |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                | 11                                                                                |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 13                                                                                |
| tC, single (s)                    | 4.2                                                                               |                                                                                   |                                                                                   |                                                                                   | 6.9                                                                               | 7.0                                                                               |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            | 2.2                                                                               |                                                                                   |                                                                                   |                                                                                   | 3.5                                                                               | 3.3                                                                               |
| p0 queue free %                   | 98                                                                                |                                                                                   |                                                                                   |                                                                                   | 98                                                                                | 100                                                                               |
| cM capacity (veh/h)               | 1571                                                                              |                                                                                   |                                                                                   |                                                                                   | 789                                                                               | 1043                                                                              |
| Direction, Lane #                 | EB 1                                                                              | EB 2                                                                              | EB 3                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |
| Volume Total                      | 287                                                                               | 509                                                                               | 509                                                                               | 20                                                                                |                                                                                   |                                                                                   |
| Volume Left                       | 33                                                                                | 0                                                                                 | 0                                                                                 | 20                                                                                |                                                                                   |                                                                                   |
| Volume Right                      | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |
| cSH                               | 1571                                                                              | 1700                                                                              | 1700                                                                              | 789                                                                               |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.02                                                                              | 0.30                                                                              | 0.30                                                                              | 0.02                                                                              |                                                                                   |                                                                                   |
| Queue Length 95th (ft)            | 2                                                                                 | 0                                                                                 | 0                                                                                 | 2                                                                                 |                                                                                   |                                                                                   |
| Control Delay (s)                 | 1.0                                                                               | 0.0                                                                               | 0.0                                                                               | 9.7                                                                               |                                                                                   |                                                                                   |
| Lane LOS                          | A                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |
| Approach Delay (s)                | 0.2                                                                               |                                                                                   |                                                                                   | 9.7                                                                               |                                                                                   |                                                                                   |
| Approach LOS                      |                                                                                   |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   |                                                                                   | 0.4                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 36.1%                                                                             |                                                                                   | ICU Level of Service                                                              | A                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |

# Timings

15: NW 1st Ave & NW 5th St

Existing

AM Peak Hour

|                      | →     | ↑     | ↘     | ↓     |
|----------------------|-------|-------|-------|-------|
| Lane Group           | EBT   | NBT   | SBL   | SBT   |
| Lane Configurations  | ↑↑↑   | ↑↑    | ↘     | ↑↑    |
| Volume (vph)         | 870   | 78    | 23    | 102   |
| Turn Type            | NA    | NA    | Perm  | NA    |
| Protected Phases     | 4     | 2     |       | 6     |
| Permitted Phases     |       |       | 6     | 6     |
| Detector Phase       | 4     | 2     | 6     | 6     |
| Switch Phase         |       |       |       |       |
| Minimum Initial (s)  | 18.0  | 7.0   | 7.0   | 7.0   |
| Minimum Split (s)    | 23.0  | 21.0  | 23.0  | 23.0  |
| Total Split (s)      | 50.0  | 50.0  | 50.0  | 50.0  |
| Total Split (%)      | 50.0% | 50.0% | 50.0% | 50.0% |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)     | 1.0   | 1.0   | 1.0   | 1.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  | 5.0   | 5.0   | 5.0   | 5.0   |
| Lead/Lag             |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |
| Recall Mode          | Max   | Max   | Max   | Max   |

## Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 97 (97%), Referenced to phase 6:SBTL, Start of Green

Natural Cycle: 50

Control Type: Pretimed

Splits and Phases: 15: NW 1st Ave & NW 5th St

|             |  |         |  |
|-------------|--|---------|--|
| ↑<br>ø2     |  | →<br>ø4 |  |
| 50 s        |  | 50 s    |  |
| ↓<br>ø6 (R) |  |         |  |
| 50 s        |  |         |  |

HCM 2010 Signalized Intersection Summary  
15: NW 1st Ave & NW 5th St

Existing  
AM Peak Hour

|                              |  |                                                                                                                                                                      |  |  |  |  |  |                                                                                                                                                                          |  |  |                                                                                                                                                                          |  |
|------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                                                                                                                                                                                                   | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                                                                                                                                                                                         | NBR                                                                                 | SBL                                                                                 | SBT                                                                                                                                                                                                                                                         | SBR                                                                                 |
| Lane Configurations          |                                                                                   |    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |    |                                                                                     |  |    |                                                                                     |
| Volume (veh/h)               | 116                                                                               | 870                                                                                                                                                                                                                                                   | 167                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 78                                                                                                                                                                                                                                                          | 54                                                                                  | 23                                                                                  | 102                                                                                                                                                                                                                                                         | 0                                                                                   |
| Number                       | 7                                                                                 | 4                                                                                                                                                                                                                                                     | 14                                                                                |                                                                                   |                                                                                   |                                                                                   | 5                                                                                  | 2                                                                                                                                                                                                                                                           | 12                                                                                  | 1                                                                                   | 6                                                                                                                                                                                                                                                           | 16                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                                                                                                                                                                                     | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                                                                                                                                                                                           | 0                                                                                   | 0                                                                                   | 0                                                                                                                                                                                                                                                           | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                                                                                                                                                                                       | 0.99                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               |                                                                                                                                                                                                                                                             | 0.99                                                                                | 0.99                                                                                |                                                                                                                                                                                                                                                             | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               | 1.00                                                                                                                                                                                                                                                        | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                                                                                                                                                                                        | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1710                                                                              | 1629                                                                                                                                                                                                                                                  | 1710                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1629                                                                                                                                                                                                                                                        | 1710                                                                                | 1629                                                                                | 1629                                                                                                                                                                                                                                                        | 0                                                                                   |
| Adj Flow Rate, veh/h         | 126                                                                               | 946                                                                                                                                                                                                                                                   | 182                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 85                                                                                                                                                                                                                                                          | 59                                                                                  | 25                                                                                  | 111                                                                                                                                                                                                                                                         | 0                                                                                   |
| Adj No. of Lanes             | 0                                                                                 | 3                                                                                                                                                                                                                                                     | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 2                                                                                                                                                                                                                                                           | 0                                                                                   | 1                                                                                   | 2                                                                                                                                                                                                                                                           | 0                                                                                   |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                                                                                                                                                                                                  | 0.92                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.92                                                                               | 0.92                                                                                                                                                                                                                                                        | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                                                                                                                                                                                        | 0.92                                                                                |
| Percent Heavy Veh, %         | 0                                                                                 | 5                                                                                                                                                                                                                                                     | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 5                                                                                                                                                                                                                                                           | 5                                                                                   | 5                                                                                   | 5                                                                                                                                                                                                                                                           | 0                                                                                   |
| Cap, veh/h                   | 195                                                                               | 1560                                                                                                                                                                                                                                                  | 310                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 814                                                                                                                                                                                                                                                         | 518                                                                                 | 525                                                                                 | 1392                                                                                                                                                                                                                                                        | 0                                                                                   |
| Arrive On Green              | 0.15                                                                              | 0.15                                                                                                                                                                                                                                                  | 0.15                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 0.45                                                                                                                                                                                                                                                        | 0.45                                                                                | 0.45                                                                                | 0.45                                                                                                                                                                                                                                                        | 0.00                                                                                |
| Sat Flow, veh/h              | 434                                                                               | 3467                                                                                                                                                                                                                                                  | 689                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1890                                                                                                                                                                                                                                                        | 1152                                                                                | 1078                                                                                | 3176                                                                                                                                                                                                                                                        | 0                                                                                   |
| Grp Volume(v), veh/h         | 466                                                                               | 391                                                                                                                                                                                                                                                   | 397                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 72                                                                                                                                                                                                                                                          | 72                                                                                  | 25                                                                                  | 111                                                                                                                                                                                                                                                         | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln     | 1607                                                                              | 1482                                                                                                                                                                                                                                                  | 1501                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1547                                                                                                                                                                                                                                                        | 1413                                                                                | 1078                                                                                | 1547                                                                                                                                                                                                                                                        | 0                                                                                   |
| Q Serve(g_s), s              | 27.3                                                                              | 24.6                                                                                                                                                                                                                                                  | 24.7                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 2.7                                                                                                                                                                                                                                                         | 3.0                                                                                 | 1.4                                                                                 | 2.0                                                                                                                                                                                                                                                         | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 27.3                                                                              | 24.6                                                                                                                                                                                                                                                  | 24.7                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 2.7                                                                                                                                                                                                                                                         | 3.0                                                                                 | 4.3                                                                                 | 2.0                                                                                                                                                                                                                                                         | 0.0                                                                                 |
| Prop In Lane                 | 0.27                                                                              |                                                                                                                                                                                                                                                       | 0.46                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               |                                                                                                                                                                                                                                                             | 0.82                                                                                | 1.00                                                                                |                                                                                                                                                                                                                                                             | 0.00                                                                                |
| Lane Grp Cap(c), veh/h       | 723                                                                               | 667                                                                                                                                                                                                                                                   | 675                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 696                                                                                                                                                                                                                                                         | 636                                                                                 | 525                                                                                 | 1392                                                                                                                                                                                                                                                        | 0                                                                                   |
| V/C Ratio(X)                 | 0.64                                                                              | 0.59                                                                                                                                                                                                                                                  | 0.59                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 0.10                                                                                                                                                                                                                                                        | 0.11                                                                                | 0.05                                                                                | 0.08                                                                                                                                                                                                                                                        | 0.00                                                                                |
| Avail Cap(c_a), veh/h        | 723                                                                               | 667                                                                                                                                                                                                                                                   | 675                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 696                                                                                                                                                                                                                                                         | 636                                                                                 | 525                                                                                 | 1392                                                                                                                                                                                                                                                        | 0                                                                                   |
| HCM Platoon Ratio            | 0.33                                                                              | 0.33                                                                                                                                                                                                                                                  | 0.33                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               | 1.00                                                                                                                                                                                                                                                        | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                                                                                                                                                                                        | 1.00                                                                                |
| Upstream Filter(l)           | 1.00                                                                              | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 1.00                                                                                                                                                                                                                                                        | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                                                                                                                                                                                        | 0.00                                                                                |
| Uniform Delay (d), s/veh     | 35.0                                                                              | 33.9                                                                                                                                                                                                                                                  | 33.9                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 15.9                                                                                                                                                                                                                                                        | 15.9                                                                                | 17.2                                                                                | 15.7                                                                                                                                                                                                                                                        | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 4.4                                                                               | 3.8                                                                                                                                                                                                                                                   | 3.7                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.3                                                                                                                                                                                                                                                         | 0.4                                                                                 | 0.2                                                                                 | 0.1                                                                                                                                                                                                                                                         | 0.0                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                                                                                                                                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.0                                                                                                                                                                                                                                                         | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                                                                                                                                                                                         | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 13.1                                                                              | 10.8                                                                                                                                                                                                                                                  | 11.0                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 1.2                                                                                                                                                                                                                                                         | 1.2                                                                                 | 0.4                                                                                 | 0.9                                                                                                                                                                                                                                                         | 0.0                                                                                 |
| LnGrp Delay(d),s/veh         | 39.4                                                                              | 37.6                                                                                                                                                                                                                                                  | 37.6                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 16.2                                                                                                                                                                                                                                                        | 16.3                                                                                | 17.4                                                                                | 15.8                                                                                                                                                                                                                                                        | 0.0                                                                                 |
| LnGrp LOS                    | D                                                                                 | D                                                                                                                                                                                                                                                     | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    | B                                                                                                                                                                                                                                                           | B                                                                                   | B                                                                                   | B                                                                                                                                                                                                                                                           |                                                                                     |
| Approach Vol, veh/h          |                                                                                   | 1254                                                                                                                                                                                                                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | 144                                                                                                                                                                                                                                                         |                                                                                     |                                                                                     | 136                                                                                                                                                                                                                                                         |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 38.3                                                                                                                                                                                                                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | 16.2                                                                                                                                                                                                                                                        |                                                                                     |                                                                                     | 16.1                                                                                                                                                                                                                                                        |                                                                                     |
| Approach LOS                 |                                                                                   | D                                                                                                                                                                                                                                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | B                                                                                                                                                                                                                                                           |                                                                                     |                                                                                     | B                                                                                                                                                                                                                                                           |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                                                                                                                                                                                     | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                                                                                                                                                                                           |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                                                                                                                                                                                     |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    |                                                                                                                                                                                                                                                             |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 50.0                                                                                                                                                                                                                                                  |                                                                                   | 50.0                                                                              |                                                                                   | 50.0                                                                              |                                                                                    |                                                                                                                                                                                                                                                             |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 5.0                                                                                                                                                                                                                                                   |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                    |                                                                                                                                                                                                                                                             |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 45.0                                                                                                                                                                                                                                                  |                                                                                   | 45.0                                                                              |                                                                                   | 45.0                                                                              |                                                                                    |                                                                                                                                                                                                                                                             |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 5.0                                                                                                                                                                                                                                                   |                                                                                   | 29.3                                                                              |                                                                                   | 6.3                                                                               |                                                                                    |                                                                                                                                                                                                                                                             |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 1.4                                                                                                                                                                                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   | 1.4                                                                               |                                                                                    |                                                                                                                                                                                                                                                             |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                                                                                                                                                                                             |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                                                                                                                                                                                       | 34.3                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                                                                                                                                                                                             |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                                                                                                                                                                                       | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                                                                                                                                                                                             |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

## 16: NW 2nd Ave & NW 4th St

Existing  
AM Peak Hour

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations               |  |                                                                                   |  |                                                                                   |  |  |
| Volume (veh/h)                    | 7                                                                                 | 7                                                                                 | 322                                                                               | 62                                                                                | 82                                                                                | 302                                                                               |
| Sign Control                      | Stop                                                                              |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |
| Grade                             | 0%                                                                                |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |
| Peak Hour Factor                  | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              |
| Hourly flow rate (vph)            | 8                                                                                 | 8                                                                                 | 362                                                                               | 70                                                                                | 92                                                                                | 339                                                                               |
| Pedestrians                       | 38                                                                                |                                                                                   | 5                                                                                 |                                                                                   |                                                                                   | 16                                                                                |
| Lane Width (ft)                   | 12.0                                                                              |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                   | 12.0                                                                              |
| Walking Speed (ft/s)              | 4.0                                                                               |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               |
| Percent Blockage                  | 3                                                                                 |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 1                                                                                 |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                   | None                                                                              |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (ft)              |                                                                                   |                                                                                   | 354                                                                               |                                                                                   |                                                                                   | 347                                                                               |
| pX, platoon unblocked             | 0.96                                                                              | 0.93                                                                              |                                                                                   |                                                                                   | 0.93                                                                              |                                                                                   |
| vC, conflicting volume            | 963                                                                               | 451                                                                               |                                                                                   |                                                                                   | 469                                                                               |                                                                                   |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                | 796                                                                               | 367                                                                               |                                                                                   |                                                                                   | 388                                                                               |                                                                                   |
| tC, single (s)                    | 6.4                                                                               | 6.2                                                                               |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            | 3.5                                                                               | 3.3                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |
| p0 queue free %                   | 97                                                                                | 99                                                                                |                                                                                   |                                                                                   | 91                                                                                |                                                                                   |
| cM capacity (veh/h)               | 296                                                                               | 594                                                                               |                                                                                   |                                                                                   | 1036                                                                              |                                                                                   |
| Direction, Lane #                 | WB 1                                                                              | NB 1                                                                              | SB 1                                                                              | SB 2                                                                              |                                                                                   |                                                                                   |
| Volume Total                      | 16                                                                                | 431                                                                               | 92                                                                                | 339                                                                               |                                                                                   |                                                                                   |
| Volume Left                       | 8                                                                                 | 0                                                                                 | 92                                                                                | 0                                                                                 |                                                                                   |                                                                                   |
| Volume Right                      | 8                                                                                 | 70                                                                                | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |
| cSH                               | 395                                                                               | 1700                                                                              | 1036                                                                              | 1700                                                                              |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.04                                                                              | 0.25                                                                              | 0.09                                                                              | 0.20                                                                              |                                                                                   |                                                                                   |
| Queue Length 95th (ft)            | 3                                                                                 | 0                                                                                 | 7                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |
| Control Delay (s)                 | 14.5                                                                              | 0.0                                                                               | 8.8                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |
| Lane LOS                          | B                                                                                 |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Approach Delay (s)                | 14.5                                                                              | 0.0                                                                               | 1.9                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Approach LOS                      | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   |                                                                                   | 1.2                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 43.2%                                                                             |                                                                                   | ICU Level of Service                                                              | A                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |

Timings  
17: NW 2nd Ave & NW 3rd St

Existing  
AM Peak Hour

|                      |  |  |  |  |  |  |   |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL                                                                                 | SBT                                                                                 |
| Lane Configurations  |  |  |  |  |  |  |  |  |
| Volume (vph)         | 28                                                                                | 235                                                                               | 44                                                                                | 97                                                                                | 56                                                                                | 302                                                                               | 47                                                                                  | 225                                                                                 |
| Turn Type            | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                                | NA                                                                                  |
| Protected Phases     |                                                                                   | 4                                                                                 |                                                                                   | 8                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 2                                                                                   |
| Permitted Phases     | 4                                                                                 |                                                                                   | 8                                                                                 |                                                                                   | 6                                                                                 |                                                                                   | 2                                                                                   |                                                                                     |
| Detector Phase       | 4                                                                                 | 4                                                                                 | 8                                                                                 | 8                                                                                 | 6                                                                                 | 6                                                                                 | 2                                                                                   | 2                                                                                   |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                                 | 7.0                                                                                 |
| Minimum Split (s)    | 30.0                                                                              | 30.0                                                                              | 30.0                                                                              | 30.0                                                                              | 31.8                                                                              | 31.8                                                                              | 31.8                                                                                | 31.8                                                                                |
| Total Split (s)      | 30.0                                                                              | 30.0                                                                              | 30.0                                                                              | 30.0                                                                              | 70.0                                                                              | 70.0                                                                              | 70.0                                                                                | 70.0                                                                                |
| Total Split (%)      | 30.0%                                                                             | 30.0%                                                                             | 30.0%                                                                             | 30.0%                                                                             | 70.0%                                                                             | 70.0%                                                                             | 70.0%                                                                               | 70.0%                                                                               |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                                 | 4.0                                                                                 |
| All-Red Time (s)     | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 0.8                                                                               | 0.8                                                                               | 0.8                                                                                 | 0.8                                                                                 |
| Lost Time Adjust (s) | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)  | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 4.8                                                                               | 4.8                                                                               | 4.8                                                                                 | 4.8                                                                                 |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Recall Mode          | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                                 | Max                                                                                 |

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 31 (31%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green  
 Natural Cycle: 65  
 Control Type: Pretimed

Splits and Phases: 17: NW 2nd Ave & NW 3rd St

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                   |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|          |    |
| 70 s                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 30 s                                                                                                                                                                                                                                                              |
|          |    |
| 70 s                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 30 s                                                                                                                                                                                                                                                              |

# HCM 2010 Signalized Intersection Summary

## 17: NW 2nd Ave & NW 3rd St

Existing  
AM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Volume (veh/h)               | 28                                                                                | 235                                                                               | 46                                                                                | 44                                                                                | 97                                                                                | 41                                                                                | 56                                                                                 | 302                                                                                 | 138                                                                                 | 47                                                                                  | 225                                                                                 | 39                                                                                  |
| Number                       | 7                                                                                 | 4                                                                                 | 14                                                                                | 3                                                                                 | 8                                                                                 | 18                                                                                | 1                                                                                  | 6                                                                                   | 16                                                                                  | 5                                                                                   | 2                                                                                   | 12                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 0.97                                                                              |                                                                                   | 0.96                                                                              | 0.98                                                                              |                                                                                   | 0.96                                                                              | 0.98                                                                               |                                                                                     | 0.98                                                                                | 0.99                                                                                |                                                                                     | 0.97                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1629                                                                              | 1629                                                                              | 1710                                                                              | 1629                                                                              | 1629                                                                              | 1710                                                                              | 1629                                                                               | 1629                                                                                | 1710                                                                                | 1629                                                                                | 1629                                                                                | 1710                                                                                |
| Adj Flow Rate, veh/h         | 29                                                                                | 247                                                                               | 48                                                                                | 46                                                                                | 102                                                                               | 43                                                                                | 59                                                                                 | 318                                                                                 | 145                                                                                 | 49                                                                                  | 237                                                                                 | 41                                                                                  |
| Adj No. of Lanes             | 1                                                                                 | 1                                                                                 | 0                                                                                 | 1                                                                                 | 2                                                                                 | 0                                                                                 | 1                                                                                  | 1                                                                                   | 0                                                                                   | 1                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                               | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Percent Heavy Veh, %         | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                  | 5                                                                                   | 5                                                                                   | 5                                                                                   | 5                                                                                   | 5                                                                                   |
| Cap, veh/h                   | 292                                                                               | 329                                                                               | 64                                                                                | 143                                                                               | 534                                                                               | 211                                                                               | 685                                                                                | 687                                                                                 | 313                                                                                 | 542                                                                                 | 878                                                                                 | 152                                                                                 |
| Arrive On Green              | 0.25                                                                              | 0.25                                                                              | 0.25                                                                              | 0.25                                                                              | 0.25                                                                              | 0.25                                                                              | 0.87                                                                               | 0.87                                                                                | 0.87                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Sat Flow, veh/h              | 1048                                                                              | 1315                                                                              | 256                                                                               | 927                                                                               | 2138                                                                              | 845                                                                               | 941                                                                                | 1054                                                                                | 480                                                                                 | 804                                                                                 | 1347                                                                                | 233                                                                                 |
| Grp Volume(v), veh/h         | 29                                                                                | 0                                                                                 | 295                                                                               | 46                                                                                | 72                                                                                | 73                                                                                | 59                                                                                 | 0                                                                                   | 463                                                                                 | 49                                                                                  | 0                                                                                   | 278                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1048                                                                              | 0                                                                                 | 1570                                                                              | 927                                                                               | 1547                                                                              | 1436                                                                              | 941                                                                                | 0                                                                                   | 1534                                                                                | 804                                                                                 | 0                                                                                   | 1580                                                                                |
| Q Serve(g_s), s              | 2.2                                                                               | 0.0                                                                               | 17.3                                                                              | 4.8                                                                               | 3.7                                                                               | 4.0                                                                               | 0.9                                                                                | 0.0                                                                                 | 6.7                                                                                 | 0.7                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 6.3                                                                               | 0.0                                                                               | 17.3                                                                              | 22.2                                                                              | 3.7                                                                               | 4.0                                                                               | 0.9                                                                                | 0.0                                                                                 | 6.7                                                                                 | 7.4                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.16                                                                              | 1.00                                                                              |                                                                                   | 0.59                                                                              | 1.00                                                                               |                                                                                     | 0.31                                                                                | 1.00                                                                                |                                                                                     | 0.15                                                                                |
| Lane Grp Cap(c), veh/h       | 292                                                                               | 0                                                                                 | 393                                                                               | 143                                                                               | 387                                                                               | 359                                                                               | 685                                                                                | 0                                                                                   | 1000                                                                                | 542                                                                                 | 0                                                                                   | 1030                                                                                |
| V/C Ratio(X)                 | 0.10                                                                              | 0.00                                                                              | 0.75                                                                              | 0.32                                                                              | 0.19                                                                              | 0.20                                                                              | 0.09                                                                               | 0.00                                                                                | 0.46                                                                                | 0.09                                                                                | 0.00                                                                                | 0.27                                                                                |
| Avail Cap(c_a), veh/h        | 292                                                                               | 0                                                                                 | 393                                                                               | 143                                                                               | 387                                                                               | 359                                                                               | 685                                                                                | 0                                                                                   | 1000                                                                                | 542                                                                                 | 0                                                                                   | 1030                                                                                |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.33                                                                               | 1.33                                                                                | 1.33                                                                                | 2.00                                                                                | 2.00                                                                                | 2.00                                                                                |
| Upstream Filter(l)           | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 32.1                                                                              | 0.0                                                                               | 34.6                                                                              | 44.9                                                                              | 29.5                                                                              | 29.6                                                                              | 2.4                                                                                | 0.0                                                                                 | 2.8                                                                                 | 0.4                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 0.7                                                                               | 0.0                                                                               | 12.5                                                                              | 5.9                                                                               | 1.1                                                                               | 1.3                                                                               | 0.2                                                                                | 0.0                                                                                 | 1.5                                                                                 | 0.3                                                                                 | 0.0                                                                                 | 0.6                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.7                                                                               | 0.0                                                                               | 8.9                                                                               | 1.5                                                                               | 1.7                                                                               | 1.7                                                                               | 0.3                                                                                | 0.0                                                                                 | 3.0                                                                                 | 0.2                                                                                 | 0.0                                                                                 | 0.2                                                                                 |
| LnGrp Delay(d),s/veh         | 32.8                                                                              | 0.0                                                                               | 47.1                                                                              | 50.7                                                                              | 30.6                                                                              | 30.9                                                                              | 2.6                                                                                | 0.0                                                                                 | 4.3                                                                                 | 0.7                                                                                 | 0.0                                                                                 | 0.6                                                                                 |
| LnGrp LOS                    | C                                                                                 |                                                                                   | D                                                                                 | D                                                                                 | C                                                                                 | C                                                                                 | A                                                                                  |                                                                                     | A                                                                                   | A                                                                                   |                                                                                     | A                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 324                                                                               |                                                                                   |                                                                                   | 191                                                                               |                                                                                   |                                                                                    | 522                                                                                 |                                                                                     |                                                                                     | 327                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 45.8                                                                              |                                                                                   |                                                                                   | 35.6                                                                              |                                                                                   |                                                                                    | 4.1                                                                                 |                                                                                     |                                                                                     | 0.7                                                                                 |                                                                                     |
| Approach LOS                 |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                    | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 70.0                                                                              |                                                                                   | 30.0                                                                              |                                                                                   | 70.0                                                                              |                                                                                    | 30.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | * 4.8                                                                             |                                                                                   | 5.0                                                                               |                                                                                   | * 4.8                                                                             |                                                                                    | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | * 65                                                                              |                                                                                   | 25.0                                                                              |                                                                                   | * 65                                                                              |                                                                                    | 25.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 9.4                                                                               |                                                                                   | 19.3                                                                              |                                                                                   | 8.7                                                                               |                                                                                    | 24.2                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 2.0                                                                               |                                                                                   | 1.3                                                                               |                                                                                   | 2.0                                                                               |                                                                                    | 0.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

### Intersection Summary

HCM 2010 Ctrl Delay 17.6  
HCM 2010 LOS B

### Notes

\* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Timings  
18: NW 1st Ave & NW 3rd St

Existing  
AM Peak Hour

|                      |  |  |  |  |  |  |   |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations  |                                                                                   |  |  |  |  |  |  |  |
| Volume (vph)         | 30                                                                                | 0                                                                                 | 46                                                                                | 133                                                                               | 104                                                                               | 68                                                                                | 196                                                                                 | 103                                                                                 |
| Turn Type            | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | NA                                                                                  | Perm                                                                                |
| Protected Phases     |                                                                                   | 4                                                                                 |                                                                                   | 8                                                                                 |                                                                                   | 6                                                                                 | 2                                                                                   |                                                                                     |
| Permitted Phases     | 4                                                                                 |                                                                                   | 8                                                                                 |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     | 2                                                                                   |
| Detector Phase       | 4                                                                                 | 4                                                                                 | 8                                                                                 | 8                                                                                 | 6                                                                                 | 6                                                                                 | 2                                                                                   | 2                                                                                   |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                                 | 7.0                                                                                 |
| Minimum Split (s)    | 29.0                                                                              | 29.0                                                                              | 26.0                                                                              | 26.0                                                                              | 25.6                                                                              | 25.6                                                                              | 25.6                                                                                | 25.6                                                                                |
| Total Split (s)      | 63.0                                                                              | 63.0                                                                              | 63.0                                                                              | 63.0                                                                              | 37.0                                                                              | 37.0                                                                              | 37.0                                                                                | 37.0                                                                                |
| Total Split (%)      | 63.0%                                                                             | 63.0%                                                                             | 63.0%                                                                             | 63.0%                                                                             | 37.0%                                                                             | 37.0%                                                                             | 37.0%                                                                               | 37.0%                                                                               |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                                 | 4.0                                                                                 |
| All-Red Time (s)     | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 0.6                                                                               | 0.6                                                                               | 0.6                                                                                 | 0.6                                                                                 |
| Lost Time Adjust (s) |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)  |                                                                                   | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 4.6                                                                               | 4.6                                                                               | 4.6                                                                                 | 4.6                                                                                 |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Recall Mode          | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                                 | Max                                                                                 |

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 72 (72%), Referenced to phase 2:SBT and 6:NBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Pretimed

Splits and Phases: 18: NW 1st Ave & NW 3rd St

|                                                                                            |                                                                                        |
|--------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
|  ø2 (R) |  ø4 |
| 37 s                                                                                       | 63 s                                                                                   |
|  ø6 (R) |  ø8 |
| 37 s                                                                                       | 63 s                                                                                   |

# HCM 2010 Signalized Intersection Summary

## 18: NW 1st Ave & NW 3rd St

Existing  
AM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |                                                                                     |  |  |
| Volume (veh/h)               | 30                                                                                | 0                                                                                 | 289                                                                               | 46                                                                                | 133                                                                               | 10                                                                                | 104                                                                                | 68                                                                                  | 0                                                                                   | 0                                                                                   | 196                                                                                 | 103                                                                                 |
| Number                       | 7                                                                                 | 4                                                                                 | 14                                                                                | 3                                                                                 | 8                                                                                 | 18                                                                                | 1                                                                                  | 6                                                                                   | 16                                                                                  | 5                                                                                   | 2                                                                                   | 12                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 0.99                                                                              |                                                                                   | 0.99                                                                              | 1.00                                                                              |                                                                                   | 0.99                                                                              | 0.95                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.85                                                                                |
| 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       | 1710                                                                              | 1629                                                                              | 1710                                                                              | 1629                                                                              | 1629                                                                              | 1710                                                                              | 1629                                                                               | 1629                                                                                | 0                                                                                   | 0                                                                                   | 1629                                                                                | 1629                                                                                |
| Adj Flow Rate, veh/h         | 30                                                                                | 0                                                                                 | 292                                                                               | 46                                                                                | 134                                                                               | 10                                                                                | 105                                                                                | 69                                                                                  | 0                                                                                   | 0                                                                                   | 198                                                                                 | 104                                                                                 |
| Adj No. of Lanes             | 0                                                                                 | 1                                                                                 | 0                                                                                 | 1                                                                                 | 2                                                                                 | 0                                                                                 | 1                                                                                  | 1                                                                                   | 0                                                                                   | 0                                                                                   | 1                                                                                   | 1                                                                                   |
| Peak Hour Factor             | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                               | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                |
| Percent Heavy Veh, %         | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                  | 5                                                                                   | 0                                                                                   | 0                                                                                   | 5                                                                                   | 5                                                                                   |
| Cap, veh/h                   | 89                                                                                | 24                                                                                | 711                                                                               | 500                                                                               | 1693                                                                              | 125                                                                               | 260                                                                                | 528                                                                                 | 0                                                                                   | 0                                                                                   | 528                                                                                 | 380                                                                                 |
| Arrive On Green              | 0.58                                                                              | 0.00                                                                              | 0.58                                                                              | 0.58                                                                              | 0.58                                                                              | 0.58                                                                              | 0.32                                                                               | 0.32                                                                                | 0.00                                                                                | 0.00                                                                                | 0.11                                                                                | 0.11                                                                                |
| Sat Flow, veh/h              | 85                                                                                | 41                                                                                | 1226                                                                              | 943                                                                               | 2919                                                                              | 216                                                                               | 889                                                                                | 1629                                                                                | 0                                                                                   | 0                                                                                   | 1629                                                                                | 1173                                                                                |
| Grp Volume(v), veh/h         | 322                                                                               | 0                                                                                 | 0                                                                                 | 46                                                                                | 70                                                                                | 74                                                                                | 105                                                                                | 69                                                                                  | 0                                                                                   | 0                                                                                   | 198                                                                                 | 104                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1352                                                                              | 0                                                                                 | 0                                                                                 | 943                                                                               | 1547                                                                              | 1588                                                                              | 889                                                                                | 1629                                                                                | 0                                                                                   | 0                                                                                   | 1629                                                                                | 1173                                                                                |
| Q Serve(g_s), s              | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 2.8                                                                               | 2.0                                                                               | 2.0                                                                               | 10.6                                                                               | 3.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 11.3                                                                                | 8.2                                                                                 |
| Cycle Q Clear(g_c), s        | 12.7                                                                              | 0.0                                                                               | 0.0                                                                               | 15.5                                                                              | 2.0                                                                               | 2.0                                                                               | 21.9                                                                               | 3.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 11.3                                                                                | 8.2                                                                                 |
| Prop In Lane                 | 0.09                                                                              |                                                                                   | 0.91                                                                              | 1.00                                                                              |                                                                                   | 0.14                                                                              | 1.00                                                                               |                                                                                     | 0.00                                                                                | 0.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 823                                                                               | 0                                                                                 | 0                                                                                 | 500                                                                               | 897                                                                               | 921                                                                               | 260                                                                                | 528                                                                                 | 0                                                                                   | 0                                                                                   | 528                                                                                 | 380                                                                                 |
| V/C Ratio(X)                 | 0.39                                                                              | 0.00                                                                              | 0.00                                                                              | 0.09                                                                              | 0.08                                                                              | 0.08                                                                              | 0.40                                                                               | 0.13                                                                                | 0.00                                                                                | 0.00                                                                                | 0.38                                                                                | 0.27                                                                                |
| Avail Cap(c_a), veh/h        | 823                                                                               | 0                                                                                 | 0                                                                                 | 500                                                                               | 897                                                                               | 921                                                                               | 260                                                                                | 528                                                                                 | 0                                                                                   | 0                                                                                   | 528                                                                                 | 380                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.33                                                                                | 0.33                                                                                |
| Upstream Filter(l)           | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 11.5                                                                              | 0.0                                                                               | 0.0                                                                               | 15.7                                                                              | 9.2                                                                               | 9.2                                                                               | 35.3                                                                               | 23.9                                                                                | 0.0                                                                                 | 0.0                                                                                 | 35.2                                                                                | 33.8                                                                                |
| Incr Delay (d2), s/veh       | 1.4                                                                               | 0.0                                                                               | 0.0                                                                               | 0.4                                                                               | 0.2                                                                               | 0.2                                                                               | 4.6                                                                                | 0.5                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 2.0                                                                                 | 1.8                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 5.1                                                                               | 0.0                                                                               | 0.0                                                                               | 0.8                                                                               | 0.9                                                                               | 0.9                                                                               | 2.9                                                                                | 1.4                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 5.4                                                                                 | 2.8                                                                                 |
| LnGrp Delay(d),s/veh         | 12.9                                                                              | 0.0                                                                               | 0.0                                                                               | 16.1                                                                              | 9.4                                                                               | 9.4                                                                               | 39.9                                                                               | 24.4                                                                                | 0.0                                                                                 | 0.0                                                                                 | 37.3                                                                                | 35.6                                                                                |
| LnGrp LOS                    | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 | A                                                                                 | A                                                                                 | D                                                                                  | C                                                                                   |                                                                                     |                                                                                     | D                                                                                   | D                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 322                                                                               |                                                                                   |                                                                                   | 190                                                                               |                                                                                   |                                                                                    | 174                                                                                 |                                                                                     |                                                                                     | 302                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 12.9                                                                              |                                                                                   |                                                                                   | 11.0                                                                              |                                                                                   |                                                                                    | 33.8                                                                                |                                                                                     |                                                                                     | 36.7                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                    | C                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 37.0                                                                              |                                                                                   | 63.0                                                                              |                                                                                   | 37.0                                                                              |                                                                                    | 63.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | * 4.6                                                                             |                                                                                   | 5.0                                                                               |                                                                                   | * 4.6                                                                             |                                                                                    | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | * 32                                                                              |                                                                                   | 58.0                                                                              |                                                                                   | * 32                                                                              |                                                                                    | 58.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 13.3                                                                              |                                                                                   | 14.7                                                                              |                                                                                   | 23.9                                                                              |                                                                                    | 17.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 0.8                                                                               |                                                                                   | 3.0                                                                               |                                                                                   | 0.6                                                                               |                                                                                    | 3.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

### Intersection Summary

HCM 2010 Ctrl Delay 23.5  
HCM 2010 LOS C

### Notes

\* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Timings  
19: NW 2nd Ave & NW 2nd St

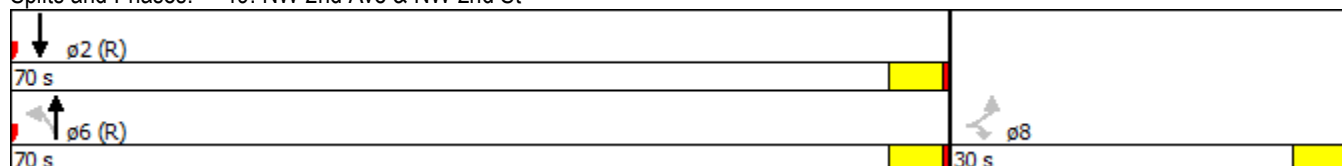
Existing  
AM Peak Hour

|                      |  |  |  |                                                                                    |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBR                                                                               | NBL                                                                               | NBT                                                                                                                                                                 | SBT                                                                               |
| Lane Configurations  |  |  |                                                                                   |   |  |
| Volume (vph)         | 52                                                                                | 139                                                                               | 65                                                                                | 447                                                                                                                                                                 | 234                                                                               |
| Turn Type            | Perm                                                                              | Perm                                                                              | Perm                                                                              | NA                                                                                                                                                                  | NA                                                                                |
| Protected Phases     |                                                                                   |                                                                                   |                                                                                   | 6                                                                                                                                                                   | 2                                                                                 |
| Permitted Phases     | 8                                                                                 | 8                                                                                 | 6                                                                                 |                                                                                                                                                                     |                                                                                   |
| Detector Phase       | 8                                                                                 | 8                                                                                 | 6                                                                                 | 6                                                                                                                                                                   | 2                                                                                 |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                                                                                                     |                                                                                   |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                                                                                                                 | 7.0                                                                               |
| Minimum Split (s)    | 22.0                                                                              | 22.0                                                                              | 22.6                                                                              | 22.6                                                                                                                                                                | 22.6                                                                              |
| Total Split (s)      | 30.0                                                                              | 30.0                                                                              | 70.0                                                                              | 70.0                                                                                                                                                                | 70.0                                                                              |
| Total Split (%)      | 30.0%                                                                             | 30.0%                                                                             | 70.0%                                                                             | 70.0%                                                                                                                                                               | 70.0%                                                                             |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                                                                                                                 | 4.0                                                                               |
| All-Red Time (s)     | 0.6                                                                               | 0.6                                                                               | 0.6                                                                               | 0.6                                                                                                                                                                 | 0.6                                                                               |
| Lost Time Adjust (s) | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                                                                                                 | 0.0                                                                               |
| Total Lost Time (s)  | 4.6                                                                               | 4.6                                                                               |                                                                                   | 4.6                                                                                                                                                                 | 4.6                                                                               |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                                                                                                     |                                                                                   |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                                                                                                     |                                                                                   |
| Recall Mode          | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                                                                                                                 | Max                                                                               |

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 24 (24%), Referenced to phase 2:SBT and 6:NBT, Start of Green  
 Natural Cycle: 45  
 Control Type: Pretimed

Splits and Phases: 19: NW 2nd Ave & NW 2nd St



# HCM Signalized Intersection Capacity Analysis

## 19: NW 2nd Ave & NW 2nd St

Existing  
AM Peak Hour

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBR                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations               |  |  |                                                                                   |  |  |                                                                                   |
| Volume (vph)                      | 52                                                                                | 139                                                                               | 65                                                                                | 447                                                                               | 234                                                                               | 51                                                                                |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Total Lost time (s)               | 4.6                                                                               | 4.6                                                                               |                                                                                   | 4.6                                                                               | 4.6                                                                               |                                                                                   |
| Lane Util. Factor                 | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.95                                                                              | 1.00                                                                              |                                                                                   |
| Frpb, ped/bikes                   | 1.00                                                                              | 0.45                                                                              |                                                                                   | 1.00                                                                              | 0.99                                                                              |                                                                                   |
| Flpb, ped/bikes                   | 0.81                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   |
| Frt                               | 1.00                                                                              | 0.85                                                                              |                                                                                   | 1.00                                                                              | 0.98                                                                              |                                                                                   |
| Flt Protected                     | 0.95                                                                              | 1.00                                                                              |                                                                                   | 0.99                                                                              | 1.00                                                                              |                                                                                   |
| Satd. Flow (prot)                 | 1260                                                                              | 622                                                                               |                                                                                   | 3067                                                                              | 1574                                                                              |                                                                                   |
| Flt Permitted                     | 0.95                                                                              | 1.00                                                                              |                                                                                   | 0.87                                                                              | 1.00                                                                              |                                                                                   |
| Satd. Flow (perm)                 | 1260                                                                              | 622                                                                               |                                                                                   | 2670                                                                              | 1574                                                                              |                                                                                   |
| Peak-hour factor, PHF             | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              |
| Adj. Flow (vph)                   | 55                                                                                | 148                                                                               | 69                                                                                | 476                                                                               | 249                                                                               | 54                                                                                |
| RTOR Reduction (vph)              | 0                                                                                 | 110                                                                               | 0                                                                                 | 0                                                                                 | 8                                                                                 | 0                                                                                 |
| Lane Group Flow (vph)             | 55                                                                                | 38                                                                                | 0                                                                                 | 545                                                                               | 295                                                                               | 0                                                                                 |
| Confl. Peds. (#/hr)               | 105                                                                               | 240                                                                               | 12                                                                                |                                                                                   |                                                                                   | 12                                                                                |
| Turn Type                         | Perm                                                                              | Perm                                                                              | Perm                                                                              | NA                                                                                | NA                                                                                |                                                                                   |
| Protected Phases                  |                                                                                   |                                                                                   |                                                                                   | 6                                                                                 | 2                                                                                 |                                                                                   |
| Permitted Phases                  | 8                                                                                 | 8                                                                                 | 6                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Actuated Green, G (s)             | 25.4                                                                              | 25.4                                                                              |                                                                                   | 65.4                                                                              | 65.4                                                                              |                                                                                   |
| Effective Green, g (s)            | 25.4                                                                              | 25.4                                                                              |                                                                                   | 65.4                                                                              | 65.4                                                                              |                                                                                   |
| Actuated g/C Ratio                | 0.25                                                                              | 0.25                                                                              |                                                                                   | 0.65                                                                              | 0.65                                                                              |                                                                                   |
| Clearance Time (s)                | 4.6                                                                               | 4.6                                                                               |                                                                                   | 4.6                                                                               | 4.6                                                                               |                                                                                   |
| Lane Grp Cap (vph)                | 320                                                                               | 157                                                                               |                                                                                   | 1746                                                                              | 1029                                                                              |                                                                                   |
| v/s Ratio Prot                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.19                                                                              |                                                                                   |
| v/s Ratio Perm                    | 0.04                                                                              | 0.06                                                                              |                                                                                   | 0.20                                                                              |                                                                                   |                                                                                   |
| v/c Ratio                         | 0.17                                                                              | 0.24                                                                              |                                                                                   | 0.31                                                                              | 0.29                                                                              |                                                                                   |
| Uniform Delay, d1                 | 29.1                                                                              | 29.6                                                                              |                                                                                   | 7.5                                                                               | 7.4                                                                               |                                                                                   |
| Progression Factor                | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.24                                                                              | 0.58                                                                              |                                                                                   |
| Incremental Delay, d2             | 1.2                                                                               | 3.6                                                                               |                                                                                   | 0.4                                                                               | 0.7                                                                               |                                                                                   |
| Delay (s)                         | 30.3                                                                              | 33.2                                                                              |                                                                                   | 9.8                                                                               | 5.0                                                                               |                                                                                   |
| Level of Service                  | C                                                                                 | C                                                                                 |                                                                                   | A                                                                                 | A                                                                                 |                                                                                   |
| Approach Delay (s)                | 32.4                                                                              |                                                                                   |                                                                                   | 9.8                                                                               | 5.0                                                                               |                                                                                   |
| Approach LOS                      | C                                                                                 |                                                                                   |                                                                                   | A                                                                                 | A                                                                                 |                                                                                   |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| HCM 2000 Control Delay            |                                                                                   |                                                                                   | 12.8                                                                              | HCM 2000 Level of Service                                                         |                                                                                   | B                                                                                 |
| HCM 2000 Volume to Capacity ratio |                                                                                   |                                                                                   | 0.29                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 100.0                                                                             | Sum of lost time (s)                                                              | 9.2                                                                               |                                                                                   |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 58.8%                                                                             | ICU Level of Service                                                              | B                                                                                 |                                                                                   |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

# Timings

20: NW 2nd Ave & NW 1st St

Existing

AM Peak Hour

|                      | ←     | ↙     | ↑     | ↓     |
|----------------------|-------|-------|-------|-------|
| Lane Group           | WBT   | NBL   | NBT   | SBT   |
| Lane Configurations  | ↔↔↔   |       | ↔↔    | ↔     |
| Volume (vph)         | 145   | 41    | 443   | 380   |
| Turn Type            | NA    | Perm  | NA    | NA    |
| Protected Phases     | 4     |       | 6     | 2     |
| Permitted Phases     |       | 6     |       |       |
| Detector Phase       | 4     | 6     | 6     | 2     |
| Switch Phase         |       |       |       |       |
| Minimum Initial (s)  | 7.0   | 7.0   | 7.0   | 7.0   |
| Minimum Split (s)    | 24.0  | 25.0  | 25.0  | 25.0  |
| Total Split (s)      | 45.0  | 55.0  | 55.0  | 55.0  |
| Total Split (%)      | 45.0% | 55.0% | 55.0% | 55.0% |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)     | 1.0   | 1.0   | 1.0   | 1.0   |
| Lost Time Adjust (s) | 0.0   |       | 0.0   | 0.0   |
| Total Lost Time (s)  | 5.0   |       | 5.0   | 5.0   |
| Lead/Lag             |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |
| Recall Mode          | Max   | Max   | Max   | Max   |

## Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 2 (2%), Referenced to phase 2:SBT and 6:NBTL, Start of Green

Natural Cycle: 50

Control Type: Pretimed

Splits and Phases: 20: NW 2nd Ave & NW 1st St

|          |      |
|----------|------|
| ↓ ø2 (R) | ↙ ø4 |
| 55 s     | 45 s |
| ↙ ø6 (R) |      |
| 55 s     |      |

HCM 2010 Signalized Intersection Summary  
20: NW 2nd Ave & NW 1st St

Existing  
AM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Volume (veh/h)               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 45                                                                                | 145                                                                               | 55                                                                                | 41                                                                                 | 443                                                                                 | 0                                                                                   | 0                                                                                   | 380                                                                                 | 42                                                                                  |
| Number                       |                                                                                   |                                                                                   |                                                                                   | 7                                                                                 | 4                                                                                 | 14                                                                                | 1                                                                                  | 6                                                                                   | 16                                                                                  | 5                                                                                   | 2                                                                                   | 12                                                                                  |
| Initial Q (Qb), veh          |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 0.90                                                                              | 0.98                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.97                                                                                |
| Parking Bus, Adj             |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       |                                                                                   |                                                                                   |                                                                                   | 1710                                                                              | 1629                                                                              | 1710                                                                              | 1710                                                                               | 1629                                                                                | 0                                                                                   | 0                                                                                   | 1629                                                                                | 1710                                                                                |
| Adj Flow Rate, veh/h         |                                                                                   |                                                                                   |                                                                                   | 47                                                                                | 151                                                                               | 57                                                                                | 43                                                                                 | 461                                                                                 | 0                                                                                   | 0                                                                                   | 396                                                                                 | 44                                                                                  |
| Adj No. of Lanes             |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 3                                                                                 | 0                                                                                 | 0                                                                                  | 2                                                                                   | 0                                                                                   | 0                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             |                                                                                   |                                                                                   |                                                                                   | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                               | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                |
| Percent Heavy Veh, %         |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 5                                                                                 | 0                                                                                 | 5                                                                                  | 5                                                                                   | 0                                                                                   | 0                                                                                   | 5                                                                                   | 5                                                                                   |
| Cap, veh/h                   |                                                                                   |                                                                                   |                                                                                   | 315                                                                               | 1072                                                                              | 375                                                                               | 135                                                                                | 1333                                                                                | 0                                                                                   | 0                                                                                   | 718                                                                                 | 80                                                                                  |
| Arrive On Green              |                                                                                   |                                                                                   |                                                                                   | 0.40                                                                              | 0.40                                                                              | 0.40                                                                              | 0.50                                                                               | 0.50                                                                                | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Sat Flow, veh/h              |                                                                                   |                                                                                   |                                                                                   | 788                                                                               | 2681                                                                              | 938                                                                               | 185                                                                                | 2740                                                                                | 0                                                                                   | 0                                                                                   | 1435                                                                                | 159                                                                                 |
| Grp Volume(v), veh/h         |                                                                                   |                                                                                   |                                                                                   | 95                                                                                | 79                                                                                | 81                                                                                | 260                                                                                | 244                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 440                                                                                 |
| Grp Sat Flow(s),veh/h/ln     |                                                                                   |                                                                                   |                                                                                   | 1589                                                                              | 1482                                                                              | 1336                                                                              | 1443                                                                               | 1408                                                                                | 0                                                                                   | 0                                                                                   | 0                                                                                   | 1595                                                                                |
| Q Serve(g_s), s              |                                                                                   |                                                                                   |                                                                                   | 3.8                                                                               | 3.4                                                                               | 3.9                                                                               | 0.0                                                                                | 10.5                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        |                                                                                   |                                                                                   |                                                                                   | 3.8                                                                               | 3.4                                                                               | 3.9                                                                               | 9.5                                                                                | 10.5                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                 |                                                                                   |                                                                                   |                                                                                   | 0.50                                                                              |                                                                                   | 0.70                                                                              | 0.17                                                                               |                                                                                     | 0.00                                                                                | 0.00                                                                                |                                                                                     | 0.10                                                                                |
| Lane Grp Cap(c), veh/h       |                                                                                   |                                                                                   |                                                                                   | 636                                                                               | 593                                                                               | 534                                                                               | 763                                                                                | 704                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 797                                                                                 |
| V/C Ratio(X)                 |                                                                                   |                                                                                   |                                                                                   | 0.15                                                                              | 0.13                                                                              | 0.15                                                                              | 0.34                                                                               | 0.35                                                                                | 0.00                                                                                | 0.00                                                                                | 0.00                                                                                | 0.55                                                                                |
| Avail Cap(c_a), veh/h        |                                                                                   |                                                                                   |                                                                                   | 636                                                                               | 593                                                                               | 534                                                                               | 763                                                                                | 704                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 797                                                                                 |
| HCM Platoon Ratio            |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 2.00                                                                                | 2.00                                                                                |
| Upstream Filter(l)           |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     |                                                                                   |                                                                                   |                                                                                   | 19.1                                                                              | 19.0                                                                              | 19.2                                                                              | 14.9                                                                               | 15.1                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       |                                                                                   |                                                                                   |                                                                                   | 0.5                                                                               | 0.5                                                                               | 0.6                                                                               | 1.2                                                                                | 1.4                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 2.7                                                                                 |
| Initial Q Delay(d3),s/veh    |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     |                                                                                   |                                                                                   |                                                                                   | 1.7                                                                               | 1.5                                                                               | 1.5                                                                               | 4.5                                                                                | 4.3                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.6                                                                                 |
| LnGrp Delay(d),s/veh         |                                                                                   |                                                                                   |                                                                                   | 19.6                                                                              | 19.5                                                                              | 19.8                                                                              | 16.1                                                                               | 16.5                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 2.7                                                                                 |
| LnGrp LOS                    |                                                                                   |                                                                                   |                                                                                   | B                                                                                 | B                                                                                 | B                                                                                 | B                                                                                  | B                                                                                   |                                                                                     |                                                                                     |                                                                                     | A                                                                                   |
| Approach Vol, veh/h          |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 255                                                                               |                                                                                   |                                                                                    | 504                                                                                 |                                                                                     |                                                                                     | 440                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 19.6                                                                              |                                                                                   |                                                                                    | 16.3                                                                                |                                                                                     |                                                                                     | 2.7                                                                                 |                                                                                     |
| Approach LOS                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                    | B                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 55.0                                                                              |                                                                                   | 45.0                                                                              |                                                                                   | 55.0                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 50.0                                                                              |                                                                                   | 40.0                                                                              |                                                                                   | 50.0                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 2.0                                                                               |                                                                                   | 5.9                                                                               |                                                                                   | 12.5                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 2.2                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 2.2                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings

21: NW 1st Ave & NW 1st St

Existing  
AM Peak Hour

|                      |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group           | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations  |  |                                                                                   |  |                                                                                   |  |  |
| Volume (vph)         | 144                                                                               | 34                                                                                | 221                                                                               | 13                                                                                | 105                                                                               | 62                                                                                |
| Turn Type            | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              |
| Protected Phases     | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 8                                                                                 |                                                                                   |
| Permitted Phases     |                                                                                   | 4                                                                                 |                                                                                   | 8                                                                                 |                                                                                   | 8                                                                                 |
| Detector Phase       | 2                                                                                 | 4                                                                                 | 4                                                                                 | 8                                                                                 | 8                                                                                 | 8                                                                                 |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               |
| Minimum Split (s)    | 30.0                                                                              | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              |
| Total Split (s)      | 45.0                                                                              | 55.0                                                                              | 55.0                                                                              | 55.0                                                                              | 55.0                                                                              | 55.0                                                                              |
| Total Split (%)      | 45.0%                                                                             | 55.0%                                                                             | 55.0%                                                                             | 55.0%                                                                             | 55.0%                                                                             | 55.0%                                                                             |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               |
| All-Red Time (s)     | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               |
| Lost Time Adjust (s) | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |
| Total Lost Time (s)  | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Recall Mode          | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               |

## Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 20 (20%), Referenced to phase 2:WBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Pretimed

Splits and Phases: 21: NW 1st Ave & NW 1st St

|                                                                                            |                                                                                        |
|--------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
|         |     |
|  ø2 (R) |  ø4 |
| 45 s                                                                                       | 55 s                                                                                   |
|                                                                                            |     |
|                                                                                            |  ø8 |
|                                                                                            | 55 s                                                                                   |

HCM 2010 Signalized Intersection Summary  
21: NW 1st Ave & NW 1st St

Existing  
AM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |  |
| Volume (veh/h)               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 38                                                                                | 144                                                                               | 92                                                                                | 34                                                                                 | 221                                                                                 | 9                                                                                   | 13                                                                                  | 105                                                                                 | 62                                                                                  |
| Number                       |                                                                                   |                                                                                   |                                                                                   | 5                                                                                 | 2                                                                                 | 12                                                                                | 7                                                                                  | 4                                                                                   | 14                                                                                  | 3                                                                                   | 8                                                                                   | 18                                                                                  |
| Initial Q (Qb), veh          |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 0.81                                                                              | 0.99                                                                               |                                                                                     | 0.96                                                                                | 0.99                                                                                |                                                                                     | 0.98                                                                                |
| Parking Bus, Adj             |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       |                                                                                   |                                                                                   |                                                                                   | 1710                                                                              | 1629                                                                              | 1710                                                                              | 1710                                                                               | 1629                                                                                | 1710                                                                                | 1710                                                                                | 1629                                                                                | 1629                                                                                |
| Adj Flow Rate, veh/h         |                                                                                   |                                                                                   |                                                                                   | 41                                                                                | 155                                                                               | 99                                                                                | 37                                                                                 | 238                                                                                 | 10                                                                                  | 14                                                                                  | 113                                                                                 | 67                                                                                  |
| Adj No. of Lanes             |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 2                                                                                 | 0                                                                                 | 0                                                                                  | 1                                                                                   | 0                                                                                   | 0                                                                                   | 2                                                                                   | 1                                                                                   |
| Peak Hour Factor             |                                                                                   |                                                                                   |                                                                                   | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                               | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                |
| Percent Heavy Veh, %         |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 5                                                                                 | 0                                                                                 | 5                                                                                  | 5                                                                                   | 5                                                                                   | 5                                                                                   | 5                                                                                   | 5                                                                                   |
| Cap, veh/h                   |                                                                                   |                                                                                   |                                                                                   | 159                                                                               | 597                                                                               | 371                                                                               | 113                                                                                | 668                                                                                 | 27                                                                                  | 170                                                                                 | 1308                                                                                | 677                                                                                 |
| Arrive On Green              |                                                                                   |                                                                                   |                                                                                   | 0.40                                                                              | 0.40                                                                              | 0.40                                                                              | 0.50                                                                               | 0.50                                                                                | 0.50                                                                                | 0.50                                                                                | 0.50                                                                                | 0.50                                                                                |
| Sat Flow, veh/h              |                                                                                   |                                                                                   |                                                                                   | 397                                                                               | 1492                                                                              | 927                                                                               | 145                                                                                | 1335                                                                                | 54                                                                                  | 253                                                                                 | 2616                                                                                | 1354                                                                                |
| Grp Volume(v), veh/h         |                                                                                   |                                                                                   |                                                                                   | 166                                                                               | 0                                                                                 | 129                                                                               | 285                                                                                | 0                                                                                   | 0                                                                                   | 67                                                                                  | 60                                                                                  | 67                                                                                  |
| Grp Sat Flow(s),veh/h/ln     |                                                                                   |                                                                                   |                                                                                   | 1609                                                                              | 0                                                                                 | 1207                                                                              | 1533                                                                               | 0                                                                                   | 0                                                                                   | 1462                                                                                | 1408                                                                                | 1354                                                                                |
| Q Serve(g_s), s              |                                                                                   |                                                                                   |                                                                                   | 6.9                                                                               | 0.0                                                                               | 7.2                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 2.2                                                                                 | 2.6                                                                                 |
| Cycle Q Clear(g_c), s        |                                                                                   |                                                                                   |                                                                                   | 6.9                                                                               | 0.0                                                                               | 7.2                                                                               | 10.7                                                                               | 0.0                                                                                 | 0.0                                                                                 | 2.2                                                                                 | 2.2                                                                                 | 2.6                                                                                 |
| Prop In Lane                 |                                                                                   |                                                                                   |                                                                                   | 0.25                                                                              |                                                                                   | 0.77                                                                              | 0.13                                                                               |                                                                                     | 0.04                                                                                | 0.21                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       |                                                                                   |                                                                                   |                                                                                   | 643                                                                               | 0                                                                                 | 483                                                                               | 807                                                                                | 0                                                                                   | 0                                                                                   | 774                                                                                 | 704                                                                                 | 677                                                                                 |
| V/C Ratio(X)                 |                                                                                   |                                                                                   |                                                                                   | 0.26                                                                              | 0.00                                                                              | 0.27                                                                              | 0.35                                                                               | 0.00                                                                                | 0.00                                                                                | 0.09                                                                                | 0.08                                                                                | 0.10                                                                                |
| Avail Cap(c_a), veh/h        |                                                                                   |                                                                                   |                                                                                   | 643                                                                               | 0                                                                                 | 483                                                                               | 807                                                                                | 0                                                                                   | 0                                                                                   | 774                                                                                 | 704                                                                                 | 677                                                                                 |
| HCM Platoon Ratio            |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(l)           |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                               | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     |                                                                                   |                                                                                   |                                                                                   | 20.1                                                                              | 0.0                                                                               | 20.2                                                                              | 15.2                                                                               | 0.0                                                                                 | 0.0                                                                                 | 13.0                                                                                | 13.1                                                                                | 13.2                                                                                |
| Incr Delay (d2), s/veh       |                                                                                   |                                                                                   |                                                                                   | 1.0                                                                               | 0.0                                                                               | 1.4                                                                               | 1.2                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.2                                                                                 | 0.2                                                                                 | 0.3                                                                                 |
| Initial Q Delay(d3),s/veh    |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     |                                                                                   |                                                                                   |                                                                                   | 3.2                                                                               | 0.0                                                                               | 2.6                                                                               | 5.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 1.0                                                                                 | 0.9                                                                                 | 1.0                                                                                 |
| LnGrp Delay(d),s/veh         |                                                                                   |                                                                                   |                                                                                   | 21.0                                                                              | 0.0                                                                               | 21.5                                                                              | 16.4                                                                               | 0.0                                                                                 | 0.0                                                                                 | 13.3                                                                                | 13.3                                                                                | 13.4                                                                                |
| LnGrp LOS                    |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   | C                                                                                 | B                                                                                  |                                                                                     |                                                                                     | B                                                                                   | B                                                                                   | B                                                                                   |
| Approach Vol, veh/h          |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 295                                                                               |                                                                                   |                                                                                    | 285                                                                                 |                                                                                     |                                                                                     | 194                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 21.2                                                                              |                                                                                   |                                                                                    | 16.4                                                                                |                                                                                     |                                                                                     | 13.3                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | B                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 45.0                                                                              |                                                                                   | 55.0                                                                              |                                                                                   |                                                                                   |                                                                                    | 55.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   |                                                                                    | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 40.0                                                                              |                                                                                   | 50.0                                                                              |                                                                                   |                                                                                   |                                                                                    | 50.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 9.2                                                                               |                                                                                   | 12.7                                                                              |                                                                                   |                                                                                   |                                                                                    | 4.6                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 0.0                                                                               |                                                                                   | 1.8                                                                               |                                                                                   |                                                                                   |                                                                                    | 1.8                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   |                                                                                   | 17.5                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings 5: NW 8th Street & NW 2nd Avenue

Existing  
PM Peak Hour

|                      |  |  |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL                                                                                 | SBT                                                                                 |
| Lane Configurations  |                                                                                   |  |                                                                                   |  |                                                                                   |  |                                                                                     |  |
| Volume (vph)         | 31                                                                                | 222                                                                               | 16                                                                                | 203                                                                               | 132                                                                               | 255                                                                               | 11                                                                                  | 103                                                                                 |
| Turn Type            | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                                | NA                                                                                  |
| Protected Phases     |                                                                                   | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 2                                                                                   |
| Permitted Phases     | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                   | 2                                                                                   |                                                                                     |
| Detector Phase       | 8                                                                                 | 8                                                                                 | 4                                                                                 | 4                                                                                 | 6                                                                                 | 6                                                                                 | 2                                                                                   | 2                                                                                   |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                                 | 7.0                                                                                 |
| Minimum Split (s)    | 23.0                                                                              | 23.0                                                                              | 23.0                                                                              | 23.0                                                                              | 23.0                                                                              | 23.0                                                                              | 23.0                                                                                | 23.0                                                                                |
| Total Split (s)      | 40.0                                                                              | 40.0                                                                              | 40.0                                                                              | 40.0                                                                              | 60.0                                                                              | 60.0                                                                              | 60.0                                                                                | 60.0                                                                                |
| Total Split (%)      | 40.0%                                                                             | 40.0%                                                                             | 40.0%                                                                             | 40.0%                                                                             | 60.0%                                                                             | 60.0%                                                                             | 60.0%                                                                               | 60.0%                                                                               |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                                 | 4.0                                                                                 |
| All-Red Time (s)     | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                                 | 1.0                                                                                 |
| Lost Time Adjust (s) |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                     | 0.0                                                                                 |
| Total Lost Time (s)  |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                     | 5.0                                                                                 |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Recall Mode          | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                                 | Max                                                                                 |

## Intersection Summary

Cycle Length: 100  
Actuated Cycle Length: 100  
Offset: 31 (31%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green  
Natural Cycle: 55  
Control Type: Pretimed

## Splits and Phases: 5: NW 8th Street & NW 2nd Avenue

|                                                                                            |                                                                                        |
|--------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
|  ø2 (R) |  ø4 |
| 60 s                                                                                       | 40 s                                                                                   |
|  ø6 (R) |  ø8 |
| 60 s                                                                                       | 40 s                                                                                   |

# HCM 2010 Signalized Intersection Summary

## 5: NW 8th Street & NW 2nd Avenue

Existing  
PM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Volume (veh/h)               | 31                                                                                | 222                                                                               | 32                                                                                | 16                                                                                | 203                                                                               | 26                                                                                | 132                                                                                | 255                                                                                 | 57                                                                                  | 11                                                                                  | 103                                                                                 | 59                                                                                  |
| Number                       | 3                                                                                 | 8                                                                                 | 18                                                                                | 7                                                                                 | 4                                                                                 | 14                                                                                | 1                                                                                  | 6                                                                                   | 16                                                                                  | 5                                                                                   | 2                                                                                   | 12                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 0.97                                                                              | 1.00                                                                              |                                                                                   | 0.97                                                                              | 0.99                                                                               |                                                                                     | 0.97                                                                                | 1.00                                                                                |                                                                                     | 0.97                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1900                                                                              | 1810                                                                              | 1900                                                                              | 1900                                                                              | 1810                                                                              | 1900                                                                              | 1900                                                                               | 1810                                                                                | 1900                                                                                | 1900                                                                                | 1810                                                                                | 1900                                                                                |
| Adj Flow Rate, veh/h         | 36                                                                                | 258                                                                               | 37                                                                                | 19                                                                                | 236                                                                               | 30                                                                                | 153                                                                                | 297                                                                                 | 66                                                                                  | 13                                                                                  | 120                                                                                 | 69                                                                                  |
| Adj No. of Lanes             | 0                                                                                 | 1                                                                                 | 0                                                                                 | 0                                                                                 | 1                                                                                 | 0                                                                                 | 0                                                                                  | 1                                                                                   | 0                                                                                   | 0                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                               | 0.86                                                                                | 0.86                                                                                | 0.86                                                                                | 0.86                                                                                | 0.86                                                                                |
| Percent Heavy Veh, %         | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                  | 5                                                                                   | 5                                                                                   | 5                                                                                   | 5                                                                                   | 5                                                                                   |
| Cap, veh/h                   | 80                                                                                | 486                                                                               | 66                                                                                | 58                                                                                | 523                                                                               | 64                                                                                | 274                                                                                | 510                                                                                 | 108                                                                                 | 70                                                                                  | 566                                                                                 | 310                                                                                 |
| Arrive On Green              | 0.35                                                                              | 0.35                                                                              | 0.35                                                                              | 0.35                                                                              | 0.35                                                                              | 0.35                                                                              | 0.18                                                                               | 0.18                                                                                | 0.18                                                                                | 0.55                                                                                | 0.55                                                                                | 0.55                                                                                |
| Sat Flow, veh/h              | 114                                                                               | 1390                                                                              | 189                                                                               | 56                                                                                | 1493                                                                              | 182                                                                               | 413                                                                                | 928                                                                                 | 197                                                                                 | 58                                                                                  | 1029                                                                                | 564                                                                                 |
| Grp Volume(v), veh/h         | 331                                                                               | 0                                                                                 | 0                                                                                 | 285                                                                               | 0                                                                                 | 0                                                                                 | 516                                                                                | 0                                                                                   | 0                                                                                   | 202                                                                                 | 0                                                                                   | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln     | 1693                                                                              | 0                                                                                 | 0                                                                                 | 1731                                                                              | 0                                                                                 | 0                                                                                 | 1538                                                                               | 0                                                                                   | 0                                                                                   | 1651                                                                                | 0                                                                                   | 0                                                                                   |
| Q Serve(g_s), s              | 2.4                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 24.2                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 15.2                                                                              | 0.0                                                                               | 0.0                                                                               | 12.5                                                                              | 0.0                                                                               | 0.0                                                                               | 30.4                                                                               | 0.0                                                                                 | 0.0                                                                                 | 6.1                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 0.11                                                                              |                                                                                   | 0.11                                                                              | 0.07                                                                              |                                                                                   | 0.11                                                                              | 0.30                                                                               |                                                                                     | 0.13                                                                                | 0.06                                                                                |                                                                                     | 0.34                                                                                |
| Lane Grp Cap(c), veh/h       | 632                                                                               | 0                                                                                 | 0                                                                                 | 644                                                                               | 0                                                                                 | 0                                                                                 | 892                                                                                | 0                                                                                   | 0                                                                                   | 946                                                                                 | 0                                                                                   | 0                                                                                   |
| V/C Ratio(X)                 | 0.52                                                                              | 0.00                                                                              | 0.00                                                                              | 0.44                                                                              | 0.00                                                                              | 0.00                                                                              | 0.58                                                                               | 0.00                                                                                | 0.00                                                                                | 0.21                                                                                | 0.00                                                                                | 0.00                                                                                |
| Avail Cap(c_a), veh/h        | 632                                                                               | 0                                                                                 | 0                                                                                 | 644                                                                               | 0                                                                                 | 0                                                                                 | 892                                                                                | 0                                                                                   | 0                                                                                   | 946                                                                                 | 0                                                                                   | 0                                                                                   |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.33                                                                               | 0.33                                                                                | 0.33                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(l)           | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                               | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                |
| Uniform Delay (d), s/veh     | 26.0                                                                              | 0.0                                                                               | 0.0                                                                               | 25.2                                                                              | 0.0                                                                               | 0.0                                                                               | 30.5                                                                               | 0.0                                                                                 | 0.0                                                                                 | 11.5                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 3.1                                                                               | 0.0                                                                               | 0.0                                                                               | 2.2                                                                               | 0.0                                                                               | 0.0                                                                               | 2.7                                                                                | 0.0                                                                                 | 0.0                                                                                 | 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     | 7.8                                                                               | 0.0                                                                               | 0.0                                                                               | 6.5                                                                               | 0.0                                                                               | 0.0                                                                               | 13.8                                                                               | 0.0                                                                                 | 0.0                                                                                 | 2.9                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| LnGrp Delay(d),s/veh         | 29.1                                                                              | 0.0                                                                               | 0.0                                                                               | 27.4                                                                              | 0.0                                                                               | 0.0                                                                               | 33.2                                                                               | 0.0                                                                                 | 0.0                                                                                 | 12.0                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| LnGrp LOS                    | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                  |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |
| Approach Vol, veh/h          |                                                                                   | 331                                                                               |                                                                                   |                                                                                   | 285                                                                               |                                                                                   |                                                                                    | 516                                                                                 |                                                                                     |                                                                                     | 202                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 29.1                                                                              |                                                                                   |                                                                                   | 27.4                                                                              |                                                                                   |                                                                                    | 33.2                                                                                |                                                                                     |                                                                                     | 12.0                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | C                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 60.0                                                                              |                                                                                   | 40.0                                                                              |                                                                                   | 60.0                                                                              |                                                                                    | 40.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                    | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 55.0                                                                              |                                                                                   | 35.0                                                                              |                                                                                   | 55.0                                                                              |                                                                                    | 35.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 8.1                                                                               |                                                                                   | 14.5                                                                              |                                                                                   | 32.4                                                                              |                                                                                    | 17.2                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 1.9                                                                               |                                                                                   | 2.5                                                                               |                                                                                   | 1.8                                                                               |                                                                                    | 2.4                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   |                                                                                   | 27.7                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

6: NW 1st Ct & NW 8th St

Existing

PM Peak Hour

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations               |  |                                                                                   |                                                                                   |  |  |                                                                                   |
| Volume (veh/h)                    | 248                                                                               | 44                                                                                | 9                                                                                 | 157                                                                               | 58                                                                                | 50                                                                                |
| Sign Control                      | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              | Stop                                                                              |                                                                                   |
| Grade                             | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                | 0%                                                                                |                                                                                   |
| Peak Hour Factor                  | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              |
| Hourly flow rate (vph)            | 273                                                                               | 48                                                                                | 10                                                                                | 173                                                                               | 64                                                                                | 55                                                                                |
| Pedestrians                       | 3                                                                                 |                                                                                   |                                                                                   | 34                                                                                | 15                                                                                |                                                                                   |
| Lane Width (ft)                   | 12.0                                                                              |                                                                                   |                                                                                   | 12.0                                                                              | 12.0                                                                              |                                                                                   |
| Walking Speed (ft/s)              | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               | 4.0                                                                               |                                                                                   |
| Percent Blockage                  | 0                                                                                 |                                                                                   |                                                                                   | 3                                                                                 | 1                                                                                 |                                                                                   |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       | None                                                                              |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                   |
| Median storage veh                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (ft)              | 357                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| pX, platoon unblocked             |                                                                                   |                                                                                   | 0.88                                                                              |                                                                                   | 0.88                                                                              | 0.88                                                                              |
| vC, conflicting volume            |                                                                                   |                                                                                   | 336                                                                               |                                                                                   | 507                                                                               | 346                                                                               |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                |                                                                                   |                                                                                   | 178                                                                               |                                                                                   | 372                                                                               | 189                                                                               |
| tC, single (s)                    |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   | 6.4                                                                               | 6.2                                                                               |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   | 3.5                                                                               | 3.3                                                                               |
| p0 queue free %                   |                                                                                   |                                                                                   | 99                                                                                |                                                                                   | 88                                                                                | 92                                                                                |
| cM capacity (veh/h)               |                                                                                   |                                                                                   | 1200                                                                              |                                                                                   | 536                                                                               | 714                                                                               |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume Total                      | 321                                                                               | 182                                                                               | 119                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Volume Left                       | 0                                                                                 | 10                                                                                | 64                                                                                |                                                                                   |                                                                                   |                                                                                   |
| Volume Right                      | 48                                                                                | 0                                                                                 | 55                                                                                |                                                                                   |                                                                                   |                                                                                   |
| cSH                               | 1700                                                                              | 1200                                                                              | 606                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.19                                                                              | 0.01                                                                              | 0.20                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Queue Length 95th (ft)            | 0                                                                                 | 1                                                                                 | 18                                                                                |                                                                                   |                                                                                   |                                                                                   |
| Control Delay (s)                 | 0.0                                                                               | 0.5                                                                               | 12.4                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Lane LOS                          |                                                                                   | A                                                                                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Approach Delay (s)                | 0.0                                                                               | 0.5                                                                               | 12.4                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Approach LOS                      |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   |                                                                                   | 2.5                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 34.1%                                                                             | ICU Level of Service                                                              | A                                                                                 |                                                                                   |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |

# HCM Unsignalized Intersection Capacity Analysis

7: NW 1st Ave & NW 8th St

Existing

PM Peak Hour

|                                   |  |  |  |  |  |  |   |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Volume (veh/h)                    | 114                                                                               | 182                                                                               | 34                                                                                | 6                                                                                 | 96                                                                                | 23                                                                                | 42                                                                                  | 118                                                                                 | 14                                                                                  | 3                                                                                   | 23                                                                                  | 11                                                                                  |
| Sign Control                      |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                     | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Grade                             |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                     | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Peak Hour Factor                  | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Hourly flow rate (vph)            | 120                                                                               | 192                                                                               | 36                                                                                | 6                                                                                 | 101                                                                               | 24                                                                                | 44                                                                                  | 124                                                                                 | 15                                                                                  | 3                                                                                   | 24                                                                                  | 12                                                                                  |
| Pedestrians                       |                                                                                   | 19                                                                                |                                                                                   |                                                                                   | 14                                                                                |                                                                                   |                                                                                     | 19                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Lane Width (ft)                   |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                     | 12.0                                                                                |                                                                                     |                                                                                     | 12.0                                                                                |                                                                                     |
| Walking Speed (ft/s)              |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                     | 4.0                                                                                 |                                                                                     |                                                                                     | 4.0                                                                                 |                                                                                     |
| Percent Blockage                  |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   | 1                                                                                 |                                                                                   |                                                                                     | 2                                                                                   |                                                                                     |                                                                                     | 1                                                                                   |                                                                                     |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median type                       |                                                                                   | None                                                                              |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Upstream signal (ft)              |                                                                                   | 726                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   | 0.97                                                                              |                                                                                   |                                                                                   | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                |                                                                                     |
| vC, conflicting volume            | 141                                                                               |                                                                                   |                                                                                   | 246                                                                               |                                                                                   |                                                                                   | 637                                                                                 | 622                                                                                 | 242                                                                                 | 682                                                                                 | 628                                                                                 | 148                                                                                 |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 141                                                                               |                                                                                   |                                                                                   | 203                                                                               |                                                                                   |                                                                                   | 607                                                                                 | 592                                                                                 | 199                                                                                 | 654                                                                                 | 598                                                                                 | 148                                                                                 |
| tC, single (s)                    | 4.1                                                                               |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   |                                                                                   | 7.1                                                                                 | 6.5                                                                                 | 6.2                                                                                 | 7.1                                                                                 | 6.5                                                                                 | 6.2                                                                                 |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| tF (s)                            | 2.2                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |                                                                                   | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 |
| p0 queue free %                   | 91                                                                                |                                                                                   |                                                                                   | 100                                                                               |                                                                                   |                                                                                   | 86                                                                                  | 65                                                                                  | 98                                                                                  | 99                                                                                  | 93                                                                                  | 99                                                                                  |
| cM capacity (veh/h)               | 1405                                                                              |                                                                                   |                                                                                   | 1285                                                                              |                                                                                   |                                                                                   | 322                                                                                 | 354                                                                                 | 784                                                                                 | 232                                                                                 | 352                                                                                 | 865                                                                                 |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              | NB 2                                                                              | NB 3                                                                              | SB 1                                                                              | SB 2                                                                                | SB 3                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 347                                                                               | 132                                                                               | 44                                                                                | 83                                                                                | 56                                                                                | 3                                                                                 | 16                                                                                  | 20                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 120                                                                               | 6                                                                                 | 44                                                                                | 0                                                                                 | 0                                                                                 | 3                                                                                 | 0                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 36                                                                                | 24                                                                                | 0                                                                                 | 0                                                                                 | 15                                                                                | 0                                                                                 | 0                                                                                   | 12                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 1405                                                                              | 1285                                                                              | 322                                                                               | 354                                                                               | 414                                                                               | 232                                                                               | 352                                                                                 | 541                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.09                                                                              | 0.00                                                                              | 0.14                                                                              | 0.23                                                                              | 0.14                                                                              | 0.01                                                                              | 0.05                                                                                | 0.04                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (ft)            | 7                                                                                 | 0                                                                                 | 12                                                                                | 22                                                                                | 12                                                                                | 1                                                                                 | 4                                                                                   | 3                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 3.2                                                                               | 0.4                                                                               | 17.9                                                                              | 18.2                                                                              | 15.1                                                                              | 20.7                                                                              | 15.7                                                                                | 11.9                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | A                                                                                 | A                                                                                 | C                                                                                 | C                                                                                 | C                                                                                 | C                                                                                 | C                                                                                   | B                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 3.2                                                                               | 0.4                                                                               | 17.2                                                                              |                                                                                   |                                                                                   |                                                                                   | 14.2                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                   | B                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   | 6.9                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 42.1%                                                                             | ICU Level of Service                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

## 8: NW 2nd Ave & NW 7th St

Existing  
PM Peak Hour

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations               |  |                                                                                   |  |                                                                                   |                                                                                   |  |
| Volume (veh/h)                    | 7                                                                                 | 35                                                                                | 412                                                                               | 0                                                                                 | 0                                                                                 | 148                                                                               |
| Sign Control                      | Stop                                                                              |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |
| Grade                             | 0%                                                                                |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |
| Peak Hour Factor                  | 0.88                                                                              | 0.88                                                                              | 0.88                                                                              | 0.88                                                                              | 0.88                                                                              | 0.88                                                                              |
| Hourly flow rate (vph)            | 8                                                                                 | 40                                                                                | 468                                                                               | 0                                                                                 | 0                                                                                 | 168                                                                               |
| Pedestrians                       | 11                                                                                |                                                                                   | 9                                                                                 |                                                                                   |                                                                                   | 11                                                                                |
| Lane Width (ft)                   | 12.0                                                                              |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                   | 12.0                                                                              |
| Walking Speed (ft/s)              | 4.0                                                                               |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               |
| Percent Blockage                  | 1                                                                                 |                                                                                   | 1                                                                                 |                                                                                   |                                                                                   | 1                                                                                 |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                   | None                                                                              |
| Median storage veh                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (ft)              |                                                                                   |                                                                                   | 366                                                                               |                                                                                   |                                                                                   | 339                                                                               |
| pX, platoon unblocked             | 0.88                                                                              | 0.88                                                                              |                                                                                   |                                                                                   | 0.88                                                                              |                                                                                   |
| vC, conflicting volume            | 656                                                                               | 490                                                                               |                                                                                   |                                                                                   | 479                                                                               |                                                                                   |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                | 546                                                                               | 358                                                                               |                                                                                   |                                                                                   | 346                                                                               |                                                                                   |
| tC, single (s)                    | 6.4                                                                               | 6.2                                                                               |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            | 3.5                                                                               | 3.3                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |
| p0 queue free %                   | 98                                                                                | 93                                                                                |                                                                                   |                                                                                   | 100                                                                               |                                                                                   |
| cM capacity (veh/h)               | 429                                                                               | 590                                                                               |                                                                                   |                                                                                   | 1049                                                                              |                                                                                   |
| Direction, Lane #                 | WB 1                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume Total                      | 48                                                                                | 468                                                                               | 168                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Volume Left                       | 8                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Volume Right                      | 40                                                                                | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| cSH                               | 555                                                                               | 1700                                                                              | 1700                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.09                                                                              | 0.28                                                                              | 0.10                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Queue Length 95th (ft)            | 7                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Control Delay (s)                 | 12.1                                                                              | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Lane LOS                          | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Approach Delay (s)                | 12.1                                                                              | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Approach LOS                      | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   |                                                                                   | 0.8                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 34.9%                                                                             | ICU Level of Service                                                              |                                                                                   | A                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |

Timings  
10: NW 2nd Ave & NW 6th St

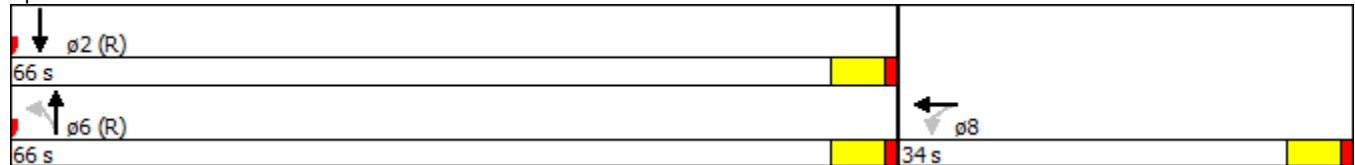
Existing  
PM Peak Hour

|                      | ←     | ↙     | ↑     | ↓     |
|----------------------|-------|-------|-------|-------|
| Lane Group           | WBT   | NBL   | NBT   | SBT   |
| Lane Configurations  | ↔↔    |       | ↔     | ↔     |
| Volume (vph)         | 608   | 133   | 308   | 117   |
| Turn Type            | NA    | Perm  | NA    | NA    |
| Protected Phases     | 8     |       | 6     | 2     |
| Permitted Phases     |       | 6     |       |       |
| Detector Phase       | 8     | 6     | 6     | 2     |
| Switch Phase         |       |       |       |       |
| Minimum Initial (s)  | 7.0   | 15.0  | 15.0  | 15.0  |
| Minimum Split (s)    | 27.0  | 21.0  | 21.0  | 21.0  |
| Total Split (s)      | 34.0  | 66.0  | 66.0  | 66.0  |
| Total Split (%)      | 34.0% | 66.0% | 66.0% | 66.0% |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)     | 1.0   | 1.0   | 1.0   | 1.0   |
| Lost Time Adjust (s) | 0.0   |       | 0.0   | 0.0   |
| Total Lost Time (s)  | 5.0   |       | 5.0   | 5.0   |
| Lead/Lag             |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |
| Recall Mode          | Max   | Max   | Max   | Max   |

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 88 (88%), Referenced to phase 2:SBT and 6:NBT, Start of Green  
 Natural Cycle: 60  
 Control Type: Pretimed

Splits and Phases: 10: NW 2nd Ave & NW 6th St



# HCM 2010 Signalized Intersection Summary

## 10: NW 2nd Ave & NW 6th St

Existing  
PM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Volume (veh/h)               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 66                                                                                | 608                                                                               | 71                                                                                | 133                                                                                | 308                                                                                 | 0                                                                                   | 0                                                                                   | 117                                                                                 | 45                                                                                  |
| Number                       |                                                                                   |                                                                                   |                                                                                   | 3                                                                                 | 8                                                                                 | 18                                                                                | 1                                                                                  | 6                                                                                   | 16                                                                                  | 5                                                                                   | 2                                                                                   | 12                                                                                  |
| Initial Q (Qb), veh          |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 0.99                                                                              | 0.99                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.99                                                                                |
| Parking Bus, Adj             |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       |                                                                                   |                                                                                   |                                                                                   | 1710                                                                              | 1629                                                                              | 1710                                                                              | 1710                                                                               | 1629                                                                                | 0                                                                                   | 0                                                                                   | 1629                                                                                | 1710                                                                                |
| Adj Flow Rate, veh/h         |                                                                                   |                                                                                   |                                                                                   | 74                                                                                | 683                                                                               | 80                                                                                | 149                                                                                | 346                                                                                 | 0                                                                                   | 0                                                                                   | 131                                                                                 | 51                                                                                  |
| Adj No. of Lanes             |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 2                                                                                 | 0                                                                                 | 0                                                                                  | 1                                                                                   | 0                                                                                   | 0                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             |                                                                                   |                                                                                   |                                                                                   | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                               | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                |
| Percent Heavy Veh, %         |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 5                                                                                 | 0                                                                                 | 5                                                                                  | 5                                                                                   | 0                                                                                   | 0                                                                                   | 5                                                                                   | 5                                                                                   |
| Cap, veh/h                   |                                                                                   |                                                                                   |                                                                                   | 78                                                                                | 753                                                                               | 93                                                                                | 261                                                                                | 574                                                                                 | 0                                                                                   | 0                                                                                   | 679                                                                                 | 264                                                                                 |
| Arrive On Green              |                                                                                   |                                                                                   |                                                                                   | 0.29                                                                              | 0.29                                                                              | 0.29                                                                              | 1.00                                                                               | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                | 0.20                                                                                | 0.20                                                                                |
| Sat Flow, veh/h              |                                                                                   |                                                                                   |                                                                                   | 269                                                                               | 2596                                                                              | 320                                                                               | 352                                                                                | 940                                                                                 | 0                                                                                   | 0                                                                                   | 1113                                                                                | 433                                                                                 |
| Grp Volume(v), veh/h         |                                                                                   |                                                                                   |                                                                                   | 444                                                                               | 0                                                                                 | 393                                                                               | 495                                                                                | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 182                                                                                 |
| Grp Sat Flow(s),veh/h/ln     |                                                                                   |                                                                                   |                                                                                   | 1615                                                                              | 0                                                                                 | 1570                                                                              | 1292                                                                               | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 1547                                                                                |
| Q Serve(g_s), s              |                                                                                   |                                                                                   |                                                                                   | 26.9                                                                              | 0.0                                                                               | 23.7                                                                              | 7.2                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 9.8                                                                                 |
| Cycle Q Clear(g_c), s        |                                                                                   |                                                                                   |                                                                                   | 26.9                                                                              | 0.0                                                                               | 23.7                                                                              | 17.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 9.8                                                                                 |
| Prop In Lane                 |                                                                                   |                                                                                   |                                                                                   | 0.17                                                                              |                                                                                   | 0.20                                                                              | 0.30                                                                               |                                                                                     | 0.00                                                                                | 0.00                                                                                |                                                                                     | 0.28                                                                                |
| Lane Grp Cap(c), veh/h       |                                                                                   |                                                                                   |                                                                                   | 468                                                                               | 0                                                                                 | 455                                                                               | 835                                                                                | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 943                                                                                 |
| V/C Ratio(X)                 |                                                                                   |                                                                                   |                                                                                   | 0.95                                                                              | 0.00                                                                              | 0.86                                                                              | 0.59                                                                               | 0.00                                                                                | 0.00                                                                                | 0.00                                                                                | 0.00                                                                                | 0.19                                                                                |
| Avail Cap(c_a), veh/h        |                                                                                   |                                                                                   |                                                                                   | 468                                                                               | 0                                                                                 | 455                                                                               | 835                                                                                | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 943                                                                                 |
| HCM Platoon Ratio            |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 2.00                                                                               | 2.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.33                                                                                | 0.33                                                                                |
| Upstream Filter(l)           |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                               | 0.00                                                                                | 0.00                                                                                | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     |                                                                                   |                                                                                   |                                                                                   | 34.8                                                                              | 0.0                                                                               | 33.6                                                                              | 0.5                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 19.5                                                                                |
| Incr Delay (d2), s/veh       |                                                                                   |                                                                                   |                                                                                   | 30.5                                                                              | 0.0                                                                               | 19.1                                                                              | 3.1                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.5                                                                                 |
| Initial Q Delay(d3),s/veh    |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     |                                                                                   |                                                                                   |                                                                                   | 15.9                                                                              | 0.0                                                                               | 12.7                                                                              | 3.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 4.3                                                                                 |
| LnGrp Delay(d),s/veh         |                                                                                   |                                                                                   |                                                                                   | 65.2                                                                              | 0.0                                                                               | 52.7                                                                              | 3.6                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 19.9                                                                                |
| LnGrp LOS                    |                                                                                   |                                                                                   |                                                                                   | E                                                                                 |                                                                                   | D                                                                                 | A                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     | B                                                                                   |
| Approach Vol, veh/h          |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 837                                                                               |                                                                                   |                                                                                    | 495                                                                                 |                                                                                     |                                                                                     | 182                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 59.3                                                                              |                                                                                   |                                                                                    | 3.6                                                                                 |                                                                                     |                                                                                     | 19.9                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | E                                                                                 |                                                                                   |                                                                                    | A                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   |                                                                                   | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 66.0                                                                              |                                                                                   |                                                                                   |                                                                                   | 66.0                                                                              |                                                                                    | 34.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   |                                                                                   | 5.0                                                                               |                                                                                    | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 61.0                                                                              |                                                                                   |                                                                                   |                                                                                   | 61.0                                                                              |                                                                                    | 29.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 11.8                                                                              |                                                                                   |                                                                                   |                                                                                   | 19.0                                                                              |                                                                                    | 28.9                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 1.7                                                                               |                                                                                   |                                                                                   |                                                                                   | 1.7                                                                               |                                                                                    | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   |                                                                                   | 36.4                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

11: NW 1st Ct & NW 6th St

Existing

PM Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Volume (veh/h)                    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 11                                                                                | 706                                                                               | 122                                                                               | 10                                                                                 | 11                                                                                  | 0                                                                                   | 0                                                                                   | 8                                                                                   | 25                                                                                  |
| Sign Control                      |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                    | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Grade                             |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                    | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Peak Hour Factor                  | 0.79                                                                              | 0.79                                                                              | 0.79                                                                              | 0.79                                                                              | 0.79                                                                              | 0.79                                                                              | 0.79                                                                               | 0.79                                                                                | 0.79                                                                                | 0.79                                                                                | 0.79                                                                                | 0.79                                                                                |
| Hourly flow rate (vph)            | 0                                                                                 | 0                                                                                 | 0                                                                                 | 14                                                                                | 894                                                                               | 154                                                                               | 13                                                                                 | 14                                                                                  | 0                                                                                   | 0                                                                                   | 10                                                                                  | 32                                                                                  |
| Pedestrians                       |                                                                                   | 3                                                                                 |                                                                                   |                                                                                   | 39                                                                                |                                                                                   |                                                                                    | 3                                                                                   |                                                                                     |                                                                                     | 5                                                                                   |                                                                                     |
| Lane Width (ft)                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                    | 12.0                                                                                |                                                                                     |                                                                                     | 12.0                                                                                |                                                                                     |
| Walking Speed (ft/s)              |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                    | 4.0                                                                                 |                                                                                     |                                                                                     | 4.0                                                                                 |                                                                                     |
| Percent Blockage                  |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 3                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median type                       |                                                                                   | None                                                                              |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Upstream signal (ft)              |                                                                                   | 363                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC, conflicting volume            | 1053                                                                              |                                                                                   |                                                                                   | 3                                                                                 |                                                                                   |                                                                                   | 517                                                                                | 1084                                                                                | 42                                                                                  | 1050                                                                                | 1007                                                                                | 532                                                                                 |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 1053                                                                              |                                                                                   |                                                                                   | 3                                                                                 |                                                                                   |                                                                                   | 517                                                                                | 1084                                                                                | 42                                                                                  | 1050                                                                                | 1007                                                                                | 532                                                                                 |
| tC, single (s)                    | 4.2                                                                               |                                                                                   |                                                                                   | 4.2                                                                               |                                                                                   |                                                                                   | 7.6                                                                                | 6.6                                                                                 | 7.0                                                                                 | 7.6                                                                                 | 6.6                                                                                 | 7.0                                                                                 |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| tF (s)                            | 2.2                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |                                                                                   | 3.5                                                                                | 4.0                                                                                 | 3.3                                                                                 | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 |
| p0 queue free %                   | 100                                                                               |                                                                                   |                                                                                   | 99                                                                                |                                                                                   |                                                                                   | 97                                                                                 | 93                                                                                  | 100                                                                                 | 100                                                                                 | 96                                                                                  | 93                                                                                  |
| cM capacity (veh/h)               | 637                                                                               |                                                                                   |                                                                                   | 1592                                                                              |                                                                                   |                                                                                   | 387                                                                                | 208                                                                                 | 975                                                                                 | 160                                                                                 | 231                                                                                 | 482                                                                                 |
| Direction, Lane #                 | WB 1                                                                              | WB 2                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 461                                                                               | 601                                                                               | 27                                                                                | 42                                                                                |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 14                                                                                | 0                                                                                 | 13                                                                                | 0                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 0                                                                                 | 154                                                                               | 0                                                                                 | 32                                                                                |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 1592                                                                              | 1700                                                                              | 266                                                                               | 382                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.01                                                                              | 0.35                                                                              | 0.10                                                                              | 0.11                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (ft)            | 1                                                                                 | 0                                                                                 | 8                                                                                 | 9                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 0.3                                                                               | 0.0                                                                               | 20.0                                                                              | 15.6                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | A                                                                                 |                                                                                   | C                                                                                 | C                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 0.1                                                                               |                                                                                   | 20.0                                                                              | 15.6                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      |                                                                                   |                                                                                   | C                                                                                 | C                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   | 1.2                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 45.6%                                                                             |                                                                                   | ICU Level of Service                                                              |                                                                                   |                                                                                    |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

12: NW 1st Ave & NW 6th St

Existing

PM Peak Hour

|                                   |  |  |  |  |  |  |   |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |                                                                                   |  |  |                                                                                     |                                                                                     |  |                                                                                     |
| Volume (veh/h)                    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 6                                                                                 | 446                                                                               | 27                                                                                | 64                                                                                  | 157                                                                                 | 0                                                                                   | 0                                                                                   | 44                                                                                  | 23                                                                                  |
| Sign Control                      |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                     | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Grade                             |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                     | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Hourly flow rate (vph)            | 0                                                                                 | 0                                                                                 | 0                                                                                 | 7                                                                                 | 485                                                                               | 29                                                                                | 70                                                                                  | 171                                                                                 | 0                                                                                   | 0                                                                                   | 48                                                                                  | 25                                                                                  |
| Pedestrians                       |                                                                                   | 42                                                                                |                                                                                   |                                                                                   | 7                                                                                 |                                                                                   |                                                                                     | 5                                                                                   |                                                                                     |                                                                                     | 5                                                                                   |                                                                                     |
| Lane Width (ft)                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                     | 12.0                                                                                |                                                                                     |                                                                                     | 12.0                                                                                |                                                                                     |
| Walking Speed (ft/s)              |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                     | 4.0                                                                                 |                                                                                     |                                                                                     | 4.0                                                                                 |                                                                                     |
| Percent Blockage                  |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 1                                                                                 |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median type                       |                                                                                   | None                                                                              |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Upstream signal (ft)              |                                                                                   | 855                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC, conflicting volume            | 519                                                                               |                                                                                   |                                                                                   | 5                                                                                 |                                                                                   |                                                                                   | 351                                                                                 | 537                                                                                 | 12                                                                                  | 610                                                                                 | 522                                                                                 | 304                                                                                 |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 519                                                                               |                                                                                   |                                                                                   | 5                                                                                 |                                                                                   |                                                                                   | 351                                                                                 | 537                                                                                 | 12                                                                                  | 610                                                                                 | 522                                                                                 | 304                                                                                 |
| tC, single (s)                    | 4.2                                                                               |                                                                                   |                                                                                   | 4.2                                                                               |                                                                                   |                                                                                   | 7.6                                                                                 | 6.6                                                                                 | 7.0                                                                                 | 7.6                                                                                 | 6.6                                                                                 | 7.0                                                                                 |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| tF (s)                            | 2.2                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |                                                                                   | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 |
| p0 queue free %                   | 100                                                                               |                                                                                   |                                                                                   | 100                                                                               |                                                                                   |                                                                                   | 86                                                                                  | 61                                                                                  | 100                                                                                 | 100                                                                                 | 89                                                                                  | 96                                                                                  |
| cM capacity (veh/h)               | 1018                                                                              |                                                                                   |                                                                                   | 1587                                                                              |                                                                                   |                                                                                   | 498                                                                                 | 437                                                                                 | 1045                                                                                | 254                                                                                 | 445                                                                                 | 680                                                                                 |
| Direction, Lane #                 | WB 1                                                                              | WB 2                                                                              | NB 1                                                                              | NB 2                                                                              | NB 3                                                                              | SB 1                                                                              | SB 2                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 249                                                                               | 272                                                                               | 70                                                                                | 85                                                                                | 85                                                                                | 32                                                                                | 41                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 7                                                                                 | 0                                                                                 | 70                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 0                                                                                 | 29                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 25                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 1587                                                                              | 1700                                                                              | 498                                                                               | 437                                                                               | 437                                                                               | 445                                                                               | 564                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.00                                                                              | 0.16                                                                              | 0.14                                                                              | 0.20                                                                              | 0.20                                                                              | 0.07                                                                              | 0.07                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (ft)            | 0                                                                                 | 0                                                                                 | 12                                                                                | 18                                                                                | 18                                                                                | 6                                                                                 | 6                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 0.2                                                                               | 0.0                                                                               | 13.4                                                                              | 15.2                                                                              | 15.2                                                                              | 13.7                                                                              | 11.9                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | A                                                                                 |                                                                                   | B                                                                                 | C                                                                                 | C                                                                                 | B                                                                                 | B                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 0.1                                                                               |                                                                                   | 14.7                                                                              |                                                                                   |                                                                                   | 12.7                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   | 5.4                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 43.3%                                                                             |                                                                                   | ICU Level of Service                                                              |                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Timings  
13: NW 2nd Ave & NW 5th St

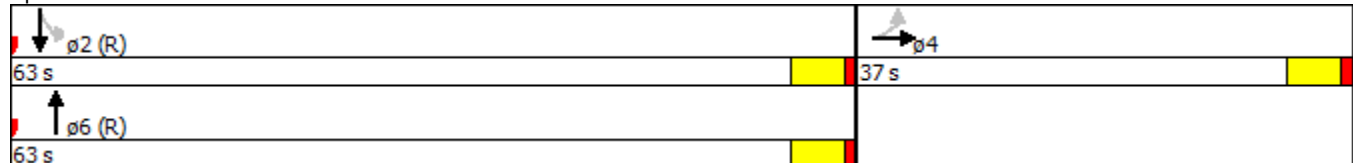
Existing  
PM Peak Hour

|                      | →     | ↑     | ↘     | ↓     |
|----------------------|-------|-------|-------|-------|
| Lane Group           | EBT   | NBT   | SBL   | SBT   |
| Lane Configurations  | ↔↔↔   | ↔     |       | ↔     |
| Volume (vph)         | 342   | 472   | 19    | 156   |
| Turn Type            | NA    | NA    | Perm  | NA    |
| Protected Phases     | 4     | 6     |       | 2     |
| Permitted Phases     |       |       | 2     |       |
| Detector Phase       | 4     | 6     | 2     | 2     |
| Switch Phase         |       |       |       |       |
| Minimum Initial (s)  | 7.0   | 7.0   | 7.0   | 7.0   |
| Minimum Split (s)    | 23.0  | 21.0  | 21.0  | 21.0  |
| Total Split (s)      | 37.0  | 63.0  | 63.0  | 63.0  |
| Total Split (%)      | 37.0% | 63.0% | 63.0% | 63.0% |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)     | 1.0   | 1.0   | 1.0   | 1.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   |       | 0.0   |
| Total Lost Time (s)  | 5.0   | 5.0   |       | 5.0   |
| Lead/Lag             |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |
| Recall Mode          | Max   | Max   | Max   | Max   |

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 97 (97%), Referenced to phase 2:SBTL and 6:NBT, Start of Green  
 Natural Cycle: 60  
 Control Type: Pretimed

Splits and Phases: 13: NW 2nd Ave & NW 5th St



# HCM 2010 Signalized Intersection Summary

## 13: NW 2nd Ave & NW 5th St

Existing  
PM Peak Hour

|                              |  |                                                                                                                                                                      |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                                                                                                                                                                                                   | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Volume (veh/h)               | 26                                                                                | 342                                                                                                                                                                                                                                                   | 68                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 472                                                                                 | 109                                                                                 | 19                                                                                  | 156                                                                                 | 0                                                                                   |
| Number                       | 7                                                                                 | 4                                                                                                                                                                                                                                                     | 14                                                                                |                                                                                   |                                                                                   |                                                                                   | 1                                                                                  | 6                                                                                   | 16                                                                                  | 5                                                                                   | 2                                                                                   | 12                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                                                                                                                                                                                     | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                                                                                                                                                                                       | 0.98                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               |                                                                                     | 0.99                                                                                | 0.99                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1710                                                                              | 1629                                                                                                                                                                                                                                                  | 1710                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1629                                                                                | 1710                                                                                | 1710                                                                                | 1629                                                                                | 0                                                                                   |
| Adj Flow Rate, veh/h         | 28                                                                                | 364                                                                                                                                                                                                                                                   | 72                                                                                |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 502                                                                                 | 116                                                                                 | 20                                                                                  | 166                                                                                 | 0                                                                                   |
| Adj No. of Lanes             | 0                                                                                 | 3                                                                                                                                                                                                                                                     | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1                                                                                   | 0                                                                                   | 0                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             | 0.94                                                                              | 0.94                                                                                                                                                                                                                                                  | 0.94                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.94                                                                               | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                |
| Percent Heavy Veh, %         | 0                                                                                 | 5                                                                                                                                                                                                                                                     | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 5                                                                                   | 5                                                                                   | 5                                                                                   | 5                                                                                   | 0                                                                                   |
| Cap, veh/h                   | 84                                                                                | 1153                                                                                                                                                                                                                                                  | 229                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 740                                                                                 | 171                                                                                 | 104                                                                                 | 794                                                                                 | 0                                                                                   |
| Arrive On Green              | 0.32                                                                              | 0.32                                                                                                                                                                                                                                                  | 0.32                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                |
| Sat Flow, veh/h              | 263                                                                               | 3603                                                                                                                                                                                                                                                  | 716                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1277                                                                                | 295                                                                                 | 111                                                                                 | 1369                                                                                | 0                                                                                   |
| Grp Volume(v), veh/h         | 172                                                                               | 143                                                                                                                                                                                                                                                   | 149                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                   | 618                                                                                 | 186                                                                                 | 0                                                                                   | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln     | 1615                                                                              | 1482                                                                                                                                                                                                                                                  | 1485                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                   | 1572                                                                                | 1480                                                                                | 0                                                                                   | 0                                                                                   |
| Q Serve(g_s), s              | 8.1                                                                               | 7.3                                                                                                                                                                                                                                                   | 7.6                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 8.1                                                                               | 7.3                                                                                                                                                                                                                                                   | 7.6                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 0.16                                                                              |                                                                                                                                                                                                                                                       | 0.48                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               |                                                                                     | 0.19                                                                                | 0.11                                                                                |                                                                                     | 0.00                                                                                |
| Lane Grp Cap(c), veh/h       | 517                                                                               | 474                                                                                                                                                                                                                                                   | 475                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                   | 912                                                                                 | 898                                                                                 | 0                                                                                   | 0                                                                                   |
| V/C Ratio(X)                 | 0.33                                                                              | 0.30                                                                                                                                                                                                                                                  | 0.31                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 0.00                                                                                | 0.68                                                                                | 0.21                                                                                | 0.00                                                                                | 0.00                                                                                |
| Avail Cap(c_a), veh/h        | 517                                                                               | 474                                                                                                                                                                                                                                                   | 475                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                   | 912                                                                                 | 898                                                                                 | 0                                                                                   | 0                                                                                   |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               | 2.00                                                                                | 2.00                                                                                | 2.00                                                                                | 2.00                                                                                | 1.00                                                                                |
| Upstream Filter(l)           | 1.00                                                                              | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                |
| Uniform Delay (d), s/veh     | 25.9                                                                              | 25.6                                                                                                                                                                                                                                                  | 25.7                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 1.7                                                                               | 1.6                                                                                                                                                                                                                                                   | 1.7                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 4.0                                                                                 | 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                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 3.8                                                                               | 3.2                                                                                                                                                                                                                                                   | 3.3                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 1.0                                                                                 | 0.1                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| LnGrp Delay(d),s/veh         | 27.6                                                                              | 27.2                                                                                                                                                                                                                                                  | 27.4                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 4.0                                                                                 | 0.5                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| LnGrp LOS                    | C                                                                                 | C                                                                                                                                                                                                                                                     | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     | A                                                                                   | A                                                                                   |                                                                                     |                                                                                     |
| Approach Vol, veh/h          |                                                                                   | 464                                                                                                                                                                                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | 618                                                                                 |                                                                                     |                                                                                     | 186                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 27.4                                                                                                                                                                                                                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | 4.0                                                                                 |                                                                                     |                                                                                     | 0.5                                                                                 |                                                                                     |
| Approach LOS                 |                                                                                   | C                                                                                                                                                                                                                                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                                                                                                                                                                                     | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                                                                                                                                                                                     |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 63.0                                                                                                                                                                                                                                                  |                                                                                   | 37.0                                                                              |                                                                                   | 63.0                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 5.0                                                                                                                                                                                                                                                   |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 58.0                                                                                                                                                                                                                                                  |                                                                                   | 32.0                                                                              |                                                                                   | 58.0                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 2.0                                                                                                                                                                                                                                                   |                                                                                   | 10.1                                                                              |                                                                                   | 2.0                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 2.1                                                                                                                                                                                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   | 2.1                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                                                                                                                                                                                       | 12.1                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                                                                                                                                                                                       | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

14: NW 5th St & NW 1st Ct

Existing

PM Peak Hour

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBL                                                                               | SBR                                                                               |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |
| Volume (veh/h)                    | 20                                                                                | 490                                                                               | 0                                                                                 | 0                                                                                 | 13                                                                                | 0                                                                                 |
| Sign Control                      |                                                                                   | Free                                                                              | Free                                                                              |                                                                                   | Stop                                                                              |                                                                                   |
| Grade                             |                                                                                   | 0%                                                                                | 0%                                                                                |                                                                                   | 0%                                                                                |                                                                                   |
| Peak Hour Factor                  | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              |
| Hourly flow rate (vph)            | 21                                                                                | 516                                                                               | 0                                                                                 | 0                                                                                 | 14                                                                                | 0                                                                                 |
| Pedestrians                       |                                                                                   | 8                                                                                 | 159                                                                               |                                                                                   | 5                                                                                 |                                                                                   |
| Lane Width (ft)                   |                                                                                   | 12.0                                                                              | 0.0                                                                               |                                                                                   | 12.0                                                                              |                                                                                   |
| Walking Speed (ft/s)              |                                                                                   | 4.0                                                                               | 4.0                                                                               |                                                                                   | 4.0                                                                               |                                                                                   |
| Percent Blockage                  |                                                                                   | 1                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 |                                                                                   |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       |                                                                                   | None                                                                              | None                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (ft)              |                                                                                   | 361                                                                               | 491                                                                               |                                                                                   |                                                                                   |                                                                                   |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.97                                                                              |                                                                                   |
| vC, conflicting volume            | 5                                                                                 |                                                                                   |                                                                                   |                                                                                   | 378                                                                               | 13                                                                                |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                | 5                                                                                 |                                                                                   |                                                                                   |                                                                                   | 261                                                                               | 13                                                                                |
| tC, single (s)                    | 4.2                                                                               |                                                                                   |                                                                                   |                                                                                   | 6.9                                                                               | 7.0                                                                               |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            | 2.2                                                                               |                                                                                   |                                                                                   |                                                                                   | 3.5                                                                               | 3.3                                                                               |
| p0 queue free %                   | 99                                                                                |                                                                                   |                                                                                   |                                                                                   | 98                                                                                | 100                                                                               |
| cM capacity (veh/h)               | 1587                                                                              |                                                                                   |                                                                                   |                                                                                   | 666                                                                               | 1043                                                                              |
| Direction, Lane #                 | EB 1                                                                              | EB 2                                                                              | EB 3                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |
| Volume Total                      | 124                                                                               | 206                                                                               | 206                                                                               | 14                                                                                |                                                                                   |                                                                                   |
| Volume Left                       | 21                                                                                | 0                                                                                 | 0                                                                                 | 14                                                                                |                                                                                   |                                                                                   |
| Volume Right                      | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |
| cSH                               | 1587                                                                              | 1700                                                                              | 1700                                                                              | 666                                                                               |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.01                                                                              | 0.12                                                                              | 0.12                                                                              | 0.02                                                                              |                                                                                   |                                                                                   |
| Queue Length 95th (ft)            | 1                                                                                 | 0                                                                                 | 0                                                                                 | 2                                                                                 |                                                                                   |                                                                                   |
| Control Delay (s)                 | 1.3                                                                               | 0.0                                                                               | 0.0                                                                               | 10.5                                                                              |                                                                                   |                                                                                   |
| Lane LOS                          | A                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |
| Approach Delay (s)                | 0.3                                                                               |                                                                                   |                                                                                   | 10.5                                                                              |                                                                                   |                                                                                   |
| Approach LOS                      |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   |                                                                                   | 0.6                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 24.4%                                                                             |                                                                                   | ICU Level of Service                                                              | A                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |

# Timings

15: NW 1st Ave & NW 5th St

Existing

PM Peak Hour

|                      | →     | ↑     | ↘     | ↓     |
|----------------------|-------|-------|-------|-------|
| Lane Group           | EBT   | NBT   | SBL   | SBT   |
| Lane Configurations  | ↑↑↑   | ↑↑    | ↘     | ↑↑    |
| Volume (vph)         | 447   | 161   | 15    | 34    |
| Turn Type            | NA    | NA    | Perm  | NA    |
| Protected Phases     | 6     | 4     |       | 8     |
| Permitted Phases     |       |       | 8     |       |
| Detector Phase       | 6     | 4     | 8     | 8     |
| Switch Phase         |       |       |       |       |
| Minimum Initial (s)  | 18.0  | 7.0   | 7.0   | 7.0   |
| Minimum Split (s)    | 23.0  | 21.0  | 21.0  | 21.0  |
| Total Split (s)      | 66.0  | 34.0  | 34.0  | 34.0  |
| Total Split (%)      | 66.0% | 34.0% | 34.0% | 34.0% |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)     | 1.0   | 1.0   | 1.0   | 1.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  | 5.0   | 5.0   | 5.0   | 5.0   |
| Lead/Lag             |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |
| Recall Mode          | Max   | Max   | Max   | Max   |

## Intersection Summary

Cycle Length: 100

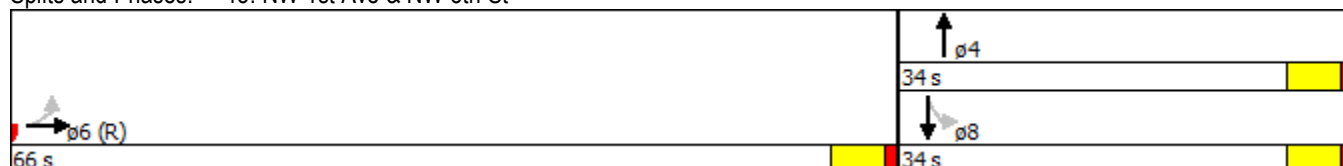
Actuated Cycle Length: 100

Offset: 82 (82%), Referenced to phase 6:EBTL, Start of Green

Natural Cycle: 45

Control Type: Pretimed

Splits and Phases: 15: NW 1st Ave & NW 5th St



# HCM 2010 Signalized Intersection Summary

## 15: NW 1st Ave & NW 5th St

Existing  
PM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |  |                                                                                     |  |  |                                                                                     |
| Volume (veh/h)               | 51                                                                                | 447                                                                               | 47                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 161                                                                                 | 100                                                                                 | 15                                                                                  | 34                                                                                  | 0                                                                                   |
| Number                       | 1                                                                                 | 6                                                                                 | 16                                                                                |                                                                                   |                                                                                   |                                                                                   | 7                                                                                  | 4                                                                                   | 14                                                                                  | 3                                                                                   | 8                                                                                   | 18                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               |                                                                                     | 0.99                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1710                                                                              | 1629                                                                              | 1710                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1629                                                                                | 1710                                                                                | 1629                                                                                | 1629                                                                                | 0                                                                                   |
| Adj Flow Rate, veh/h         | 53                                                                                | 466                                                                               | 49                                                                                |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 168                                                                                 | 104                                                                                 | 16                                                                                  | 35                                                                                  | 0                                                                                   |
| Adj No. of Lanes             | 0                                                                                 | 3                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 2                                                                                   | 0                                                                                   | 1                                                                                   | 2                                                                                   | 0                                                                                   |
| Peak Hour Factor             | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.96                                                                               | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                |
| Percent Heavy Veh, %         | 0                                                                                 | 5                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 5                                                                                   | 5                                                                                   | 5                                                                                   | 5                                                                                   | 0                                                                                   |
| Cap, veh/h                   | 249                                                                               | 2333                                                                              | 250                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 543                                                                                 | 317                                                                                 | 266                                                                                 | 897                                                                                 | 0                                                                                   |
| Arrive On Green              | 0.20                                                                              | 0.20                                                                              | 0.20                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 0.10                                                                                | 0.10                                                                                | 0.29                                                                                | 0.29                                                                                | 0.00                                                                                |
| Sat Flow, veh/h              | 409                                                                               | 3825                                                                              | 410                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1953                                                                                | 1095                                                                                | 962                                                                                 | 3176                                                                                | 0                                                                                   |
| Grp Volume(v), veh/h         | 208                                                                               | 174                                                                               | 186                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 137                                                                                 | 135                                                                                 | 16                                                                                  | 35                                                                                  | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln     | 1608                                                                              | 1482                                                                              | 1554                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1547                                                                                | 1419                                                                                | 962                                                                                 | 1547                                                                                | 0                                                                                   |
| Q Serve(g_s), s              | 10.8                                                                              | 9.8                                                                               | 9.9                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 8.3                                                                                 | 8.9                                                                                 | 1.4                                                                                 | 0.8                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 10.8                                                                              | 9.8                                                                               | 9.9                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 8.3                                                                                 | 8.9                                                                                 | 10.2                                                                                | 0.8                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 0.25                                                                              |                                                                                   | 0.26                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               |                                                                                     | 0.77                                                                                | 1.00                                                                                |                                                                                     | 0.00                                                                                |
| Lane Grp Cap(c), veh/h       | 981                                                                               | 904                                                                               | 948                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 449                                                                                 | 412                                                                                 | 266                                                                                 | 897                                                                                 | 0                                                                                   |
| V/C Ratio(X)                 | 0.21                                                                              | 0.19                                                                              | 0.20                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 0.31                                                                                | 0.33                                                                                | 0.06                                                                                | 0.04                                                                                | 0.00                                                                                |
| Avail Cap(c_a), veh/h        | 981                                                                               | 904                                                                               | 948                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 449                                                                                 | 412                                                                                 | 266                                                                                 | 897                                                                                 | 0                                                                                   |
| HCM Platoon Ratio            | 0.33                                                                              | 0.33                                                                              | 0.33                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               | 0.33                                                                                | 0.33                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(l)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                |
| Uniform Delay (d), s/veh     | 19.9                                                                              | 19.5                                                                              | 19.5                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 35.8                                                                                | 36.1                                                                                | 32.4                                                                                | 25.5                                                                                | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 0.5                                                                               | 0.5                                                                               | 0.5                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 1.8                                                                                 | 2.1                                                                                 | 0.4                                                                                 | 0.1                                                                                 | 0.0                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 4.9                                                                               | 4.1                                                                               | 4.4                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 3.8                                                                                 | 3.7                                                                                 | 0.4                                                                                 | 0.4                                                                                 | 0.0                                                                                 |
| LnGrp Delay(d),s/veh         | 20.4                                                                              | 19.9                                                                              | 20.0                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 37.6                                                                                | 38.2                                                                                | 32.9                                                                                | 25.6                                                                                | 0.0                                                                                 |
| LnGrp LOS                    | C                                                                                 | B                                                                                 | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    | D                                                                                   | D                                                                                   | C                                                                                   | C                                                                                   |                                                                                     |
| Approach Vol, veh/h          |                                                                                   | 568                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | 272                                                                                 |                                                                                     |                                                                                     | 51                                                                                  |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 20.1                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | 37.9                                                                                |                                                                                     |                                                                                     | 27.9                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | D                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   |                                                                                   |                                                                                   | 34.0                                                                              |                                                                                   | 66.0                                                                              |                                                                                    | 34.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   |                                                                                   |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                    | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   |                                                                                   |                                                                                   | 29.0                                                                              |                                                                                   | 61.0                                                                              |                                                                                    | 29.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   |                                                                                   |                                                                                   | 10.9                                                                              |                                                                                   | 12.8                                                                              |                                                                                    | 12.2                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   |                                                                                   |                                                                                   | 1.5                                                                               |                                                                                   | 0.0                                                                               |                                                                                    | 1.4                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   | 26.0                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

## 16: NW 2nd Ave & NW 4th St

Existing  
PM Peak Hour

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations               |  |                                                                                   |  |                                                                                   |  |  |
| Volume (veh/h)                    | 55                                                                                | 71                                                                                | 501                                                                               | 4                                                                                 | 10                                                                                | 213                                                                               |
| Sign Control                      | Stop                                                                              |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |
| Grade                             | 0%                                                                                |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |
| Peak Hour Factor                  | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              |
| Hourly flow rate (vph)            | 60                                                                                | 78                                                                                | 551                                                                               | 4                                                                                 | 11                                                                                | 234                                                                               |
| Pedestrians                       | 19                                                                                |                                                                                   | 3                                                                                 |                                                                                   |                                                                                   | 7                                                                                 |
| Lane Width (ft)                   | 12.0                                                                              |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                   | 12.0                                                                              |
| Walking Speed (ft/s)              | 4.0                                                                               |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               |
| Percent Blockage                  | 2                                                                                 |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 1                                                                                 |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                   | None                                                                              |
| Median storage veh                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (ft)              |                                                                                   |                                                                                   | 344                                                                               |                                                                                   |                                                                                   | 358                                                                               |
| pX, platoon unblocked             | 0.84                                                                              | 0.83                                                                              |                                                                                   |                                                                                   | 0.83                                                                              |                                                                                   |
| vC, conflicting volume            | 831                                                                               | 579                                                                               |                                                                                   |                                                                                   | 574                                                                               |                                                                                   |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                | 640                                                                               | 389                                                                               |                                                                                   |                                                                                   | 383                                                                               |                                                                                   |
| tC, single (s)                    | 6.4                                                                               | 6.2                                                                               |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            | 3.5                                                                               | 3.3                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |
| p0 queue free %                   | 83                                                                                | 85                                                                                |                                                                                   |                                                                                   | 99                                                                                |                                                                                   |
| cM capacity (veh/h)               | 355                                                                               | 530                                                                               |                                                                                   |                                                                                   | 946                                                                               |                                                                                   |
| Direction, Lane #                 | WB 1                                                                              | NB 1                                                                              | SB 1                                                                              | SB 2                                                                              |                                                                                   |                                                                                   |
| Volume Total                      | 138                                                                               | 555                                                                               | 11                                                                                | 234                                                                               |                                                                                   |                                                                                   |
| Volume Left                       | 60                                                                                | 0                                                                                 | 11                                                                                | 0                                                                                 |                                                                                   |                                                                                   |
| Volume Right                      | 78                                                                                | 4                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |
| cSH                               | 436                                                                               | 1700                                                                              | 946                                                                               | 1700                                                                              |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.32                                                                              | 0.33                                                                              | 0.01                                                                              | 0.14                                                                              |                                                                                   |                                                                                   |
| Queue Length 95th (ft)            | 34                                                                                | 0                                                                                 | 1                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |
| Control Delay (s)                 | 17.1                                                                              | 0.0                                                                               | 8.9                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |
| Lane LOS                          | C                                                                                 |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Approach Delay (s)                | 17.1                                                                              | 0.0                                                                               | 0.4                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Approach LOS                      | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   |                                                                                   | 2.6                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 42.3%                                                                             | ICU Level of Service                                                              |                                                                                   | A                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |

Timings  
17: NW 2nd Ave & NW 3rd St

Existing  
PM Peak Hour

|                      |  |  |  |  |  |  |   |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL                                                                                 | SBT                                                                                 |
| Lane Configurations  |  |  |  |  |  |  |  |  |
| Volume (vph)         | 12                                                                                | 70                                                                                | 71                                                                                | 318                                                                               | 103                                                                               | 434                                                                               | 23                                                                                  | 176                                                                                 |
| Turn Type            | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                                | NA                                                                                  |
| Protected Phases     |                                                                                   | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 2                                                                                   |
| Permitted Phases     | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                   | 2                                                                                   |                                                                                     |
| Detector Phase       | 8                                                                                 | 8                                                                                 | 4                                                                                 | 4                                                                                 | 6                                                                                 | 6                                                                                 | 2                                                                                   | 2                                                                                   |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                                 | 7.0                                                                                 |
| Minimum Split (s)    | 30.0                                                                              | 30.0                                                                              | 30.0                                                                              | 30.0                                                                              | 31.8                                                                              | 31.8                                                                              | 31.8                                                                                | 31.8                                                                                |
| Total Split (s)      | 35.0                                                                              | 35.0                                                                              | 35.0                                                                              | 35.0                                                                              | 65.0                                                                              | 65.0                                                                              | 65.0                                                                                | 65.0                                                                                |
| Total Split (%)      | 35.0%                                                                             | 35.0%                                                                             | 35.0%                                                                             | 35.0%                                                                             | 65.0%                                                                             | 65.0%                                                                             | 65.0%                                                                               | 65.0%                                                                               |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                                 | 4.0                                                                                 |
| All-Red Time (s)     | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 0.8                                                                               | 0.8                                                                               | 0.8                                                                                 | 0.8                                                                                 |
| Lost Time Adjust (s) | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)  | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 4.8                                                                               | 4.8                                                                               | 4.8                                                                                 | 4.8                                                                                 |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Recall Mode          | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                                 | Max                                                                                 |

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 79 (79%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green  
 Natural Cycle: 65  
 Control Type: Pretimed

Splits and Phases: 17: NW 2nd Ave & NW 3rd St

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        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| 65 s                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   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| 65 s                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   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                                                                                                                            |

# HCM 2010 Signalized Intersection Summary

## 17: NW 2nd Ave & NW 3rd St

Existing  
PM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Volume (veh/h)               | 12                                                                                | 70                                                                                | 13                                                                                | 71                                                                                | 318                                                                               | 54                                                                                | 103                                                                                | 434                                                                                 | 50                                                                                  | 23                                                                                  | 176                                                                                 | 77                                                                                  |
| Number                       | 3                                                                                 | 8                                                                                 | 18                                                                                | 7                                                                                 | 4                                                                                 | 14                                                                                | 1                                                                                  | 6                                                                                   | 16                                                                                  | 5                                                                                   | 2                                                                                   | 12                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 0.99                                                                              |                                                                                   | 0.96                                                                              | 0.97                                                                              |                                                                                   | 0.96                                                                              | 0.99                                                                               |                                                                                     | 0.98                                                                                | 0.99                                                                                |                                                                                     | 0.99                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1629                                                                              | 1629                                                                              | 1710                                                                              | 1629                                                                              | 1629                                                                              | 1710                                                                              | 1629                                                                               | 1629                                                                                | 1710                                                                                | 1629                                                                                | 1629                                                                                | 1710                                                                                |
| Adj Flow Rate, veh/h         | 13                                                                                | 74                                                                                | 14                                                                                | 75                                                                                | 335                                                                               | 57                                                                                | 108                                                                                | 457                                                                                 | 53                                                                                  | 24                                                                                  | 185                                                                                 | 81                                                                                  |
| Adj No. of Lanes             | 1                                                                                 | 1                                                                                 | 0                                                                                 | 1                                                                                 | 2                                                                                 | 0                                                                                 | 1                                                                                  | 1                                                                                   | 0                                                                                   | 1                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                               | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Percent Heavy Veh, %         | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                  | 5                                                                                   | 5                                                                                   | 5                                                                                   | 5                                                                                   | 5                                                                                   |
| Cap, veh/h                   | 224                                                                               | 397                                                                               | 75                                                                                | 358                                                                               | 790                                                                               | 133                                                                               | 651                                                                                | 861                                                                                 | 100                                                                                 | 534                                                                                 | 644                                                                                 | 282                                                                                 |
| Arrive On Green              | 0.30                                                                              | 0.30                                                                              | 0.30                                                                              | 0.10                                                                              | 0.10                                                                              | 0.10                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Sat Flow, veh/h              | 851                                                                               | 1322                                                                              | 250                                                                               | 1106                                                                              | 2634                                                                              | 443                                                                               | 961                                                                                | 1430                                                                                | 166                                                                                 | 767                                                                                 | 1070                                                                                | 469                                                                                 |
| Grp Volume(v), veh/h         | 13                                                                                | 0                                                                                 | 88                                                                                | 75                                                                                | 195                                                                               | 197                                                                               | 108                                                                                | 0                                                                                   | 510                                                                                 | 24                                                                                  | 0                                                                                   | 266                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 851                                                                               | 0                                                                                 | 1573                                                                              | 1106                                                                              | 1547                                                                              | 1530                                                                              | 961                                                                                | 0                                                                                   | 1595                                                                                | 767                                                                                 | 0                                                                                   | 1539                                                                                |
| Q Serve(g_s), s              | 1.3                                                                               | 0.0                                                                               | 4.1                                                                               | 6.3                                                                               | 11.8                                                                              | 12.1                                                                              | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 13.4                                                                              | 0.0                                                                               | 4.1                                                                               | 10.5                                                                              | 11.8                                                                              | 12.1                                                                              | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.16                                                                              | 1.00                                                                              |                                                                                   | 0.29                                                                              | 1.00                                                                               |                                                                                     | 0.10                                                                                | 1.00                                                                                |                                                                                     | 0.30                                                                                |
| Lane Grp Cap(c), veh/h       | 224                                                                               | 0                                                                                 | 472                                                                               | 358                                                                               | 464                                                                               | 459                                                                               | 651                                                                                | 0                                                                                   | 960                                                                                 | 534                                                                                 | 0                                                                                   | 927                                                                                 |
| V/C Ratio(X)                 | 0.06                                                                              | 0.00                                                                              | 0.19                                                                              | 0.21                                                                              | 0.42                                                                              | 0.43                                                                              | 0.17                                                                               | 0.00                                                                                | 0.53                                                                                | 0.04                                                                                | 0.00                                                                                | 0.29                                                                                |
| Avail Cap(c_a), veh/h        | 224                                                                               | 0                                                                                 | 472                                                                               | 358                                                                               | 464                                                                               | 459                                                                               | 651                                                                                | 0                                                                                   | 960                                                                                 | 534                                                                                 | 0                                                                                   | 927                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.33                                                                              | 0.33                                                                              | 0.33                                                                              | 2.00                                                                               | 2.00                                                                                | 2.00                                                                                | 2.00                                                                                | 2.00                                                                                | 2.00                                                                                |
| Upstream Filter(l)           | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 34.2                                                                              | 0.0                                                                               | 26.0                                                                              | 38.2                                                                              | 36.9                                                                              | 37.0                                                                              | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 0.5                                                                               | 0.0                                                                               | 0.9                                                                               | 1.3                                                                               | 2.8                                                                               | 2.9                                                                               | 0.5                                                                                | 0.0                                                                                 | 2.1                                                                                 | 0.2                                                                                 | 0.0                                                                                 | 0.8                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.3                                                                               | 0.0                                                                               | 1.9                                                                               | 2.1                                                                               | 5.4                                                                               | 5.5                                                                               | 0.1                                                                                | 0.0                                                                                 | 0.6                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.2                                                                                 |
| LnGrp Delay(d),s/veh         | 34.7                                                                              | 0.0                                                                               | 26.8                                                                              | 39.5                                                                              | 39.7                                                                              | 39.9                                                                              | 0.5                                                                                | 0.0                                                                                 | 2.1                                                                                 | 0.2                                                                                 | 0.0                                                                                 | 0.8                                                                                 |
| LnGrp LOS                    | C                                                                                 |                                                                                   | C                                                                                 | D                                                                                 | D                                                                                 | D                                                                                 | A                                                                                  |                                                                                     | A                                                                                   | A                                                                                   |                                                                                     | A                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 101                                                                               |                                                                                   |                                                                                   | 467                                                                               |                                                                                   |                                                                                    | 618                                                                                 |                                                                                     |                                                                                     | 290                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 27.8                                                                              |                                                                                   |                                                                                   | 39.7                                                                              |                                                                                   |                                                                                    | 1.8                                                                                 |                                                                                     |                                                                                     | 0.7                                                                                 |                                                                                     |
| Approach LOS                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                    | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 65.0                                                                              |                                                                                   | 35.0                                                                              |                                                                                   | 65.0                                                                              |                                                                                    | 35.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | * 4.8                                                                             |                                                                                   | 5.0                                                                               |                                                                                   | * 4.8                                                                             |                                                                                    | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | * 60                                                                              |                                                                                   | 30.0                                                                              |                                                                                   | * 60                                                                              |                                                                                    | 30.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 2.0                                                                               |                                                                                   | 14.1                                                                              |                                                                                   | 2.0                                                                               |                                                                                    | 15.4                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 2.1                                                                               |                                                                                   | 2.4                                                                               |                                                                                   | 2.1                                                                               |                                                                                    | 2.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

### Intersection Summary

HCM 2010 Ctrl Delay 15.4  
HCM 2010 LOS B

### Notes

\* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Timings  
18: NW 1st Ave & NW 3rd St

Existing  
PM Peak Hour

|                      |  |  |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                                | SBR                                                                                 |
| Lane Configurations  |                                                                                   |  |  |  |  |  |  |  |
| Volume (vph)         | 39                                                                                | 0                                                                                 | 47                                                                                | 254                                                                               | 97                                                                                | 144                                                                               | 81                                                                                 | 43                                                                                  |
| Turn Type            | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | NA                                                                                 | Perm                                                                                |
| Protected Phases     |                                                                                   | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 | 2                                                                                  |                                                                                     |
| Permitted Phases     | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                   |                                                                                    | 2                                                                                   |
| Detector Phase       | 8                                                                                 | 8                                                                                 | 4                                                                                 | 4                                                                                 | 6                                                                                 | 6                                                                                 | 2                                                                                  | 2                                                                                   |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                                | 7.0                                                                                 |
| Minimum Split (s)    | 26.0                                                                              | 26.0                                                                              | 29.0                                                                              | 29.0                                                                              | 25.6                                                                              | 25.6                                                                              | 25.6                                                                               | 25.6                                                                                |
| Total Split (s)      | 69.0                                                                              | 69.0                                                                              | 69.0                                                                              | 69.0                                                                              | 31.0                                                                              | 31.0                                                                              | 31.0                                                                               | 31.0                                                                                |
| Total Split (%)      | 69.0%                                                                             | 69.0%                                                                             | 69.0%                                                                             | 69.0%                                                                             | 31.0%                                                                             | 31.0%                                                                             | 31.0%                                                                              | 31.0%                                                                               |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                                | 4.0                                                                                 |
| All-Red Time (s)     | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 0.6                                                                               | 0.6                                                                               | 0.6                                                                                | 0.6                                                                                 |
| Lost Time Adjust (s) |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 |
| Total Lost Time (s)  |                                                                                   | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 4.6                                                                               | 4.6                                                                               | 4.6                                                                                | 4.6                                                                                 |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |
| Recall Mode          | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                                | Max                                                                                 |

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 70 (70%), Referenced to phase 2:SBT and 6:NBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Pretimed

Splits and Phases: 18: NW 1st Ave & NW 3rd St

|                                                                                                  |                                                                                              |
|--------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|
|  $\phi 2$ (R) |  $\phi 4$ |
| 31 s                                                                                             | 69 s                                                                                         |
|  $\phi 6$ (R) |  $\phi 8$ |
| 31 s                                                                                             | 69 s                                                                                         |

# HCM 2010 Signalized Intersection Summary

## 18: NW 1st Ave & NW 3rd St

Existing  
PM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |                                                                                     |  |  |
| Volume (veh/h)               | 39                                                                                | 0                                                                                 | 102                                                                               | 47                                                                                | 254                                                                               | 51                                                                                | 97                                                                                 | 144                                                                                 | 0                                                                                   | 0                                                                                   | 81                                                                                  | 43                                                                                  |
| Number                       | 3                                                                                 | 8                                                                                 | 18                                                                                | 7                                                                                 | 4                                                                                 | 14                                                                                | 1                                                                                  | 6                                                                                   | 16                                                                                  | 5                                                                                   | 2                                                                                   | 12                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 0.99                                                                              |                                                                                   | 0.99                                                                              | 0.99                                                                              |                                                                                   | 0.99                                                                              | 0.96                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.95                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1710                                                                              | 1629                                                                              | 1710                                                                              | 1629                                                                              | 1629                                                                              | 1710                                                                              | 1629                                                                               | 1629                                                                                | 0                                                                                   | 0                                                                                   | 1629                                                                                | 1629                                                                                |
| Adj Flow Rate, veh/h         | 42                                                                                | 0                                                                                 | 111                                                                               | 51                                                                                | 276                                                                               | 55                                                                                | 105                                                                                | 157                                                                                 | 0                                                                                   | 0                                                                                   | 88                                                                                  | 47                                                                                  |
| Adj No. of Lanes             | 0                                                                                 | 1                                                                                 | 0                                                                                 | 1                                                                                 | 2                                                                                 | 0                                                                                 | 1                                                                                  | 1                                                                                   | 0                                                                                   | 0                                                                                   | 1                                                                                   | 1                                                                                   |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %         | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                  | 5                                                                                   | 0                                                                                   | 0                                                                                   | 5                                                                                   | 5                                                                                   |
| Cap, veh/h                   | 239                                                                               | 21                                                                                | 566                                                                               | 733                                                                               | 1648                                                                              | 323                                                                               | 305                                                                                | 430                                                                                 | 0                                                                                   | 0                                                                                   | 430                                                                                 | 346                                                                                 |
| Arrive On Green              | 0.64                                                                              | 0.00                                                                              | 0.64                                                                              | 0.64                                                                              | 0.64                                                                              | 0.64                                                                              | 0.26                                                                               | 0.26                                                                                | 0.00                                                                                | 0.00                                                                                | 0.26                                                                                | 0.26                                                                                |
| Sat Flow, veh/h              | 302                                                                               | 32                                                                                | 885                                                                               | 1108                                                                              | 2574                                                                              | 505                                                                               | 1052                                                                               | 1629                                                                                | 0                                                                                   | 0                                                                                   | 1629                                                                                | 1312                                                                                |
| Grp Volume(v), veh/h         | 153                                                                               | 0                                                                                 | 0                                                                                 | 51                                                                                | 164                                                                               | 167                                                                               | 105                                                                                | 157                                                                                 | 0                                                                                   | 0                                                                                   | 88                                                                                  | 47                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1220                                                                              | 0                                                                                 | 0                                                                                 | 1108                                                                              | 1547                                                                              | 1532                                                                              | 1052                                                                               | 1629                                                                                | 0                                                                                   | 0                                                                                   | 1629                                                                                | 1312                                                                                |
| Q Serve(g_s), s              | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 1.9                                                                               | 4.3                                                                               | 4.4                                                                               | 8.6                                                                                | 7.9                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 4.2                                                                                 | 2.7                                                                                 |
| Cycle Q Clear(g_c), s        | 4.3                                                                               | 0.0                                                                               | 0.0                                                                               | 6.3                                                                               | 4.3                                                                               | 4.4                                                                               | 12.8                                                                               | 7.9                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 4.2                                                                                 | 2.7                                                                                 |
| Prop In Lane                 | 0.27                                                                              |                                                                                   | 0.73                                                                              | 1.00                                                                              |                                                                                   | 0.33                                                                              | 1.00                                                                               |                                                                                     | 0.00                                                                                | 0.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 827                                                                               | 0                                                                                 | 0                                                                                 | 733                                                                               | 990                                                                               | 981                                                                               | 305                                                                                | 430                                                                                 | 0                                                                                   | 0                                                                                   | 430                                                                                 | 346                                                                                 |
| V/C Ratio(X)                 | 0.19                                                                              | 0.00                                                                              | 0.00                                                                              | 0.07                                                                              | 0.17                                                                              | 0.17                                                                              | 0.34                                                                               | 0.37                                                                                | 0.00                                                                                | 0.00                                                                                | 0.20                                                                                | 0.14                                                                                |
| Avail Cap(c_a), veh/h        | 827                                                                               | 0                                                                                 | 0                                                                                 | 733                                                                               | 990                                                                               | 981                                                                               | 305                                                                                | 430                                                                                 | 0                                                                                   | 0                                                                                   | 430                                                                                 | 346                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 7.3                                                                               | 0.0                                                                               | 0.0                                                                               | 8.5                                                                               | 7.2                                                                               | 7.3                                                                               | 33.6                                                                               | 30.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 28.6                                                                                | 28.1                                                                                |
| Incr Delay (d2), s/veh       | 0.5                                                                               | 0.0                                                                               | 0.0                                                                               | 0.2                                                                               | 0.4                                                                               | 0.4                                                                               | 3.1                                                                                | 2.4                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 1.1                                                                                 | 0.8                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 1.8                                                                               | 0.0                                                                               | 0.0                                                                               | 0.6                                                                               | 1.9                                                                               | 2.0                                                                               | 2.8                                                                                | 3.8                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 2.0                                                                                 | 1.1                                                                                 |
| LnGrp Delay(d),s/veh         | 7.7                                                                               | 0.0                                                                               | 0.0                                                                               | 8.7                                                                               | 7.6                                                                               | 7.6                                                                               | 36.7                                                                               | 32.4                                                                                | 0.0                                                                                 | 0.0                                                                                 | 29.7                                                                                | 28.9                                                                                |
| LnGrp LOS                    | A                                                                                 |                                                                                   |                                                                                   | A                                                                                 | A                                                                                 | A                                                                                 | D                                                                                  | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   | C                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 153                                                                               |                                                                                   |                                                                                   | 382                                                                               |                                                                                   |                                                                                    | 262                                                                                 |                                                                                     |                                                                                     | 135                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 7.7                                                                               |                                                                                   |                                                                                   | 7.8                                                                               |                                                                                   |                                                                                    | 34.1                                                                                |                                                                                     |                                                                                     | 29.4                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   | A                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                    | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 31.0                                                                              |                                                                                   | 69.0                                                                              |                                                                                   | 31.0                                                                              |                                                                                    | 69.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | * 4.6                                                                             |                                                                                   | 5.0                                                                               |                                                                                   | * 4.6                                                                             |                                                                                    | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | * 26                                                                              |                                                                                   | 64.0                                                                              |                                                                                   | * 26                                                                              |                                                                                    | 64.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 6.2                                                                               |                                                                                   | 8.3                                                                               |                                                                                   | 14.8                                                                              |                                                                                    | 6.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 0.6                                                                               |                                                                                   | 2.9                                                                               |                                                                                   | 0.5                                                                               |                                                                                    | 2.9                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

### Intersection Summary

HCM 2010 Ctrl Delay 18.3  
HCM 2010 LOS B

### Notes

\* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Timings  
19: NW 2nd Ave & NW 2nd St

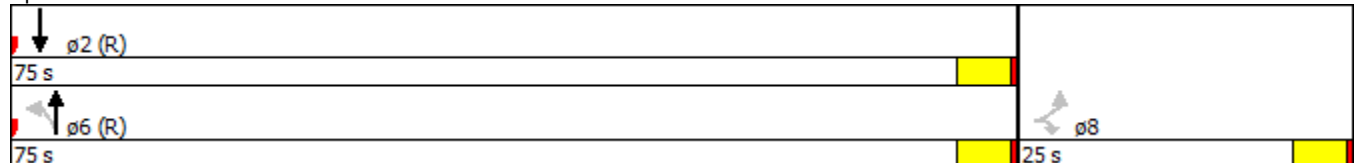
Existing  
PM Peak Hour

|                      |  |  |  |                                                                                    |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBR                                                                               | NBL                                                                               | NBT                                                                                                                                                                 | SBT                                                                               |
| Lane Configurations  |  |  |                                                                                   |   |  |
| Volume (vph)         | 41                                                                                | 60                                                                                | 41                                                                                | 557                                                                                                                                                                 | 236                                                                               |
| Turn Type            | Perm                                                                              | Perm                                                                              | Perm                                                                              | NA                                                                                                                                                                  | NA                                                                                |
| Protected Phases     |                                                                                   |                                                                                   |                                                                                   | 6                                                                                                                                                                   | 2                                                                                 |
| Permitted Phases     | 8                                                                                 | 8                                                                                 | 6                                                                                 |                                                                                                                                                                     |                                                                                   |
| Detector Phase       | 8                                                                                 | 8                                                                                 | 6                                                                                 | 6                                                                                                                                                                   | 2                                                                                 |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                                                                                                     |                                                                                   |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                                                                                                                 | 7.0                                                                               |
| Minimum Split (s)    | 22.0                                                                              | 22.0                                                                              | 22.6                                                                              | 22.6                                                                                                                                                                | 22.6                                                                              |
| Total Split (s)      | 25.0                                                                              | 25.0                                                                              | 75.0                                                                              | 75.0                                                                                                                                                                | 75.0                                                                              |
| Total Split (%)      | 25.0%                                                                             | 25.0%                                                                             | 75.0%                                                                             | 75.0%                                                                                                                                                               | 75.0%                                                                             |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                                                                                                                 | 4.0                                                                               |
| All-Red Time (s)     | 0.6                                                                               | 0.6                                                                               | 0.6                                                                               | 0.6                                                                                                                                                                 | 0.6                                                                               |
| Lost Time Adjust (s) | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                                                                                                 | 0.0                                                                               |
| Total Lost Time (s)  | 4.6                                                                               | 4.6                                                                               |                                                                                   | 4.6                                                                                                                                                                 | 4.6                                                                               |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                                                                                                     |                                                                                   |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                                                                                                     |                                                                                   |
| Recall Mode          | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                                                                                                                 | Max                                                                               |

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 94 (94%), Referenced to phase 2:SBT and 6:NBTL, Start of Green  
 Natural Cycle: 45  
 Control Type: Pretimed

Splits and Phases: 19: NW 2nd Ave & NW 2nd St



# HCM Signalized Intersection Capacity Analysis

19: NW 2nd Ave & NW 2nd St

Existing

PM Peak Hour

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBR                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations               |  |  |                                                                                   |  |  |                                                                                   |
| Volume (vph)                      | 41                                                                                | 60                                                                                | 41                                                                                | 557                                                                               | 236                                                                               | 24                                                                                |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Total Lost time (s)               | 4.6                                                                               | 4.6                                                                               |                                                                                   | 4.6                                                                               | 4.6                                                                               |                                                                                   |
| Lane Util. Factor                 | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.95                                                                              | 1.00                                                                              |                                                                                   |
| Frpb, ped/bikes                   | 1.00                                                                              | 0.55                                                                              |                                                                                   | 1.00                                                                              | 0.99                                                                              |                                                                                   |
| Flpb, ped/bikes                   | 0.80                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   |
| Frt                               | 1.00                                                                              | 0.85                                                                              |                                                                                   | 1.00                                                                              | 0.99                                                                              |                                                                                   |
| Flt Protected                     | 0.95                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   |
| Satd. Flow (prot)                 | 1239                                                                              | 762                                                                               |                                                                                   | 3078                                                                              | 1600                                                                              |                                                                                   |
| Flt Permitted                     | 0.95                                                                              | 1.00                                                                              |                                                                                   | 0.91                                                                              | 1.00                                                                              |                                                                                   |
| Satd. Flow (perm)                 | 1239                                                                              | 762                                                                               |                                                                                   | 2816                                                                              | 1600                                                                              |                                                                                   |
| Peak-hour factor, PHF             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |
| Adj. Flow (vph)                   | 45                                                                                | 65                                                                                | 45                                                                                | 605                                                                               | 257                                                                               | 26                                                                                |
| RTOR Reduction (vph)              | 0                                                                                 | 52                                                                                | 0                                                                                 | 0                                                                                 | 4                                                                                 | 0                                                                                 |
| Lane Group Flow (vph)             | 45                                                                                | 13                                                                                | 0                                                                                 | 650                                                                               | 279                                                                               | 0                                                                                 |
| Confl. Peds. (#/hr)               | 113                                                                               | 149                                                                               | 14                                                                                |                                                                                   |                                                                                   | 14                                                                                |
| Turn Type                         | Perm                                                                              | Perm                                                                              | Perm                                                                              | NA                                                                                | NA                                                                                |                                                                                   |
| Protected Phases                  |                                                                                   |                                                                                   |                                                                                   | 6                                                                                 | 2                                                                                 |                                                                                   |
| Permitted Phases                  | 8                                                                                 | 8                                                                                 | 6                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Actuated Green, G (s)             | 20.4                                                                              | 20.4                                                                              |                                                                                   | 70.4                                                                              | 70.4                                                                              |                                                                                   |
| Effective Green, g (s)            | 20.4                                                                              | 20.4                                                                              |                                                                                   | 70.4                                                                              | 70.4                                                                              |                                                                                   |
| Actuated g/C Ratio                | 0.20                                                                              | 0.20                                                                              |                                                                                   | 0.70                                                                              | 0.70                                                                              |                                                                                   |
| Clearance Time (s)                | 4.6                                                                               | 4.6                                                                               |                                                                                   | 4.6                                                                               | 4.6                                                                               |                                                                                   |
| Lane Grp Cap (vph)                | 252                                                                               | 155                                                                               |                                                                                   | 1982                                                                              | 1126                                                                              |                                                                                   |
| v/s Ratio Prot                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.17                                                                              |                                                                                   |
| v/s Ratio Perm                    | c0.04                                                                             | 0.02                                                                              |                                                                                   | c0.23                                                                             |                                                                                   |                                                                                   |
| v/c Ratio                         | 0.18                                                                              | 0.09                                                                              |                                                                                   | 0.33                                                                              | 0.25                                                                              |                                                                                   |
| Uniform Delay, d1                 | 32.9                                                                              | 32.2                                                                              |                                                                                   | 5.7                                                                               | 5.3                                                                               |                                                                                   |
| Progression Factor                | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.06                                                                              | 0.54                                                                              |                                                                                   |
| Incremental Delay, d2             | 1.5                                                                               | 1.1                                                                               |                                                                                   | 0.4                                                                               | 0.5                                                                               |                                                                                   |
| Delay (s)                         | 34.4                                                                              | 33.3                                                                              |                                                                                   | 0.7                                                                               | 3.4                                                                               |                                                                                   |
| Level of Service                  | C                                                                                 | C                                                                                 |                                                                                   | A                                                                                 | A                                                                                 |                                                                                   |
| Approach Delay (s)                | 33.8                                                                              |                                                                                   |                                                                                   | 0.7                                                                               | 3.4                                                                               |                                                                                   |
| Approach LOS                      | C                                                                                 |                                                                                   |                                                                                   | A                                                                                 | A                                                                                 |                                                                                   |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| HCM 2000 Control Delay            |                                                                                   |                                                                                   | 4.9                                                                               |                                                                                   | HCM 2000 Level of Service                                                         | A                                                                                 |
| HCM 2000 Volume to Capacity ratio |                                                                                   |                                                                                   | 0.29                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 100.0                                                                             |                                                                                   | Sum of lost time (s)                                                              | 9.2                                                                               |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 59.6%                                                                             |                                                                                   | ICU Level of Service                                                              | B                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

Timings  
20: NW 2nd Ave & NW 1st St

Existing  
PM Peak Hour

|                      |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group           | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                               |
| Lane Configurations  |  |                                                                                   |  |  |
| Volume (vph)         | 305                                                                               | 54                                                                                | 564                                                                               | 193                                                                               |
| Turn Type            | NA                                                                                | Perm                                                                              | NA                                                                                | NA                                                                                |
| Protected Phases     | 4                                                                                 |                                                                                   | 6                                                                                 | 2                                                                                 |
| Permitted Phases     |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   |
| Detector Phase       | 4                                                                                 | 6                                                                                 | 6                                                                                 | 2                                                                                 |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               |
| Minimum Split (s)    | 24.0                                                                              | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              |
| Total Split (s)      | 45.0                                                                              | 55.0                                                                              | 55.0                                                                              | 55.0                                                                              |
| Total Split (%)      | 45.0%                                                                             | 55.0%                                                                             | 55.0%                                                                             | 55.0%                                                                             |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               |
| All-Red Time (s)     | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               |
| Lost Time Adjust (s) | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |
| Total Lost Time (s)  | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Recall Mode          | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               |

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 87 (87%), Referenced to phase 2:SBT and 6:NBT, Start of Green  
 Natural Cycle: 50  
 Control Type: Pretimed

Splits and Phases: 20: NW 2nd Ave & NW 1st St

|                                                                                                                                                                                      |                                                                                              |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|
|   $\phi 2 (R)$ |  $\phi 4$ |
| 55 s                                                                                                                                                                                 | 45 s                                                                                         |
|   $\phi 6 (R)$ |                                                                                              |
| 55 s                                                                                                                                                                                 |                                                                                              |

HCM 2010 Signalized Intersection Summary  
20: NW 2nd Ave & NW 1st St

Existing  
PM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Volume (veh/h)               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 35                                                                                | 305                                                                               | 53                                                                                | 54                                                                                 | 564                                                                                 | 0                                                                                   | 0                                                                                   | 193                                                                                 | 95                                                                                  |
| Number                       |                                                                                   |                                                                                   |                                                                                   | 7                                                                                 | 4                                                                                 | 14                                                                                | 1                                                                                  | 6                                                                                   | 16                                                                                  | 5                                                                                   | 2                                                                                   | 12                                                                                  |
| Initial Q (Qb), veh          |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 0.92                                                                              | 0.99                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.99                                                                                |
| Parking Bus, Adj             |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       |                                                                                   |                                                                                   |                                                                                   | 1710                                                                              | 1629                                                                              | 1710                                                                              | 1710                                                                               | 1629                                                                                | 0                                                                                   | 0                                                                                   | 1629                                                                                | 1710                                                                                |
| Adj Flow Rate, veh/h         |                                                                                   |                                                                                   |                                                                                   | 39                                                                                | 339                                                                               | 59                                                                                | 60                                                                                 | 627                                                                                 | 0                                                                                   | 0                                                                                   | 214                                                                                 | 106                                                                                 |
| Adj No. of Lanes             |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 3                                                                                 | 0                                                                                 | 0                                                                                  | 2                                                                                   | 0                                                                                   | 0                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             |                                                                                   |                                                                                   |                                                                                   | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                               | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                |
| Percent Heavy Veh, %         |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 5                                                                                 | 0                                                                                 | 5                                                                                  | 5                                                                                   | 0                                                                                   | 0                                                                                   | 5                                                                                   | 5                                                                                   |
| Cap, veh/h                   |                                                                                   |                                                                                   |                                                                                   | 155                                                                               | 1418                                                                              | 245                                                                               | 140                                                                                | 1344                                                                                | 0                                                                                   | 0                                                                                   | 512                                                                                 | 254                                                                                 |
| Arrive On Green              |                                                                                   |                                                                                   |                                                                                   | 0.13                                                                              | 0.13                                                                              | 0.13                                                                              | 0.50                                                                               | 0.50                                                                                | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Sat Flow, veh/h              |                                                                                   |                                                                                   |                                                                                   | 387                                                                               | 3546                                                                              | 614                                                                               | 196                                                                                | 2762                                                                                | 0                                                                                   | 0                                                                                   | 1024                                                                                | 507                                                                                 |
| Grp Volume(v), veh/h         |                                                                                   |                                                                                   |                                                                                   | 162                                                                               | 135                                                                               | 140                                                                               | 355                                                                                | 332                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 320                                                                                 |
| Grp Sat Flow(s),veh/h/ln     |                                                                                   |                                                                                   |                                                                                   | 1609                                                                              | 1482                                                                              | 1455                                                                              | 1476                                                                               | 1408                                                                                | 0                                                                                   | 0                                                                                   | 0                                                                                   | 1531                                                                                |
| Q Serve(g_s), s              |                                                                                   |                                                                                   |                                                                                   | 9.0                                                                               | 8.2                                                                               | 8.6                                                                               | 4.9                                                                                | 15.5                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        |                                                                                   |                                                                                   |                                                                                   | 9.0                                                                               | 8.2                                                                               | 8.6                                                                               | 14.6                                                                               | 15.5                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                 |                                                                                   |                                                                                   |                                                                                   | 0.24                                                                              |                                                                                   | 0.42                                                                              | 0.17                                                                               |                                                                                     | 0.00                                                                                | 0.00                                                                                |                                                                                     | 0.33                                                                                |
| Lane Grp Cap(c), veh/h       |                                                                                   |                                                                                   |                                                                                   | 644                                                                               | 593                                                                               | 582                                                                               | 780                                                                                | 704                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 766                                                                                 |
| V/C Ratio(X)                 |                                                                                   |                                                                                   |                                                                                   | 0.25                                                                              | 0.23                                                                              | 0.24                                                                              | 0.45                                                                               | 0.47                                                                                | 0.00                                                                                | 0.00                                                                                | 0.00                                                                                | 0.42                                                                                |
| Avail Cap(c_a), veh/h        |                                                                                   |                                                                                   |                                                                                   | 644                                                                               | 593                                                                               | 582                                                                               | 780                                                                                | 704                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 766                                                                                 |
| HCM Platoon Ratio            |                                                                                   |                                                                                   |                                                                                   | 0.33                                                                              | 0.33                                                                              | 0.33                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 2.00                                                                                | 2.00                                                                                |
| Upstream Filter(l)           |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     |                                                                                   |                                                                                   |                                                                                   | 30.0                                                                              | 29.6                                                                              | 29.8                                                                              | 16.0                                                                               | 16.4                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       |                                                                                   |                                                                                   |                                                                                   | 0.9                                                                               | 0.9                                                                               | 1.0                                                                               | 1.9                                                                                | 2.3                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 1.7                                                                                 |
| Initial Q Delay(d3),s/veh    |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     |                                                                                   |                                                                                   |                                                                                   | 4.2                                                                               | 3.5                                                                               | 3.6                                                                               | 6.7                                                                                | 6.4                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.4                                                                                 |
| LnGrp Delay(d),s/veh         |                                                                                   |                                                                                   |                                                                                   | 30.9                                                                              | 30.5                                                                              | 30.8                                                                              | 17.9                                                                               | 18.6                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 1.7                                                                                 |
| LnGrp LOS                    |                                                                                   |                                                                                   |                                                                                   | C                                                                                 | C                                                                                 | C                                                                                 | B                                                                                  | B                                                                                   |                                                                                     |                                                                                     |                                                                                     | A                                                                                   |
| Approach Vol, veh/h          |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 437                                                                               |                                                                                   |                                                                                    | 687                                                                                 |                                                                                     |                                                                                     | 320                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 30.7                                                                              |                                                                                   |                                                                                    | 18.3                                                                                |                                                                                     |                                                                                     | 1.7                                                                                 |                                                                                     |
| Approach LOS                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | B                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 55.0                                                                              |                                                                                   | 45.0                                                                              |                                                                                   | 55.0                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 50.0                                                                              |                                                                                   | 40.0                                                                              |                                                                                   | 50.0                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 2.0                                                                               |                                                                                   | 11.0                                                                              |                                                                                   | 17.5                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 2.4                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 2.4                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   |                                                                                   | 18.4                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings

21: NW 1st Ave & NW 1st St

Existing

PM Peak Hour

|                      |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group           | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations  |  |                                                                                   |  |                                                                                   |  |  |
| Volume (vph)         | 321                                                                               | 40                                                                                | 157                                                                               | 3                                                                                 | 64                                                                                | 54                                                                                |
| Turn Type            | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              |
| Protected Phases     | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 8                                                                                 |                                                                                   |
| Permitted Phases     |                                                                                   | 4                                                                                 |                                                                                   | 8                                                                                 |                                                                                   | 8                                                                                 |
| Detector Phase       | 2                                                                                 | 4                                                                                 | 4                                                                                 | 8                                                                                 | 8                                                                                 | 8                                                                                 |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               |
| Minimum Split (s)    | 30.0                                                                              | 25.0                                                                              | 25.0                                                                              | 23.0                                                                              | 23.0                                                                              | 23.0                                                                              |
| Total Split (s)      | 40.0                                                                              | 60.0                                                                              | 60.0                                                                              | 60.0                                                                              | 60.0                                                                              | 60.0                                                                              |
| Total Split (%)      | 40.0%                                                                             | 60.0%                                                                             | 60.0%                                                                             | 60.0%                                                                             | 60.0%                                                                             | 60.0%                                                                             |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               |
| All-Red Time (s)     | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               |
| Lost Time Adjust (s) | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |
| Total Lost Time (s)  | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Recall Mode          | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               |

## Intersection Summary

Cycle Length: 100

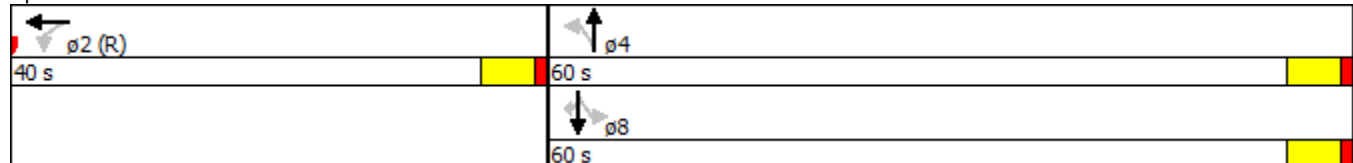
Actuated Cycle Length: 100

Offset: 24 (24%), Referenced to phase 2:WBTL, Start of Green

Natural Cycle: 55

Control Type: Pretimed

Splits and Phases: 21: NW 1st Ave & NW 1st St



HCM 2010 Signalized Intersection Summary  
21: NW 1st Ave & NW 1st St

Existing  
PM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |  |
| Volume (veh/h)               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 19                                                                                | 321                                                                               | 78                                                                                | 40                                                                                 | 157                                                                                 | 9                                                                                   | 3                                                                                   | 64                                                                                  | 54                                                                                  |
| Number                       |                                                                                   |                                                                                   |                                                                                   | 5                                                                                 | 2                                                                                 | 12                                                                                | 7                                                                                  | 4                                                                                   | 14                                                                                  | 3                                                                                   | 8                                                                                   | 18                                                                                  |
| Initial Q (Qb), veh          |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 0.83                                                                              | 0.99                                                                               |                                                                                     | 0.98                                                                                | 0.99                                                                                |                                                                                     | 0.99                                                                                |
| Parking Bus, Adj             |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       |                                                                                   |                                                                                   |                                                                                   | 1710                                                                              | 1629                                                                              | 1710                                                                              | 1710                                                                               | 1629                                                                                | 1710                                                                                | 1710                                                                                | 1629                                                                                | 1629                                                                                |
| Adj Flow Rate, veh/h         |                                                                                   |                                                                                   |                                                                                   | 22                                                                                | 369                                                                               | 90                                                                                | 46                                                                                 | 180                                                                                 | 10                                                                                  | 3                                                                                   | 74                                                                                  | 62                                                                                  |
| Adj No. of Lanes             |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 2                                                                                 | 0                                                                                 | 0                                                                                  | 1                                                                                   | 0                                                                                   | 0                                                                                   | 2                                                                                   | 1                                                                                   |
| Peak Hour Factor             |                                                                                   |                                                                                   |                                                                                   | 0.87                                                                              | 0.87                                                                              | 0.87                                                                              | 0.87                                                                               | 0.87                                                                                | 0.87                                                                                | 0.87                                                                                | 0.87                                                                                | 0.87                                                                                |
| Percent Heavy Veh, %         |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 5                                                                                 | 0                                                                                 | 5                                                                                  | 5                                                                                   | 5                                                                                   | 5                                                                                   | 5                                                                                   | 5                                                                                   |
| Cap, veh/h                   |                                                                                   |                                                                                   |                                                                                   | 47                                                                                | 803                                                                               | 203                                                                               | 177                                                                                | 652                                                                                 | 35                                                                                  | 76                                                                                  | 1611                                                                                | 751                                                                                 |
| Arrive On Green              |                                                                                   |                                                                                   |                                                                                   | 0.35                                                                              | 0.35                                                                              | 0.35                                                                              | 0.55                                                                               | 0.55                                                                                | 0.55                                                                                | 0.55                                                                                | 0.55                                                                                | 0.55                                                                                |
| Sat Flow, veh/h              |                                                                                   |                                                                                   |                                                                                   | 134                                                                               | 2295                                                                              | 581                                                                               | 244                                                                                | 1185                                                                                | 63                                                                                  | 68                                                                                  | 2929                                                                                | 1366                                                                                |
| Grp Volume(v), veh/h         |                                                                                   |                                                                                   |                                                                                   | 266                                                                               | 0                                                                                 | 215                                                                               | 236                                                                                | 0                                                                                   | 0                                                                                   | 41                                                                                  | 36                                                                                  | 62                                                                                  |
| Grp Sat Flow(s),veh/h/ln     |                                                                                   |                                                                                   |                                                                                   | 1622                                                                              | 0                                                                                 | 1389                                                                              | 1492                                                                               | 0                                                                                   | 0                                                                                   | 1589                                                                                | 1408                                                                                | 1366                                                                                |
| Q Serve(g_s), s              |                                                                                   |                                                                                   |                                                                                   | 12.7                                                                              | 0.0                                                                               | 11.9                                                                              | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 1.2                                                                                 | 2.1                                                                                 |
| Cycle Q Clear(g_c), s        |                                                                                   |                                                                                   |                                                                                   | 12.7                                                                              | 0.0                                                                               | 11.9                                                                              | 7.7                                                                                | 0.0                                                                                 | 0.0                                                                                 | 1.2                                                                                 | 1.2                                                                                 | 2.1                                                                                 |
| Prop In Lane                 |                                                                                   |                                                                                   |                                                                                   | 0.08                                                                              |                                                                                   | 0.42                                                                              | 0.19                                                                               |                                                                                     | 0.04                                                                                | 0.07                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       |                                                                                   |                                                                                   |                                                                                   | 568                                                                               | 0                                                                                 | 486                                                                               | 864                                                                                | 0                                                                                   | 0                                                                                   | 913                                                                                 | 774                                                                                 | 751                                                                                 |
| V/C Ratio(X)                 |                                                                                   |                                                                                   |                                                                                   | 0.47                                                                              | 0.00                                                                              | 0.44                                                                              | 0.27                                                                               | 0.00                                                                                | 0.00                                                                                | 0.05                                                                                | 0.05                                                                                | 0.08                                                                                |
| Avail Cap(c_a), veh/h        |                                                                                   |                                                                                   |                                                                                   | 568                                                                               | 0                                                                                 | 486                                                                               | 864                                                                                | 0                                                                                   | 0                                                                                   | 913                                                                                 | 774                                                                                 | 751                                                                                 |
| HCM Platoon Ratio            |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(l)           |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                               | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     |                                                                                   |                                                                                   |                                                                                   | 25.3                                                                              | 0.0                                                                               | 25.0                                                                              | 11.9                                                                               | 0.0                                                                                 | 0.0                                                                                 | 10.4                                                                                | 10.4                                                                                | 10.6                                                                                |
| Incr Delay (d2), s/veh       |                                                                                   |                                                                                   |                                                                                   | 2.8                                                                               | 0.0                                                                               | 2.9                                                                               | 0.8                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.1                                                                                 | 0.1                                                                                 | 0.2                                                                                 |
| Initial Q Delay(d3),s/veh    |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     |                                                                                   |                                                                                   |                                                                                   | 6.1                                                                               | 0.0                                                                               | 4.9                                                                               | 3.6                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.6                                                                                 | 0.5                                                                                 | 0.9                                                                                 |
| LnGrp Delay(d),s/veh         |                                                                                   |                                                                                   |                                                                                   | 28.0                                                                              | 0.0                                                                               | 27.9                                                                              | 12.6                                                                               | 0.0                                                                                 | 0.0                                                                                 | 10.5                                                                                | 10.5                                                                                | 10.8                                                                                |
| LnGrp LOS                    |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   | C                                                                                 | B                                                                                  |                                                                                     |                                                                                     | B                                                                                   | B                                                                                   | B                                                                                   |
| Approach Vol, veh/h          |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 481                                                                               |                                                                                   |                                                                                    | 236                                                                                 |                                                                                     |                                                                                     | 139                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 28.0                                                                              |                                                                                   |                                                                                    | 12.6                                                                                |                                                                                     |                                                                                     | 10.6                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | B                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 40.0                                                                              |                                                                                   | 60.0                                                                              |                                                                                   |                                                                                   |                                                                                    | 60.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   |                                                                                    | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 35.0                                                                              |                                                                                   | 55.0                                                                              |                                                                                   |                                                                                   |                                                                                    | 55.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 14.7                                                                              |                                                                                   | 9.7                                                                               |                                                                                   |                                                                                   |                                                                                    | 4.1                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 0.0                                                                               |                                                                                   | 1.4                                                                               |                                                                                   |                                                                                   |                                                                                    | 1.4                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   |                                                                                   | 20.9                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

## **Background Conditions**

Timings  
5: NW 8th St & NW 2nd Ave

Background  
AM Peak Hour

|                      |  |  |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL                                                                                 | SBT                                                                                 |
| Lane Configurations  |                                                                                   |  |                                                                                   |  |                                                                                   |  |                                                                                     |  |
| Volume (vph)         | 9                                                                                 | 497                                                                               | 14                                                                                | 129                                                                               | 24                                                                                | 81                                                                                | 27                                                                                  | 171                                                                                 |
| Turn Type            | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                                | NA                                                                                  |
| Protected Phases     |                                                                                   | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 2                                                                                   |
| Permitted Phases     | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                   | 2                                                                                   |                                                                                     |
| Detector Phase       | 8                                                                                 | 8                                                                                 | 4                                                                                 | 4                                                                                 | 6                                                                                 | 6                                                                                 | 2                                                                                   | 2                                                                                   |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                                 | 7.0                                                                                 |
| Minimum Split (s)    | 23.0                                                                              | 23.0                                                                              | 23.0                                                                              | 23.0                                                                              | 23.0                                                                              | 23.0                                                                              | 23.0                                                                                | 23.0                                                                                |
| Total Split (s)      | 50.0                                                                              | 50.0                                                                              | 50.0                                                                              | 50.0                                                                              | 50.0                                                                              | 50.0                                                                              | 50.0                                                                                | 50.0                                                                                |
| Total Split (%)      | 50.0%                                                                             | 50.0%                                                                             | 50.0%                                                                             | 50.0%                                                                             | 50.0%                                                                             | 50.0%                                                                             | 50.0%                                                                               | 50.0%                                                                               |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                                 | 4.0                                                                                 |
| All-Red Time (s)     | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                                 | 1.0                                                                                 |
| Lost Time Adjust (s) |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                     | 0.0                                                                                 |
| Total Lost Time (s)  |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                     | 5.0                                                                                 |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Recall Mode          | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                                 | Max                                                                                 |

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 23 (23%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Pretimed

Splits and Phases: 5: NW 8th St & NW 2nd Ave

|                                                                                            |                                                                                        |
|--------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
|  ø2 (R) |  ø4 |
| 50 s                                                                                       | 50 s                                                                                   |
|  ø6 (R) |  ø8 |
| 50 s                                                                                       | 50 s                                                                                   |

# HCM 2010 Signalized Intersection Summary

## 5: NW 8th St & NW 2nd Ave

Background  
AM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Volume (veh/h)               | 9                                                                                 | 497                                                                               | 74                                                                                | 14                                                                                | 129                                                                               | 7                                                                                 | 24                                                                                 | 81                                                                                  | 91                                                                                  | 27                                                                                  | 171                                                                                 | 67                                                                                  |
| Number                       | 3                                                                                 | 8                                                                                 | 18                                                                                | 7                                                                                 | 4                                                                                 | 14                                                                                | 1                                                                                  | 6                                                                                   | 16                                                                                  | 5                                                                                   | 2                                                                                   | 12                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 0.99                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                               |                                                                                     | 0.99                                                                                | 1.00                                                                                |                                                                                     | 0.99                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1900                                                                              | 1810                                                                              | 1900                                                                              | 1900                                                                              | 1810                                                                              | 1900                                                                              | 1900                                                                               | 1810                                                                                | 1900                                                                                | 1900                                                                                | 1810                                                                                | 1900                                                                                |
| Adj Flow Rate, veh/h         | 9                                                                                 | 512                                                                               | 76                                                                                | 14                                                                                | 133                                                                               | 7                                                                                 | 25                                                                                 | 84                                                                                  | 94                                                                                  | 28                                                                                  | 176                                                                                 | 69                                                                                  |
| Adj No. of Lanes             | 0                                                                                 | 1                                                                                 | 0                                                                                 | 0                                                                                 | 1                                                                                 | 0                                                                                 | 0                                                                                  | 1                                                                                   | 0                                                                                   | 0                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                               | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                |
| Percent Heavy Veh, %         | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                  | 5                                                                                   | 5                                                                                   | 5                                                                                   | 5                                                                                   | 5                                                                                   |
| Cap, veh/h                   | 41                                                                                | 687                                                                               | 101                                                                               | 77                                                                                | 656                                                                               | 33                                                                                | 101                                                                                | 323                                                                                 | 330                                                                                 | 89                                                                                  | 513                                                                                 | 190                                                                                 |
| Arrive On Green              | 0.45                                                                              | 0.45                                                                              | 0.45                                                                              | 0.45                                                                              | 0.45                                                                              | 0.45                                                                              | 0.15                                                                               | 0.15                                                                                | 0.15                                                                                | 0.45                                                                                | 0.45                                                                                | 0.45                                                                                |
| Sat Flow, veh/h              | 9                                                                                 | 1527                                                                              | 224                                                                               | 83                                                                                | 1459                                                                              | 73                                                                                | 134                                                                                | 718                                                                                 | 734                                                                                 | 108                                                                                 | 1140                                                                                | 422                                                                                 |
| Grp Volume(v), veh/h         | 597                                                                               | 0                                                                                 | 0                                                                                 | 154                                                                               | 0                                                                                 | 0                                                                                 | 203                                                                                | 0                                                                                   | 0                                                                                   | 273                                                                                 | 0                                                                                   | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln     | 1760                                                                              | 0                                                                                 | 0                                                                                 | 1615                                                                              | 0                                                                                 | 0                                                                                 | 1585                                                                               | 0                                                                                   | 0                                                                                   | 1671                                                                                | 0                                                                                   | 0                                                                                   |
| Q Serve(g_s), s              | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 28.1                                                                              | 0.0                                                                               | 0.0                                                                               | 5.2                                                                               | 0.0                                                                               | 0.0                                                                               | 10.8                                                                               | 0.0                                                                                 | 0.0                                                                                 | 10.3                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 0.02                                                                              |                                                                                   | 0.13                                                                              | 0.09                                                                              |                                                                                   | 0.05                                                                              | 0.12                                                                               |                                                                                     | 0.46                                                                                | 0.10                                                                                |                                                                                     | 0.25                                                                                |
| Lane Grp Cap(c), veh/h       | 829                                                                               | 0                                                                                 | 0                                                                                 | 766                                                                               | 0                                                                                 | 0                                                                                 | 754                                                                                | 0                                                                                   | 0                                                                                   | 792                                                                                 | 0                                                                                   | 0                                                                                   |
| V/C Ratio(X)                 | 0.72                                                                              | 0.00                                                                              | 0.00                                                                              | 0.20                                                                              | 0.00                                                                              | 0.00                                                                              | 0.27                                                                               | 0.00                                                                                | 0.00                                                                                | 0.34                                                                                | 0.00                                                                                | 0.00                                                                                |
| Avail Cap(c_a), veh/h        | 829                                                                               | 0                                                                                 | 0                                                                                 | 766                                                                               | 0                                                                                 | 0                                                                                 | 754                                                                                | 0                                                                                   | 0                                                                                   | 792                                                                                 | 0                                                                                   | 0                                                                                   |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.33                                                                               | 0.33                                                                                | 0.33                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(l)           | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                               | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                |
| Uniform Delay (d), s/veh     | 22.9                                                                              | 0.0                                                                               | 0.0                                                                               | 16.5                                                                              | 0.0                                                                               | 0.0                                                                               | 28.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 18.0                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 5.4                                                                               | 0.0                                                                               | 0.0                                                                               | 0.6                                                                               | 0.0                                                                               | 0.0                                                                               | 0.9                                                                                | 0.0                                                                                 | 0.0                                                                                 | 1.2                                                                                 | 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     | 14.8                                                                              | 0.0                                                                               | 0.0                                                                               | 2.7                                                                               | 0.0                                                                               | 0.0                                                                               | 5.2                                                                                | 0.0                                                                                 | 0.0                                                                                 | 5.2                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| LnGrp Delay(d),s/veh         | 28.2                                                                              | 0.0                                                                               | 0.0                                                                               | 17.1                                                                              | 0.0                                                                               | 0.0                                                                               | 28.9                                                                               | 0.0                                                                                 | 0.0                                                                                 | 19.2                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| LnGrp LOS                    | C                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | C                                                                                  |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |
| Approach Vol, veh/h          |                                                                                   | 597                                                                               |                                                                                   |                                                                                   | 154                                                                               |                                                                                   |                                                                                    | 203                                                                                 |                                                                                     |                                                                                     | 273                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 28.2                                                                              |                                                                                   |                                                                                   | 17.1                                                                              |                                                                                   |                                                                                    | 28.9                                                                                |                                                                                     |                                                                                     | 19.2                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                    | C                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 50.0                                                                              |                                                                                   | 50.0                                                                              |                                                                                   | 50.0                                                                              |                                                                                    | 50.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                    | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 45.0                                                                              |                                                                                   | 45.0                                                                              |                                                                                   | 45.0                                                                              |                                                                                    | 45.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 12.3                                                                              |                                                                                   | 7.2                                                                               |                                                                                   | 12.8                                                                              |                                                                                    | 30.1                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 1.1                                                                               |                                                                                   | 3.6                                                                               |                                                                                   | 1.1                                                                               |                                                                                    | 3.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   | 24.9                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

## 6: NW 1st Ct & NW 8th St

Background

AM Peak Hour

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations               |  |                                                                                   |                                                                                   |  |  |                                                                                   |
| Volume (veh/h)                    | 464                                                                               | 81                                                                                | 13                                                                                | 152                                                                               | 22                                                                                | 18                                                                                |
| Sign Control                      | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              | Stop                                                                              |                                                                                   |
| Grade                             | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                | 0%                                                                                |                                                                                   |
| Peak Hour Factor                  | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              |
| Hourly flow rate (vph)            | 516                                                                               | 90                                                                                | 14                                                                                | 169                                                                               | 24                                                                                | 20                                                                                |
| Pedestrians                       | 1                                                                                 |                                                                                   |                                                                                   |                                                                                   | 12                                                                                |                                                                                   |
| Lane Width (ft)                   | 12.0                                                                              |                                                                                   |                                                                                   |                                                                                   | 12.0                                                                              |                                                                                   |
| Walking Speed (ft/s)              | 4.0                                                                               |                                                                                   |                                                                                   |                                                                                   | 4.0                                                                               |                                                                                   |
| Percent Blockage                  | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 1                                                                                 |                                                                                   |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       | None                                                                              |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                   |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (ft)              | 357                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| pX, platoon unblocked             |                                                                                   |                                                                                   | 0.73                                                                              |                                                                                   | 0.73                                                                              | 0.73                                                                              |
| vC, conflicting volume            |                                                                                   |                                                                                   | 618                                                                               |                                                                                   | 771                                                                               | 573                                                                               |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                |                                                                                   |                                                                                   | 298                                                                               |                                                                                   | 507                                                                               | 236                                                                               |
| tC, single (s)                    |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   | 6.4                                                                               | 6.2                                                                               |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   | 3.5                                                                               | 3.3                                                                               |
| p0 queue free %                   |                                                                                   |                                                                                   | 98                                                                                |                                                                                   | 93                                                                                | 97                                                                                |
| cM capacity (veh/h)               |                                                                                   |                                                                                   | 906                                                                               |                                                                                   | 371                                                                               | 578                                                                               |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume Total                      | 606                                                                               | 183                                                                               | 44                                                                                |                                                                                   |                                                                                   |                                                                                   |
| Volume Left                       | 0                                                                                 | 14                                                                                | 24                                                                                |                                                                                   |                                                                                   |                                                                                   |
| Volume Right                      | 90                                                                                | 0                                                                                 | 20                                                                                |                                                                                   |                                                                                   |                                                                                   |
| cSH                               | 1700                                                                              | 906                                                                               | 443                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.36                                                                              | 0.02                                                                              | 0.10                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Queue Length 95th (ft)            | 0                                                                                 | 1                                                                                 | 8                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Control Delay (s)                 | 0.0                                                                               | 0.9                                                                               | 14.0                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Lane LOS                          |                                                                                   | A                                                                                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Approach Delay (s)                | 0.0                                                                               | 0.9                                                                               | 14.0                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Approach LOS                      |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   |                                                                                   | 0.9                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 39.5%                                                                             | ICU Level of Service                                                              | A                                                                                 |                                                                                   |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |

# HCM Unsignalized Intersection Capacity Analysis

7: NW 1st Ave & NW 8th St

Background

AM Peak Hour

|                                   |  |  |  |  |  |  |   |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Volume (veh/h)                    | 46                                                                                | 225                                                                               | 229                                                                               | 21                                                                                | 126                                                                               | 13                                                                                | 9                                                                                   | 29                                                                                  | 16                                                                                  | 5                                                                                   | 35                                                                                  | 31                                                                                  |
| Sign Control                      |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                     | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Grade                             |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                     | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Hourly flow rate (vph)            | 50                                                                                | 245                                                                               | 249                                                                               | 23                                                                                | 137                                                                               | 14                                                                                | 10                                                                                  | 32                                                                                  | 17                                                                                  | 5                                                                                   | 38                                                                                  | 34                                                                                  |
| Pedestrians                       |                                                                                   | 15                                                                                |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     | 19                                                                                  |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Lane Width (ft)                   |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                     | 12.0                                                                                |                                                                                     |                                                                                     | 12.0                                                                                |                                                                                     |
| Walking Speed (ft/s)              |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                     | 4.0                                                                                 |                                                                                     |                                                                                     | 4.0                                                                                 |                                                                                     |
| Percent Blockage                  |                                                                                   | 1                                                                                 |                                                                                   |                                                                                   | 1                                                                                 |                                                                                   |                                                                                     | 2                                                                                   |                                                                                     |                                                                                     | 1                                                                                   |                                                                                     |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median type                       |                                                                                   | None                                                                              |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Upstream signal (ft)              |                                                                                   | 726                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   | 0.79                                                                              |                                                                                   |                                                                                   | 0.79                                                                                | 0.79                                                                                | 0.79                                                                                | 0.79                                                                                | 0.79                                                                                |                                                                                     |
| vC, conflicting volume            | 157                                                                               |                                                                                   |                                                                                   | 512                                                                               |                                                                                   |                                                                                   | 745                                                                                 | 691                                                                                 | 394                                                                                 | 704                                                                                 | 808                                                                                 | 165                                                                                 |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 157                                                                               |                                                                                   |                                                                                   | 248                                                                               |                                                                                   |                                                                                   | 543                                                                                 | 474                                                                                 | 97                                                                                  | 490                                                                                 | 623                                                                                 | 165                                                                                 |
| tC, single (s)                    | 4.1                                                                               |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   |                                                                                   | 7.1                                                                                 | 6.5                                                                                 | 6.2                                                                                 | 7.1                                                                                 | 6.5                                                                                 | 6.2                                                                                 |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| tF (s)                            | 2.2                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |                                                                                   | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 |
| p0 queue free %                   | 96                                                                                |                                                                                   |                                                                                   | 98                                                                                |                                                                                   |                                                                                   | 96                                                                                  | 91                                                                                  | 98                                                                                  | 98                                                                                  | 87                                                                                  | 96                                                                                  |
| cM capacity (veh/h)               | 1398                                                                              |                                                                                   |                                                                                   | 1009                                                                              |                                                                                   |                                                                                   | 278                                                                                 | 353                                                                                 | 734                                                                                 | 323                                                                                 | 290                                                                                 | 856                                                                                 |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              | NB 2                                                                              | NB 3                                                                              | SB 1                                                                              | SB 2                                                                                | SB 3                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 543                                                                               | 174                                                                               | 10                                                                                | 21                                                                                | 28                                                                                | 5                                                                                 | 25                                                                                  | 46                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 50                                                                                | 23                                                                                | 10                                                                                | 0                                                                                 | 0                                                                                 | 5                                                                                 | 0                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 249                                                                               | 14                                                                                | 0                                                                                 | 0                                                                                 | 17                                                                                | 0                                                                                 | 0                                                                                   | 34                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 1398                                                                              | 1009                                                                              | 278                                                                               | 353                                                                               | 522                                                                               | 323                                                                               | 290                                                                                 | 558                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.04                                                                              | 0.02                                                                              | 0.04                                                                              | 0.06                                                                              | 0.05                                                                              | 0.02                                                                              | 0.09                                                                                | 0.08                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (ft)            | 3                                                                                 | 2                                                                                 | 3                                                                                 | 5                                                                                 | 4                                                                                 | 1                                                                                 | 7                                                                                   | 7                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 1.1                                                                               | 1.3                                                                               | 18.4                                                                              | 15.9                                                                              | 12.3                                                                              | 16.3                                                                              | 18.6                                                                                | 12.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | A                                                                                 | A                                                                                 | C                                                                                 | C                                                                                 | B                                                                                 | C                                                                                 | C                                                                                   | B                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 1.1                                                                               | 1.3                                                                               | 14.6                                                                              |                                                                                   |                                                                                   |                                                                                   | 14.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   | B                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   | 3.3                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 50.5%                                                                             | ICU Level of Service                                                              |                                                                                   |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

## 8: NW 2nd Ave & NW 7th St

Background  
AM Peak Hour

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations               |  |                                                                                   |  |                                                                                   |                                                                                   |  |
| Volume (veh/h)                    | 8                                                                                 | 15                                                                                | 175                                                                               | 0                                                                                 | 0                                                                                 | 264                                                                               |
| Sign Control                      | Stop                                                                              |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |
| Grade                             | 0%                                                                                |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |
| Peak Hour Factor                  | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              |
| Hourly flow rate (vph)            | 9                                                                                 | 17                                                                                | 203                                                                               | 0                                                                                 | 0                                                                                 | 307                                                                               |
| Pedestrians                       | 10                                                                                |                                                                                   | 10                                                                                |                                                                                   |                                                                                   | 5                                                                                 |
| Lane Width (ft)                   | 12.0                                                                              |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                   | 12.0                                                                              |
| Walking Speed (ft/s)              | 4.0                                                                               |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               |
| Percent Blockage                  | 1                                                                                 |                                                                                   | 1                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                   | None                                                                              |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (ft)              |                                                                                   |                                                                                   | 366                                                                               |                                                                                   |                                                                                   | 339                                                                               |
| pX, platoon unblocked             | 0.97                                                                              | 0.98                                                                              |                                                                                   |                                                                                   | 0.98                                                                              |                                                                                   |
| vC, conflicting volume            | 530                                                                               | 218                                                                               |                                                                                   |                                                                                   | 213                                                                               |                                                                                   |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                | 446                                                                               | 190                                                                               |                                                                                   |                                                                                   | 185                                                                               |                                                                                   |
| tC, single (s)                    | 6.4                                                                               | 6.2                                                                               |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            | 3.5                                                                               | 3.3                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |
| p0 queue free %                   | 98                                                                                | 98                                                                                |                                                                                   |                                                                                   | 100                                                                               |                                                                                   |
| cM capacity (veh/h)               | 536                                                                               | 815                                                                               |                                                                                   |                                                                                   | 1331                                                                              |                                                                                   |
| Direction, Lane #                 | WB 1                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume Total                      | 27                                                                                | 203                                                                               | 307                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Volume Left                       | 9                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Volume Right                      | 17                                                                                | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| cSH                               | 690                                                                               | 1700                                                                              | 1700                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.04                                                                              | 0.12                                                                              | 0.18                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Queue Length 95th (ft)            | 3                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Control Delay (s)                 | 10.4                                                                              | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Lane LOS                          | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Approach Delay (s)                | 10.4                                                                              | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Approach LOS                      | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   |                                                                                   | 0.5                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 25.4%                                                                             | ICU Level of Service                                                              |                                                                                   | A                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |

# Timings

10: NW 2nd Ave & NW 6th St

# Background

AM Peak Hour

|                      | ←     | ↙     | ↑     | ↓     |
|----------------------|-------|-------|-------|-------|
| Lane Group           | WBT   | NBL   | NBT   | SBT   |
| Lane Configurations  | ↔↔    |       | ↔     | ↔     |
| Volume (vph)         | 147   | 51    | 152   | 202   |
| Turn Type            | NA    | Perm  | NA    | NA    |
| Protected Phases     | 4     |       | 6     | 2     |
| Permitted Phases     |       | 6     |       |       |
| Detector Phase       | 4     | 6     | 6     | 2     |
| Switch Phase         |       |       |       |       |
| Minimum Initial (s)  | 7.0   | 15.0  | 15.0  | 15.0  |
| Minimum Split (s)    | 27.0  | 21.0  | 21.0  | 21.0  |
| Total Split (s)      | 40.0  | 60.0  | 60.0  | 60.0  |
| Total Split (%)      | 40.0% | 60.0% | 60.0% | 60.0% |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)     | 1.0   | 1.0   | 1.0   | 1.0   |
| Lost Time Adjust (s) | 0.0   |       | 0.0   | 0.0   |
| Total Lost Time (s)  | 5.0   |       | 5.0   | 5.0   |
| Lead/Lag             |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |
| Recall Mode          | Max   | Max   | Max   | Max   |

## Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 86 (86%), Referenced to phase 2:SBT and 6:NBT, Start of Green

Natural Cycle: 50

Control Type: Pretimed

Splits and Phases: 10: NW 2nd Ave & NW 6th St

|          |      |
|----------|------|
| ↓ ρ2 (R) | ← ρ4 |
| 60 s     | 40 s |
| ↑ ρ6 (R) |      |
| 60 s     |      |

# HCM 2010 Signalized Intersection Summary

## 10: NW 2nd Ave & NW 6th St

Background  
AM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Volume (veh/h)               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 81                                                                                | 147                                                                               | 34                                                                                | 51                                                                                 | 152                                                                                 | 0                                                                                   | 0                                                                                   | 202                                                                                 | 62                                                                                  |
| Number                       |                                                                                   |                                                                                   |                                                                                   | 7                                                                                 | 4                                                                                 | 14                                                                                | 1                                                                                  | 6                                                                                   | 16                                                                                  | 5                                                                                   | 2                                                                                   | 12                                                                                  |
| Initial Q (Qb), veh          |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 0.99                                                                              | 0.99                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.99                                                                                |
| Parking Bus, Adj             |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       |                                                                                   |                                                                                   |                                                                                   | 1710                                                                              | 1629                                                                              | 1710                                                                              | 1710                                                                               | 1629                                                                                | 0                                                                                   | 0                                                                                   | 1629                                                                                | 1710                                                                                |
| Adj Flow Rate, veh/h         |                                                                                   |                                                                                   |                                                                                   | 85                                                                                | 155                                                                               | 36                                                                                | 54                                                                                 | 160                                                                                 | 0                                                                                   | 0                                                                                   | 213                                                                                 | 65                                                                                  |
| Adj No. of Lanes             |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 2                                                                                 | 0                                                                                 | 0                                                                                  | 1                                                                                   | 0                                                                                   | 0                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             |                                                                                   |                                                                                   |                                                                                   | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                               | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Percent Heavy Veh, %         |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 5                                                                                 | 0                                                                                 | 5                                                                                  | 5                                                                                   | 0                                                                                   | 0                                                                                   | 5                                                                                   | 5                                                                                   |
| Cap, veh/h                   |                                                                                   |                                                                                   |                                                                                   | 324                                                                               | 622                                                                               | 149                                                                               | 183                                                                                | 504                                                                                 | 0                                                                                   | 0                                                                                   | 657                                                                                 | 200                                                                                 |
| Arrive On Green              |                                                                                   |                                                                                   |                                                                                   | 0.35                                                                              | 0.35                                                                              | 0.35                                                                              | 0.18                                                                               | 0.18                                                                                | 0.00                                                                                | 0.00                                                                                | 0.18                                                                                | 0.18                                                                                |
| Sat Flow, veh/h              |                                                                                   |                                                                                   |                                                                                   | 926                                                                               | 1777                                                                              | 426                                                                               | 250                                                                                | 917                                                                                 | 0                                                                                   | 0                                                                                   | 1194                                                                                | 364                                                                                 |
| Grp Volume(v), veh/h         |                                                                                   |                                                                                   |                                                                                   | 145                                                                               | 0                                                                                 | 131                                                                               | 214                                                                                | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 278                                                                                 |
| Grp Sat Flow(s),veh/h/ln     |                                                                                   |                                                                                   |                                                                                   | 1582                                                                              | 0                                                                                 | 1546                                                                              | 1167                                                                               | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 1559                                                                                |
| Q Serve(g_s), s              |                                                                                   |                                                                                   |                                                                                   | 6.6                                                                               | 0.0                                                                               | 6.0                                                                               | 6.8                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 15.5                                                                                |
| Cycle Q Clear(g_c), s        |                                                                                   |                                                                                   |                                                                                   | 6.6                                                                               | 0.0                                                                               | 6.0                                                                               | 22.4                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 15.5                                                                                |
| Prop In Lane                 |                                                                                   |                                                                                   |                                                                                   | 0.59                                                                              |                                                                                   | 0.28                                                                              | 0.25                                                                               |                                                                                     | 0.00                                                                                | 0.00                                                                                |                                                                                     | 0.23                                                                                |
| Lane Grp Cap(c), veh/h       |                                                                                   |                                                                                   |                                                                                   | 554                                                                               | 0                                                                                 | 541                                                                               | 687                                                                                | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 857                                                                                 |
| V/C Ratio(X)                 |                                                                                   |                                                                                   |                                                                                   | 0.26                                                                              | 0.00                                                                              | 0.24                                                                              | 0.31                                                                               | 0.00                                                                                | 0.00                                                                                | 0.00                                                                                | 0.00                                                                                | 0.32                                                                                |
| Avail Cap(c_a), veh/h        |                                                                                   |                                                                                   |                                                                                   | 554                                                                               | 0                                                                                 | 541                                                                               | 687                                                                                | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 857                                                                                 |
| HCM Platoon Ratio            |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.33                                                                               | 0.33                                                                                | 1.00                                                                                | 1.00                                                                                | 0.33                                                                                | 0.33                                                                                |
| Upstream Filter(l)           |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                               | 0.00                                                                                | 0.00                                                                                | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     |                                                                                   |                                                                                   |                                                                                   | 23.3                                                                              | 0.0                                                                               | 23.1                                                                              | 27.3                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 24.8                                                                                |
| Incr Delay (d2), s/veh       |                                                                                   |                                                                                   |                                                                                   | 1.2                                                                               | 0.0                                                                               | 1.1                                                                               | 1.2                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 1.0                                                                                 |
| Initial Q Delay(d3),s/veh    |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     |                                                                                   |                                                                                   |                                                                                   | 3.0                                                                               | 0.0                                                                               | 2.7                                                                               | 5.5                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 6.9                                                                                 |
| LnGrp Delay(d),s/veh         |                                                                                   |                                                                                   |                                                                                   | 24.4                                                                              | 0.0                                                                               | 24.1                                                                              | 28.5                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 25.8                                                                                |
| LnGrp LOS                    |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   | C                                                                                 | C                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     | C                                                                                   |
| Approach Vol, veh/h          |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 276                                                                               |                                                                                   |                                                                                    | 214                                                                                 |                                                                                     |                                                                                     | 278                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 24.3                                                                              |                                                                                   |                                                                                    | 28.5                                                                                |                                                                                     |                                                                                     | 25.8                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 60.0                                                                              |                                                                                   | 40.0                                                                              |                                                                                   | 60.0                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 55.0                                                                              |                                                                                   | 35.0                                                                              |                                                                                   | 55.0                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 17.5                                                                              |                                                                                   | 8.6                                                                               |                                                                                   | 24.4                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 1.1                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 1.1                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   |                                                                                   | 26.0                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

11: NW 1st Ct & NW 6th St

Background

AM Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Volume (veh/h)                    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 10                                                                                | 205                                                                               | 44                                                                                | 15                                                                                 | 18                                                                                  | 0                                                                                   | 0                                                                                   | 14                                                                                  | 36                                                                                  |
| Sign Control                      |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                    | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Grade                             |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                    | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Peak Hour Factor                  | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                               | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                |
| Hourly flow rate (vph)            | 0                                                                                 | 0                                                                                 | 0                                                                                 | 10                                                                                | 211                                                                               | 45                                                                                | 15                                                                                 | 19                                                                                  | 0                                                                                   | 0                                                                                   | 14                                                                                  | 37                                                                                  |
| Pedestrians                       |                                                                                   | 12                                                                                |                                                                                   |                                                                                   | 34                                                                                |                                                                                   |                                                                                    | 12                                                                                  |                                                                                     |                                                                                     | 28                                                                                  |                                                                                     |
| Lane Width (ft)                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                    | 12.0                                                                                |                                                                                     |                                                                                     | 12.0                                                                                |                                                                                     |
| Walking Speed (ft/s)              |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                    | 4.0                                                                                 |                                                                                     |                                                                                     | 4.0                                                                                 |                                                                                     |
| Percent Blockage                  |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 3                                                                                 |                                                                                   |                                                                                    | 1                                                                                   |                                                                                     |                                                                                     | 2                                                                                   |                                                                                     |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median type                       |                                                                                   | None                                                                              |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Upstream signal (ft)              |                                                                                   | 363                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC, conflicting volume            | 285                                                                               |                                                                                   |                                                                                   | 12                                                                                |                                                                                   |                                                                                   | 195                                                                                | 317                                                                                 | 46                                                                                  | 326                                                                                 | 295                                                                                 | 168                                                                                 |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 285                                                                               |                                                                                   |                                                                                   | 12                                                                                |                                                                                   |                                                                                   | 195                                                                                | 317                                                                                 | 46                                                                                  | 326                                                                                 | 295                                                                                 | 168                                                                                 |
| tC, single (s)                    | 4.2                                                                               |                                                                                   |                                                                                   | 4.2                                                                               |                                                                                   |                                                                                   | 7.6                                                                                | 6.6                                                                                 | 7.0                                                                                 | 7.6                                                                                 | 6.6                                                                                 | 7.0                                                                                 |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| tF (s)                            | 2.2                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |                                                                                   | 3.5                                                                                | 4.0                                                                                 | 3.3                                                                                 | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 |
| p0 queue free %                   | 100                                                                               |                                                                                   |                                                                                   | 99                                                                                |                                                                                   |                                                                                   | 98                                                                                 | 97                                                                                  | 100                                                                                 | 100                                                                                 | 98                                                                                  | 95                                                                                  |
| cM capacity (veh/h)               | 1224                                                                              |                                                                                   |                                                                                   | 1568                                                                              |                                                                                   |                                                                                   | 665                                                                                | 567                                                                                 | 966                                                                                 | 535                                                                                 | 584                                                                                 | 817                                                                                 |
| Direction, Lane #                 | WB 1                                                                              | WB 2                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 116                                                                               | 151                                                                               | 34                                                                                | 52                                                                                |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 10                                                                                | 0                                                                                 | 15                                                                                | 0                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 0                                                                                 | 45                                                                                | 0                                                                                 | 37                                                                                |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 1568                                                                              | 1700                                                                              | 608                                                                               | 735                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.01                                                                              | 0.09                                                                              | 0.06                                                                              | 0.07                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (ft)            | 0                                                                                 | 0                                                                                 | 4                                                                                 | 6                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 0.7                                                                               | 0.0                                                                               | 11.3                                                                              | 10.3                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | A                                                                                 |                                                                                   | B                                                                                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 0.3                                                                               |                                                                                   | 11.3                                                                              | 10.3                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      |                                                                                   |                                                                                   | B                                                                                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   | 2.8                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 30.9%                                                                             |                                                                                   | ICU Level of Service                                                              |                                                                                   |                                                                                    |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

12: NW 1st Ave & NW 6th St

Background

AM Peak Hour

|                                   |  |  |  |  |  |  |   |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |                                                                                   |  |  |                                                                                     |                                                                                     |  |                                                                                     |
| Volume (veh/h)                    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 18                                                                                | 218                                                                               | 14                                                                                | 169                                                                                 | 55                                                                                  | 0                                                                                   | 0                                                                                   | 92                                                                                  | 195                                                                                 |
| Sign Control                      |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                     | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Grade                             |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                     | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Peak Hour Factor                  | 0.88                                                                              | 0.88                                                                              | 0.88                                                                              | 0.88                                                                              | 0.88                                                                              | 0.88                                                                              | 0.88                                                                                | 0.88                                                                                | 0.88                                                                                | 0.88                                                                                | 0.88                                                                                | 0.88                                                                                |
| Hourly flow rate (vph)            | 0                                                                                 | 0                                                                                 | 0                                                                                 | 20                                                                                | 248                                                                               | 16                                                                                | 192                                                                                 | 62                                                                                  | 0                                                                                   | 0                                                                                   | 105                                                                                 | 222                                                                                 |
| Pedestrians                       |                                                                                   | 18                                                                                |                                                                                   |                                                                                   | 13                                                                                |                                                                                   |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     | 11                                                                                  |                                                                                     |
| Lane Width (ft)                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                     | 12.0                                                                                |                                                                                     |                                                                                     | 12.0                                                                                |                                                                                     |
| Walking Speed (ft/s)              |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                     | 4.0                                                                                 |                                                                                     |                                                                                     | 4.0                                                                                 |                                                                                     |
| Percent Blockage                  |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 1                                                                                 |                                                                                   |                                                                                     | 1                                                                                   |                                                                                     |                                                                                     | 1                                                                                   |                                                                                     |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median type                       |                                                                                   | None                                                                              |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Upstream signal (ft)              |                                                                                   | 855                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC, conflicting volume            | 275                                                                               |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 463                                                                                 | 322                                                                                 | 19                                                                                  | 352                                                                                 | 314                                                                                 | 161                                                                                 |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 275                                                                               |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 463                                                                                 | 322                                                                                 | 19                                                                                  | 352                                                                                 | 314                                                                                 | 161                                                                                 |
| tC, single (s)                    | 4.2                                                                               |                                                                                   |                                                                                   | 4.2                                                                               |                                                                                   |                                                                                   | 7.6                                                                                 | 6.6                                                                                 | 7.0                                                                                 | 7.6                                                                                 | 6.6                                                                                 | 7.0                                                                                 |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| tF (s)                            | 2.2                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |                                                                                   | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 |
| p0 queue free %                   | 100                                                                               |                                                                                   |                                                                                   | 99                                                                                |                                                                                   |                                                                                   | 35                                                                                  | 89                                                                                  | 100                                                                                 | 100                                                                                 | 82                                                                                  | 74                                                                                  |
| cM capacity (veh/h)               | 1252                                                                              |                                                                                   |                                                                                   | 1584                                                                              |                                                                                   |                                                                                   | 294                                                                                 | 572                                                                                 | 1028                                                                                | 502                                                                                 | 578                                                                                 | 839                                                                                 |
| Direction, Lane #                 | WB 1                                                                              | WB 2                                                                              | NB 1                                                                              | NB 2                                                                              | NB 3                                                                              | SB 1                                                                              | SB 2                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 144                                                                               | 140                                                                               | 192                                                                               | 31                                                                                | 31                                                                                | 70                                                                                | 256                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 20                                                                                | 0                                                                                 | 192                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 0                                                                                 | 16                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 222                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 1584                                                                              | 1700                                                                              | 294                                                                               | 572                                                                               | 572                                                                               | 578                                                                               | 790                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.01                                                                              | 0.08                                                                              | 0.65                                                                              | 0.05                                                                              | 0.05                                                                              | 0.12                                                                              | 0.32                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (ft)            | 1                                                                                 | 0                                                                                 | 106                                                                               | 4                                                                                 | 4                                                                                 | 10                                                                                | 35                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 1.1                                                                               | 0.0                                                                               | 37.7                                                                              | 11.7                                                                              | 11.7                                                                              | 12.1                                                                              | 11.7                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | A                                                                                 |                                                                                   | E                                                                                 | B                                                                                 | B                                                                                 | B                                                                                 | B                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 0.6                                                                               |                                                                                   | 31.3                                                                              |                                                                                   |                                                                                   | 11.8                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   | 13.9                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 54.2%                                                                             | ICU Level of Service                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings

13: NW 2nd Ave & NW 5th St

# Background

AM Peak Hour

|                      | →     | ↑     | ↘     | ↓     |
|----------------------|-------|-------|-------|-------|
| Lane Group           | EBT   | NBT   | SBL   | SBT   |
| Lane Configurations  | ↔↔↔   | ↔     |       | ↔     |
| Volume (vph)         | 1036  | 183   | 28    | 236   |
| Turn Type            | NA    | NA    | Perm  | NA    |
| Protected Phases     | 4     | 6     |       | 2     |
| Permitted Phases     |       |       | 2     |       |
| Detector Phase       | 4     | 6     | 2     | 2     |
| Switch Phase         |       |       |       |       |
| Minimum Initial (s)  | 7.0   | 7.0   | 7.0   | 7.0   |
| Minimum Split (s)    | 23.0  | 21.0  | 21.0  | 21.0  |
| Total Split (s)      | 50.0  | 50.0  | 50.0  | 50.0  |
| Total Split (%)      | 50.0% | 50.0% | 50.0% | 50.0% |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)     | 1.0   | 1.0   | 1.0   | 1.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   |       | 0.0   |
| Total Lost Time (s)  | 5.0   | 5.0   |       | 5.0   |
| Lead/Lag             |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |
| Recall Mode          | Max   | Max   | Max   | Max   |

## Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 25 (25%), Referenced to phase 2:SBTL and 6:NBT, Start of Green

Natural Cycle: 45

Control Type: Pretimed

Splits and Phases: 13: NW 2nd Ave & NW 5th St

|         |      |     |      |
|---------|------|-----|------|
| ↓ 2 (R) | 50 s | → 4 | 50 s |
| ↑ 6 (R) | 50 s |     |      |

# HCM 2010 Signalized Intersection Summary

## 13: NW 2nd Ave & NW 5th St

Background  
AM Peak Hour

|                              |  |                                                                                                                                                                      |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                                                                                                                                                                                                   | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Volume (veh/h)               | 30                                                                                | 1036                                                                                                                                                                                                                                                  | 162                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 183                                                                                 | 154                                                                                 | 28                                                                                  | 236                                                                                 | 0                                                                                   |
| Number                       | 7                                                                                 | 4                                                                                                                                                                                                                                                     | 14                                                                                |                                                                                   |                                                                                   |                                                                                   | 1                                                                                  | 6                                                                                   | 16                                                                                  | 5                                                                                   | 2                                                                                   | 12                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                                                                                                                                                                                     | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                                                                                                                                                                                       | 0.98                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               |                                                                                     | 0.99                                                                                | 0.99                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1710                                                                              | 1629                                                                                                                                                                                                                                                  | 1710                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1629                                                                                | 1710                                                                                | 1710                                                                                | 1629                                                                                | 0                                                                                   |
| Adj Flow Rate, veh/h         | 32                                                                                | 1102                                                                                                                                                                                                                                                  | 172                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 195                                                                                 | 164                                                                                 | 30                                                                                  | 251                                                                                 | 0                                                                                   |
| Adj No. of Lanes             | 0                                                                                 | 3                                                                                                                                                                                                                                                     | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1                                                                                   | 0                                                                                   | 0                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             | 0.94                                                                              | 0.94                                                                                                                                                                                                                                                  | 0.94                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.94                                                                               | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                |
| Percent Heavy Veh, %         | 0                                                                                 | 5                                                                                                                                                                                                                                                     | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 5                                                                                   | 5                                                                                   | 5                                                                                   | 5                                                                                   | 0                                                                                   |
| Cap, veh/h                   | 48                                                                                | 1742                                                                                                                                                                                                                                                  | 282                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 366                                                                                 | 308                                                                                 | 87                                                                                  | 646                                                                                 | 0                                                                                   |
| Arrive On Green              | 0.45                                                                              | 0.45                                                                                                                                                                                                                                                  | 0.45                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 0.90                                                                                | 0.90                                                                                | 0.15                                                                                | 0.15                                                                                | 0.00                                                                                |
| Sat Flow, veh/h              | 106                                                                               | 3871                                                                                                                                                                                                                                                  | 627                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 814                                                                                 | 684                                                                                 | 105                                                                                 | 1435                                                                                | 0                                                                                   |
| Grp Volume(v), veh/h         | 489                                                                               | 406                                                                                                                                                                                                                                                   | 411                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                   | 359                                                                                 | 281                                                                                 | 0                                                                                   | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln     | 1623                                                                              | 1482                                                                                                                                                                                                                                                  | 1499                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                   | 1498                                                                                | 1540                                                                                | 0                                                                                   | 0                                                                                   |
| Q Serve(g_s), s              | 23.7                                                                              | 20.8                                                                                                                                                                                                                                                  | 20.8                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 4.6                                                                                 | 0.2                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 23.7                                                                              | 20.8                                                                                                                                                                                                                                                  | 20.8                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 4.6                                                                                 | 15.6                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 0.07                                                                              |                                                                                                                                                                                                                                                       | 0.42                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               |                                                                                     | 0.46                                                                                | 0.11                                                                                |                                                                                     | 0.00                                                                                |
| Lane Grp Cap(c), veh/h       | 730                                                                               | 667                                                                                                                                                                                                                                                   | 675                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                   | 674                                                                                 | 733                                                                                 | 0                                                                                   | 0                                                                                   |
| V/C Ratio(X)                 | 0.67                                                                              | 0.61                                                                                                                                                                                                                                                  | 0.61                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 0.00                                                                                | 0.53                                                                                | 0.38                                                                                | 0.00                                                                                | 0.00                                                                                |
| Avail Cap(c_a), veh/h        | 730                                                                               | 667                                                                                                                                                                                                                                                   | 675                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                   | 674                                                                                 | 733                                                                                 | 0                                                                                   | 0                                                                                   |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               | 2.00                                                                                | 2.00                                                                                | 0.33                                                                                | 0.33                                                                                | 1.00                                                                                |
| Upstream Filter(l)           | 1.00                                                                              | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                |
| Uniform Delay (d), s/veh     | 21.6                                                                              | 20.8                                                                                                                                                                                                                                                  | 20.8                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 3.0                                                                                 | 30.0                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 4.8                                                                               | 4.1                                                                                                                                                                                                                                                   | 4.1                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 3.0                                                                                 | 1.5                                                                                 | 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                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 11.6                                                                              | 9.2                                                                                                                                                                                                                                                   | 9.3                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 2.2                                                                                 | 7.3                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| LnGrp Delay(d),s/veh         | 26.5                                                                              | 24.9                                                                                                                                                                                                                                                  | 24.9                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 6.0                                                                                 | 31.6                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| LnGrp LOS                    | C                                                                                 | C                                                                                                                                                                                                                                                     | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     | A                                                                                   | C                                                                                   |                                                                                     |                                                                                     |
| Approach Vol, veh/h          |                                                                                   | 1306                                                                                                                                                                                                                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | 359                                                                                 |                                                                                     |                                                                                     | 281                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 25.5                                                                                                                                                                                                                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | 6.0                                                                                 |                                                                                     |                                                                                     | 31.6                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   | C                                                                                                                                                                                                                                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | A                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                                                                                                                                                                                     | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                                                                                                                                                                                     |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 50.0                                                                                                                                                                                                                                                  |                                                                                   | 50.0                                                                              |                                                                                   | 50.0                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 5.0                                                                                                                                                                                                                                                   |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 45.0                                                                                                                                                                                                                                                  |                                                                                   | 45.0                                                                              |                                                                                   | 45.0                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 17.6                                                                                                                                                                                                                                                  |                                                                                   | 25.7                                                                              |                                                                                   | 6.6                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 1.5                                                                                                                                                                                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   | 1.5                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                                                                                                                                                                                       | 22.8                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                                                                                                                                                                                       | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

14: NW 5th St & NW 1st Ct

Background

AM Peak Hour

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBL                                                                               | SBR                                                                               |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |
| Volume (veh/h)                    | 30                                                                                | 1182                                                                              | 0                                                                                 | 0                                                                                 | 18                                                                                | 0                                                                                 |
| Sign Control                      |                                                                                   | Free                                                                              | Free                                                                              |                                                                                   | Stop                                                                              |                                                                                   |
| Grade                             |                                                                                   | 0%                                                                                | 0%                                                                                |                                                                                   | 0%                                                                                |                                                                                   |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |
| Hourly flow rate (vph)            | 33                                                                                | 1285                                                                              | 0                                                                                 | 0                                                                                 | 20                                                                                | 0                                                                                 |
| Pedestrians                       |                                                                                   | 2                                                                                 | 134                                                                               |                                                                                   | 11                                                                                |                                                                                   |
| Lane Width (ft)                   |                                                                                   | 12.0                                                                              | 0.0                                                                               |                                                                                   | 12.0                                                                              |                                                                                   |
| Walking Speed (ft/s)              |                                                                                   | 4.0                                                                               | 4.0                                                                               |                                                                                   | 4.0                                                                               |                                                                                   |
| Percent Blockage                  |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 1                                                                                 |                                                                                   |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       |                                                                                   | None                                                                              | None                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (ft)              |                                                                                   | 352                                                                               | 500                                                                               |                                                                                   |                                                                                   |                                                                                   |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.80                                                                              |                                                                                   |
| vC, conflicting volume            | 11                                                                                |                                                                                   |                                                                                   |                                                                                   | 638                                                                               | 13                                                                                |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                | 11                                                                                |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 13                                                                                |
| tC, single (s)                    | 4.2                                                                               |                                                                                   |                                                                                   |                                                                                   | 6.9                                                                               | 7.0                                                                               |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            | 2.2                                                                               |                                                                                   |                                                                                   |                                                                                   | 3.5                                                                               | 3.3                                                                               |
| p0 queue free %                   | 98                                                                                |                                                                                   |                                                                                   |                                                                                   | 98                                                                                | 100                                                                               |
| cM capacity (veh/h)               | 1571                                                                              |                                                                                   |                                                                                   |                                                                                   | 785                                                                               | 1043                                                                              |
| Direction, Lane #                 | EB 1                                                                              | EB 2                                                                              | EB 3                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |
| Volume Total                      | 290                                                                               | 514                                                                               | 514                                                                               | 20                                                                                |                                                                                   |                                                                                   |
| Volume Left                       | 33                                                                                | 0                                                                                 | 0                                                                                 | 20                                                                                |                                                                                   |                                                                                   |
| Volume Right                      | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |
| cSH                               | 1571                                                                              | 1700                                                                              | 1700                                                                              | 785                                                                               |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.02                                                                              | 0.30                                                                              | 0.30                                                                              | 0.02                                                                              |                                                                                   |                                                                                   |
| Queue Length 95th (ft)            | 2                                                                                 | 0                                                                                 | 0                                                                                 | 2                                                                                 |                                                                                   |                                                                                   |
| Control Delay (s)                 | 1.0                                                                               | 0.0                                                                               | 0.0                                                                               | 9.7                                                                               |                                                                                   |                                                                                   |
| Lane LOS                          | A                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |
| Approach Delay (s)                | 0.2                                                                               |                                                                                   |                                                                                   | 9.7                                                                               |                                                                                   |                                                                                   |
| Approach LOS                      |                                                                                   |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   |                                                                                   | 0.4                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 36.3%                                                                             |                                                                                   | ICU Level of Service                                                              | A                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |

# Timings

15: NW 1st Ave & NW 5th St

# Background

AM Peak Hour

|                      | →     | ↑     | ↘     | ↓     |
|----------------------|-------|-------|-------|-------|
| Lane Group           | EBT   | NBT   | SBL   | SBT   |
| Lane Configurations  | ↑↑↑   | ↑↑    | ↘     | ↑↑    |
| Volume (vph)         | 879   | 79    | 23    | 103   |
| Turn Type            | NA    | NA    | Perm  | NA    |
| Protected Phases     | 4     | 2     |       | 6     |
| Permitted Phases     |       |       | 6     | 6     |
| Detector Phase       | 4     | 2     | 6     | 6     |
| Switch Phase         |       |       |       |       |
| Minimum Initial (s)  | 18.0  | 7.0   | 7.0   | 7.0   |
| Minimum Split (s)    | 23.0  | 21.0  | 23.0  | 23.0  |
| Total Split (s)      | 50.0  | 50.0  | 50.0  | 50.0  |
| Total Split (%)      | 50.0% | 50.0% | 50.0% | 50.0% |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)     | 1.0   | 1.0   | 1.0   | 1.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  | 5.0   | 5.0   | 5.0   | 5.0   |
| Lead/Lag             |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |
| Recall Mode          | Max   | Max   | Max   | Max   |

## Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 97 (97%), Referenced to phase 6:SBTL, Start of Green

Natural Cycle: 50

Control Type: Pretimed

Splits and Phases: 15: NW 1st Ave & NW 5th St

|             |  |         |  |
|-------------|--|---------|--|
| ↑<br>ø2     |  | →<br>ø4 |  |
| 50 s        |  | 50 s    |  |
| ↓<br>ø6 (R) |  |         |  |
| 50 s        |  |         |  |

# HCM 2010 Signalized Intersection Summary

## 15: NW 1st Ave & NW 5th St

Background  
AM Peak Hour

|                              |  |                                                                                                                                                                      |  |  |  |  |  |                                                                                                                                                                          |  |  |                                                                                                                                                                          |  |
|------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                                                                                                                                                                                                   | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                                                                                                                                                                                         | NBR                                                                                 | SBL                                                                                 | SBT                                                                                                                                                                                                                                                         | SBR                                                                                 |
| Lane Configurations          |                                                                                   |    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |    |                                                                                     |  |    |                                                                                     |
| Volume (veh/h)               | 117                                                                               | 879                                                                                                                                                                                                                                                   | 169                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 79                                                                                                                                                                                                                                                          | 55                                                                                  | 23                                                                                  | 103                                                                                                                                                                                                                                                         | 0                                                                                   |
| Number                       | 7                                                                                 | 4                                                                                                                                                                                                                                                     | 14                                                                                |                                                                                   |                                                                                   |                                                                                   | 5                                                                                  | 2                                                                                                                                                                                                                                                           | 12                                                                                  | 1                                                                                   | 6                                                                                                                                                                                                                                                           | 16                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                                                                                                                                                                                     | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                                                                                                                                                                                           | 0                                                                                   | 0                                                                                   | 0                                                                                                                                                                                                                                                           | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                                                                                                                                                                                       | 0.99                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               |                                                                                                                                                                                                                                                             | 0.99                                                                                | 1.00                                                                                |                                                                                                                                                                                                                                                             | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               | 1.00                                                                                                                                                                                                                                                        | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                                                                                                                                                                                        | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1710                                                                              | 1629                                                                                                                                                                                                                                                  | 1710                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1629                                                                                                                                                                                                                                                        | 1710                                                                                | 1629                                                                                | 1629                                                                                                                                                                                                                                                        | 0                                                                                   |
| Adj Flow Rate, veh/h         | 127                                                                               | 955                                                                                                                                                                                                                                                   | 184                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 86                                                                                                                                                                                                                                                          | 60                                                                                  | 25                                                                                  | 112                                                                                                                                                                                                                                                         | 0                                                                                   |
| Adj No. of Lanes             | 0                                                                                 | 3                                                                                                                                                                                                                                                     | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 2                                                                                                                                                                                                                                                           | 0                                                                                   | 1                                                                                   | 2                                                                                                                                                                                                                                                           | 0                                                                                   |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                                                                                                                                                                                                  | 0.92                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.92                                                                               | 0.92                                                                                                                                                                                                                                                        | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                                                                                                                                                                                        | 0.92                                                                                |
| Percent Heavy Veh, %         | 0                                                                                 | 5                                                                                                                                                                                                                                                     | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 5                                                                                                                                                                                                                                                           | 5                                                                                   | 5                                                                                   | 5                                                                                                                                                                                                                                                           | 0                                                                                   |
| Cap, veh/h                   | 195                                                                               | 1560                                                                                                                                                                                                                                                  | 310                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 812                                                                                                                                                                                                                                                         | 520                                                                                 | 524                                                                                 | 1392                                                                                                                                                                                                                                                        | 0                                                                                   |
| Arrive On Green              | 0.15                                                                              | 0.15                                                                                                                                                                                                                                                  | 0.15                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 0.45                                                                                                                                                                                                                                                        | 0.45                                                                                | 0.45                                                                                | 0.45                                                                                                                                                                                                                                                        | 0.00                                                                                |
| Sat Flow, veh/h              | 434                                                                               | 3467                                                                                                                                                                                                                                                  | 690                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1886                                                                                                                                                                                                                                                        | 1156                                                                                | 1076                                                                                | 3176                                                                                                                                                                                                                                                        | 0                                                                                   |
| Grp Volume(v), veh/h         | 471                                                                               | 395                                                                                                                                                                                                                                                   | 400                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 73                                                                                                                                                                                                                                                          | 73                                                                                  | 25                                                                                  | 112                                                                                                                                                                                                                                                         | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln     | 1607                                                                              | 1482                                                                                                                                                                                                                                                  | 1501                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1547                                                                                                                                                                                                                                                        | 1413                                                                                | 1076                                                                                | 1547                                                                                                                                                                                                                                                        | 0                                                                                   |
| Q Serve(g_s), s              | 27.6                                                                              | 24.9                                                                                                                                                                                                                                                  | 24.9                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 2.7                                                                                                                                                                                                                                                         | 3.0                                                                                 | 1.4                                                                                 | 2.1                                                                                                                                                                                                                                                         | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 27.6                                                                              | 24.9                                                                                                                                                                                                                                                  | 24.9                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 2.7                                                                                                                                                                                                                                                         | 3.0                                                                                 | 4.4                                                                                 | 2.1                                                                                                                                                                                                                                                         | 0.0                                                                                 |
| Prop In Lane                 | 0.27                                                                              |                                                                                                                                                                                                                                                       | 0.46                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               |                                                                                                                                                                                                                                                             | 0.82                                                                                | 1.00                                                                                |                                                                                                                                                                                                                                                             | 0.00                                                                                |
| Lane Grp Cap(c), veh/h       | 723                                                                               | 667                                                                                                                                                                                                                                                   | 675                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 696                                                                                                                                                                                                                                                         | 636                                                                                 | 524                                                                                 | 1392                                                                                                                                                                                                                                                        | 0                                                                                   |
| V/C Ratio(X)                 | 0.65                                                                              | 0.59                                                                                                                                                                                                                                                  | 0.59                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 0.10                                                                                                                                                                                                                                                        | 0.12                                                                                | 0.05                                                                                | 0.08                                                                                                                                                                                                                                                        | 0.00                                                                                |
| Avail Cap(c_a), veh/h        | 723                                                                               | 667                                                                                                                                                                                                                                                   | 675                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 696                                                                                                                                                                                                                                                         | 636                                                                                 | 524                                                                                 | 1392                                                                                                                                                                                                                                                        | 0                                                                                   |
| HCM Platoon Ratio            | 0.33                                                                              | 0.33                                                                                                                                                                                                                                                  | 0.33                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               | 1.00                                                                                                                                                                                                                                                        | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                                                                                                                                                                                        | 1.00                                                                                |
| Upstream Filter(l)           | 1.00                                                                              | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 1.00                                                                                                                                                                                                                                                        | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                                                                                                                                                                                        | 0.00                                                                                |
| Uniform Delay (d), s/veh     | 35.2                                                                              | 34.0                                                                                                                                                                                                                                                  | 34.0                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 15.9                                                                                                                                                                                                                                                        | 16.0                                                                                | 17.2                                                                                | 15.7                                                                                                                                                                                                                                                        | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 4.5                                                                               | 3.8                                                                                                                                                                                                                                                   | 3.8                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.3                                                                                                                                                                                                                                                         | 0.4                                                                                 | 0.2                                                                                 | 0.1                                                                                                                                                                                                                                                         | 0.0                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                                                                                                                                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.0                                                                                                                                                                                                                                                         | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                                                                                                                                                                                         | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 13.2                                                                              | 10.9                                                                                                                                                                                                                                                  | 11.1                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 1.2                                                                                                                                                                                                                                                         | 1.2                                                                                 | 0.4                                                                                 | 0.9                                                                                                                                                                                                                                                         | 0.0                                                                                 |
| LnGrp Delay(d),s/veh         | 39.7                                                                              | 37.8                                                                                                                                                                                                                                                  | 37.8                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 16.2                                                                                                                                                                                                                                                        | 16.3                                                                                | 17.4                                                                                | 15.8                                                                                                                                                                                                                                                        | 0.0                                                                                 |
| LnGrp LOS                    | D                                                                                 | D                                                                                                                                                                                                                                                     | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    | B                                                                                                                                                                                                                                                           | B                                                                                   | B                                                                                   | B                                                                                                                                                                                                                                                           |                                                                                     |
| Approach Vol, veh/h          |                                                                                   | 1266                                                                                                                                                                                                                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | 146                                                                                                                                                                                                                                                         |                                                                                     |                                                                                     | 137                                                                                                                                                                                                                                                         |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 38.5                                                                                                                                                                                                                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | 16.2                                                                                                                                                                                                                                                        |                                                                                     |                                                                                     | 16.1                                                                                                                                                                                                                                                        |                                                                                     |
| Approach LOS                 |                                                                                   | D                                                                                                                                                                                                                                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | B                                                                                                                                                                                                                                                           |                                                                                     |                                                                                     | B                                                                                                                                                                                                                                                           |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                                                                                                                                                                                     | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                                                                                                                                                                                           |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                                                                                                                                                                                     |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    |                                                                                                                                                                                                                                                             |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 50.0                                                                                                                                                                                                                                                  |                                                                                   | 50.0                                                                              |                                                                                   | 50.0                                                                              |                                                                                    |                                                                                                                                                                                                                                                             |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 5.0                                                                                                                                                                                                                                                   |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                    |                                                                                                                                                                                                                                                             |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 45.0                                                                                                                                                                                                                                                  |                                                                                   | 45.0                                                                              |                                                                                   | 45.0                                                                              |                                                                                    |                                                                                                                                                                                                                                                             |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 5.0                                                                                                                                                                                                                                                   |                                                                                   | 29.6                                                                              |                                                                                   | 6.4                                                                               |                                                                                    |                                                                                                                                                                                                                                                             |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 1.5                                                                                                                                                                                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   | 1.5                                                                               |                                                                                    |                                                                                                                                                                                                                                                             |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                                                                                                                                                                                             |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                                                                                                                                                                                       | 34.4                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                                                                                                                                                                                             |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                                                                                                                                                                                       | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                                                                                                                                                                                             |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

16: NW 2nd Ave & NW 4th St

Background

AM Peak Hour

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations               |  |                                                                                   |  |                                                                                   |  |  |
| Volume (veh/h)                    | 7                                                                                 | 7                                                                                 | 325                                                                               | 63                                                                                | 83                                                                                | 305                                                                               |
| Sign Control                      | Stop                                                                              |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |
| Grade                             | 0%                                                                                |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |
| Peak Hour Factor                  | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              |
| Hourly flow rate (vph)            | 8                                                                                 | 8                                                                                 | 365                                                                               | 71                                                                                | 93                                                                                | 343                                                                               |
| Pedestrians                       | 38                                                                                |                                                                                   | 5                                                                                 |                                                                                   |                                                                                   | 16                                                                                |
| Lane Width (ft)                   | 12.0                                                                              |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                   | 12.0                                                                              |
| Walking Speed (ft/s)              | 4.0                                                                               |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               |
| Percent Blockage                  | 3                                                                                 |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 1                                                                                 |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                   | None                                                                              |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (ft)              |                                                                                   |                                                                                   | 354                                                                               |                                                                                   |                                                                                   | 347                                                                               |
| pX, platoon unblocked             | 0.96                                                                              | 0.92                                                                              |                                                                                   |                                                                                   | 0.92                                                                              |                                                                                   |
| vC, conflicting volume            | 973                                                                               | 455                                                                               |                                                                                   |                                                                                   | 474                                                                               |                                                                                   |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                | 802                                                                               | 369                                                                               |                                                                                   |                                                                                   | 390                                                                               |                                                                                   |
| tC, single (s)                    | 6.4                                                                               | 6.2                                                                               |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            | 3.5                                                                               | 3.3                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |
| p0 queue free %                   | 97                                                                                | 99                                                                                |                                                                                   |                                                                                   | 91                                                                                |                                                                                   |
| cM capacity (veh/h)               | 292                                                                               | 592                                                                               |                                                                                   |                                                                                   | 1031                                                                              |                                                                                   |
| Direction, Lane #                 | WB 1                                                                              | NB 1                                                                              | SB 1                                                                              | SB 2                                                                              |                                                                                   |                                                                                   |
| Volume Total                      | 16                                                                                | 436                                                                               | 93                                                                                | 343                                                                               |                                                                                   |                                                                                   |
| Volume Left                       | 8                                                                                 | 0                                                                                 | 93                                                                                | 0                                                                                 |                                                                                   |                                                                                   |
| Volume Right                      | 8                                                                                 | 71                                                                                | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |
| cSH                               | 391                                                                               | 1700                                                                              | 1031                                                                              | 1700                                                                              |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.04                                                                              | 0.26                                                                              | 0.09                                                                              | 0.20                                                                              |                                                                                   |                                                                                   |
| Queue Length 95th (ft)            | 3                                                                                 | 0                                                                                 | 7                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |
| Control Delay (s)                 | 14.6                                                                              | 0.0                                                                               | 8.8                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |
| Lane LOS                          | B                                                                                 |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Approach Delay (s)                | 14.6                                                                              | 0.0                                                                               | 1.9                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Approach LOS                      | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   |                                                                                   | 1.2                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 43.5%                                                                             |                                                                                   | ICU Level of Service                                                              | A                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |

# Timings 17: NW 2nd Ave & NW 3rd St

Background  
AM Peak Hour

|                      |  |  |  |  |  |  |   |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL                                                                                 | SBT                                                                                 |
| Lane Configurations  |  |  |  |  |  |  |  |  |
| Volume (vph)         | 28                                                                                | 237                                                                               | 44                                                                                | 98                                                                                | 57                                                                                | 305                                                                               | 47                                                                                  | 227                                                                                 |
| Turn Type            | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                                | NA                                                                                  |
| Protected Phases     |                                                                                   | 4                                                                                 |                                                                                   | 8                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 2                                                                                   |
| Permitted Phases     | 4                                                                                 |                                                                                   | 8                                                                                 |                                                                                   | 6                                                                                 |                                                                                   | 2                                                                                   |                                                                                     |
| Detector Phase       | 4                                                                                 | 4                                                                                 | 8                                                                                 | 8                                                                                 | 6                                                                                 | 6                                                                                 | 2                                                                                   | 2                                                                                   |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                                 | 7.0                                                                                 |
| Minimum Split (s)    | 30.0                                                                              | 30.0                                                                              | 30.0                                                                              | 30.0                                                                              | 31.8                                                                              | 31.8                                                                              | 31.8                                                                                | 31.8                                                                                |
| Total Split (s)      | 30.0                                                                              | 30.0                                                                              | 30.0                                                                              | 30.0                                                                              | 70.0                                                                              | 70.0                                                                              | 70.0                                                                                | 70.0                                                                                |
| Total Split (%)      | 30.0%                                                                             | 30.0%                                                                             | 30.0%                                                                             | 30.0%                                                                             | 70.0%                                                                             | 70.0%                                                                             | 70.0%                                                                               | 70.0%                                                                               |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                                 | 4.0                                                                                 |
| All-Red Time (s)     | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 0.8                                                                               | 0.8                                                                               | 0.8                                                                                 | 0.8                                                                                 |
| Lost Time Adjust (s) | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)  | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 4.8                                                                               | 4.8                                                                               | 4.8                                                                                 | 4.8                                                                                 |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Recall Mode          | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                                 | Max                                                                                 |

## Intersection Summary

Cycle Length: 100  
Actuated Cycle Length: 100  
Offset: 31 (31%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green  
Natural Cycle: 65  
Control Type: Pretimed

## Splits and Phases: 17: NW 2nd Ave & NW 3rd St

|                                                                                     |                                                                                     |                                                                                     |                                                                                       |                                                                                       |                                                                                       |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
|  |  |  |  |  |  |
|  |  |  |  |  |  |
| 70 s                                                                                |                                                                                     |                                                                                     | 30 s                                                                                  |                                                                                       |                                                                                       |
|  |  |  |  |  |  |
| 70 s                                                                                |                                                                                     |                                                                                     | 30 s                                                                                  |                                                                                       |                                                                                       |

# HCM Signalized Intersection Capacity Analysis

17: NW 2nd Ave & NW 3rd St

Background

AM Peak Hour

|                        |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement               | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations    |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Volume (vph)           | 28                                                                                | 237                                                                               | 46                                                                                | 44                                                                                | 98                                                                                | 41                                                                                | 57                                                                                  | 305                                                                                 | 139                                                                                 | 47                                                                                  | 227                                                                                 | 39                                                                                  |
| Ideal Flow (vphpl)     | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Total Lost time (s)    | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                   | 4.8                                                                                 | 4.8                                                                                 |                                                                                     | 4.8                                                                                 | 4.8                                                                                 |                                                                                     |
| Lane Util. Factor      | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 0.95                                                                              |                                                                                   | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     |
| Frpb, ped/bikes        | 1.00                                                                              | 0.99                                                                              |                                                                                   | 1.00                                                                              | 0.99                                                                              |                                                                                   | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                | 0.99                                                                                |                                                                                     |
| Flpb, ped/bikes        | 0.99                                                                              | 1.00                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                              |                                                                                   | 0.97                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     |
| Frt                    | 1.00                                                                              | 0.98                                                                              |                                                                                   | 1.00                                                                              | 0.96                                                                              |                                                                                   | 1.00                                                                                | 0.95                                                                                |                                                                                     | 1.00                                                                                | 0.98                                                                                |                                                                                     |
| Flt Protected          | 0.95                                                                              | 1.00                                                                              |                                                                                   | 0.95                                                                              | 1.00                                                                              |                                                                                   | 0.95                                                                                | 1.00                                                                                |                                                                                     | 0.95                                                                                | 1.00                                                                                |                                                                                     |
| Satd. Flow (prot)      | 1537                                                                              | 1573                                                                              |                                                                                   | 1513                                                                              | 2933                                                                              |                                                                                   | 1506                                                                                | 1552                                                                                |                                                                                     | 1547                                                                                | 1581                                                                                |                                                                                     |
| Flt Permitted          | 0.66                                                                              | 1.00                                                                              |                                                                                   | 0.35                                                                              | 1.00                                                                              |                                                                                   | 0.57                                                                                | 1.00                                                                                |                                                                                     | 0.44                                                                                | 1.00                                                                                |                                                                                     |
| Satd. Flow (perm)      | 1067                                                                              | 1573                                                                              |                                                                                   | 559                                                                               | 2933                                                                              |                                                                                   | 909                                                                                 | 1552                                                                                |                                                                                     | 715                                                                                 | 1581                                                                                |                                                                                     |
| Peak-hour factor, PHF  | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Adj. Flow (vph)        | 29                                                                                | 249                                                                               | 48                                                                                | 46                                                                                | 103                                                                               | 43                                                                                | 60                                                                                  | 321                                                                                 | 146                                                                                 | 49                                                                                  | 239                                                                                 | 41                                                                                  |
| RTOR Reduction (vph)   | 0                                                                                 | 7                                                                                 | 0                                                                                 | 0                                                                                 | 32                                                                                | 0                                                                                 | 0                                                                                   | 16                                                                                  | 0                                                                                   | 0                                                                                   | 6                                                                                   | 0                                                                                   |
| Lane Group Flow (vph)  | 29                                                                                | 290                                                                               | 0                                                                                 | 46                                                                                | 114                                                                               | 0                                                                                 | 60                                                                                  | 451                                                                                 | 0                                                                                   | 49                                                                                  | 274                                                                                 | 0                                                                                   |
| Confl. Peds. (#/hr)    | 4                                                                                 |                                                                                   | 21                                                                                | 21                                                                                |                                                                                   | 4                                                                                 | 36                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 36                                                                                  |
| Turn Type              | Perm                                                                              | NA                                                                                |                                                                                   | Perm                                                                              | NA                                                                                |                                                                                   | Perm                                                                                | NA                                                                                  |                                                                                     | Perm                                                                                | NA                                                                                  |                                                                                     |
| Protected Phases       |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     | 2                                                                                   |                                                                                     |
| Permitted Phases       | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 6                                                                                   |                                                                                     |                                                                                     | 2                                                                                   |                                                                                     |                                                                                     |
| Actuated Green, G (s)  | 25.0                                                                              | 25.0                                                                              |                                                                                   | 25.0                                                                              | 25.0                                                                              |                                                                                   | 65.2                                                                                | 65.2                                                                                |                                                                                     | 65.2                                                                                | 65.2                                                                                |                                                                                     |
| Effective Green, g (s) | 25.0                                                                              | 25.0                                                                              |                                                                                   | 25.0                                                                              | 25.0                                                                              |                                                                                   | 65.2                                                                                | 65.2                                                                                |                                                                                     | 65.2                                                                                | 65.2                                                                                |                                                                                     |
| Actuated g/C Ratio     | 0.25                                                                              | 0.25                                                                              |                                                                                   | 0.25                                                                              | 0.25                                                                              |                                                                                   | 0.65                                                                                | 0.65                                                                                |                                                                                     | 0.65                                                                                | 0.65                                                                                |                                                                                     |
| Clearance Time (s)     | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                   | 4.8                                                                                 | 4.8                                                                                 |                                                                                     | 4.8                                                                                 | 4.8                                                                                 |                                                                                     |
| Lane Grp Cap (vph)     | 266                                                                               | 393                                                                               |                                                                                   | 139                                                                               | 733                                                                               |                                                                                   | 592                                                                                 | 1011                                                                                |                                                                                     | 466                                                                                 | 1030                                                                                |                                                                                     |
| v/s Ratio Prot         |                                                                                   | c0.18                                                                             |                                                                                   |                                                                                   | 0.04                                                                              |                                                                                   |                                                                                     | c0.29                                                                               |                                                                                     |                                                                                     | 0.17                                                                                |                                                                                     |
| v/s Ratio Perm         | 0.03                                                                              |                                                                                   |                                                                                   | 0.08                                                                              |                                                                                   |                                                                                   | 0.07                                                                                |                                                                                     |                                                                                     | 0.07                                                                                |                                                                                     |                                                                                     |
| v/c Ratio              | 0.11                                                                              | 0.74                                                                              |                                                                                   | 0.33                                                                              | 0.16                                                                              |                                                                                   | 0.10                                                                                | 0.45                                                                                |                                                                                     | 0.11                                                                                | 0.27                                                                                |                                                                                     |
| Uniform Delay, d1      | 28.9                                                                              | 34.5                                                                              |                                                                                   | 30.7                                                                              | 29.3                                                                              |                                                                                   | 6.5                                                                                 | 8.5                                                                                 |                                                                                     | 6.5                                                                                 | 7.3                                                                                 |                                                                                     |
| Progression Factor     | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.01                                                                              |                                                                                   | 0.39                                                                                | 0.61                                                                                |                                                                                     | 1.06                                                                                | 1.03                                                                                |                                                                                     |
| Incremental Delay, d2  | 0.8                                                                               | 11.8                                                                              |                                                                                   | 6.2                                                                               | 0.4                                                                               |                                                                                   | 0.3                                                                                 | 1.4                                                                                 |                                                                                     | 0.4                                                                                 | 0.6                                                                                 |                                                                                     |
| Delay (s)              | 29.7                                                                              | 46.3                                                                              |                                                                                   | 36.9                                                                              | 29.9                                                                              |                                                                                   | 2.8                                                                                 | 6.6                                                                                 |                                                                                     | 7.3                                                                                 | 8.1                                                                                 |                                                                                     |
| Level of Service       | C                                                                                 | D                                                                                 |                                                                                   | D                                                                                 | C                                                                                 |                                                                                   | A                                                                                   | A                                                                                   |                                                                                     | A                                                                                   | A                                                                                   |                                                                                     |
| Approach Delay (s)     |                                                                                   | 44.8                                                                              |                                                                                   |                                                                                   | 31.6                                                                              |                                                                                   |                                                                                     | 6.2                                                                                 |                                                                                     |                                                                                     | 8.0                                                                                 |                                                                                     |
| Approach LOS           |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |

## Intersection Summary

|                                   |       |                           |     |
|-----------------------------------|-------|---------------------------|-----|
| HCM 2000 Control Delay            | 19.3  | HCM 2000 Level of Service | B   |
| HCM 2000 Volume to Capacity ratio | 0.53  |                           |     |
| Actuated Cycle Length (s)         | 100.0 | Sum of lost time (s)      | 9.8 |
| Intersection Capacity Utilization | 76.1% | ICU Level of Service      | D   |
| Analysis Period (min)             | 15    |                           |     |
| c Critical Lane Group             |       |                           |     |

# Timings

18: NW 1st Ave & NW 3rd St

# Background

AM Peak Hour

|                      |  |  |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations  |                                                                                   |  |  |  |  |  |  |  |
| Volume (vph)         | 30                                                                                | 0                                                                                 | 46                                                                                | 134                                                                               | 105                                                                               | 69                                                                                | 198                                                                                 | 104                                                                                 |
| Turn Type            | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | NA                                                                                  | Perm                                                                                |
| Protected Phases     |                                                                                   | 4                                                                                 |                                                                                   | 8                                                                                 |                                                                                   | 6                                                                                 | 2                                                                                   |                                                                                     |
| Permitted Phases     | 4                                                                                 |                                                                                   | 8                                                                                 |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     | 2                                                                                   |
| Detector Phase       | 4                                                                                 | 4                                                                                 | 8                                                                                 | 8                                                                                 | 6                                                                                 | 6                                                                                 | 2                                                                                   | 2                                                                                   |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                                 | 7.0                                                                                 |
| Minimum Split (s)    | 29.0                                                                              | 29.0                                                                              | 26.0                                                                              | 26.0                                                                              | 25.6                                                                              | 25.6                                                                              | 25.6                                                                                | 25.6                                                                                |
| Total Split (s)      | 63.0                                                                              | 63.0                                                                              | 63.0                                                                              | 63.0                                                                              | 37.0                                                                              | 37.0                                                                              | 37.0                                                                                | 37.0                                                                                |
| Total Split (%)      | 63.0%                                                                             | 63.0%                                                                             | 63.0%                                                                             | 63.0%                                                                             | 37.0%                                                                             | 37.0%                                                                             | 37.0%                                                                               | 37.0%                                                                               |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                                 | 4.0                                                                                 |
| All-Red Time (s)     | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 0.6                                                                               | 0.6                                                                               | 0.6                                                                                 | 0.6                                                                                 |
| Lost Time Adjust (s) |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)  |                                                                                   | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 4.6                                                                               | 4.6                                                                               | 4.6                                                                                 | 4.6                                                                                 |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Recall Mode          | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                                 | Max                                                                                 |

## Intersection Summary

Cycle Length: 100

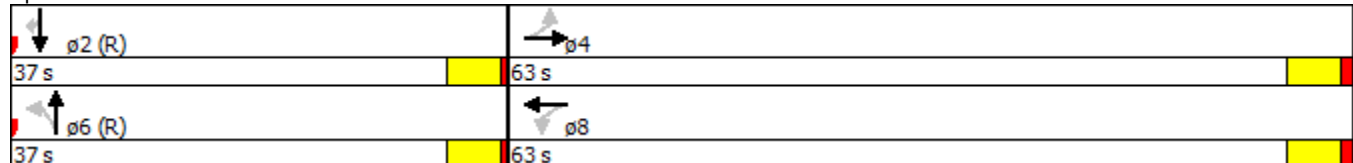
Actuated Cycle Length: 100

Offset: 72 (72%), Referenced to phase 2:SBT and 6:NBTL, Start of Green

Natural Cycle: 55

Control Type: Pretimed

Splits and Phases: 18: NW 1st Ave & NW 3rd St



# HCM Signalized Intersection Capacity Analysis

18: NW 1st Ave & NW 3rd St

Background

AM Peak Hour

|                        |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement               | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations    |                                                                                   |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |                                                                                     |  |  |
| Volume (vph)           | 30                                                                                | 0                                                                                 | 292                                                                               | 46                                                                                | 134                                                                               | 10                                                                                | 105                                                                                 | 69                                                                                  | 0                                                                                   | 0                                                                                   | 198                                                                                 | 104                                                                                 |
| Ideal Flow (vphpl)     | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Total Lost time (s)    |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                   | 4.6                                                                                 | 4.6                                                                                 |                                                                                     |                                                                                     | 4.6                                                                                 | 4.6                                                                                 |
| Lane Util. Factor      |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              | 0.95                                                                              |                                                                                   | 1.00                                                                                | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                | 1.00                                                                                |
| Frpb, ped/bikes        |                                                                                   | 0.97                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                                | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                | 0.85                                                                                |
| Flpb, ped/bikes        |                                                                                   | 1.00                                                                              |                                                                                   | 0.99                                                                              | 1.00                                                                              |                                                                                   | 0.90                                                                                | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                | 1.00                                                                                |
| Frt                    |                                                                                   | 0.88                                                                              |                                                                                   | 1.00                                                                              | 0.99                                                                              |                                                                                   | 1.00                                                                                | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                | 0.85                                                                                |
| Flt Protected          |                                                                                   | 1.00                                                                              |                                                                                   | 0.95                                                                              | 1.00                                                                              |                                                                                   | 0.95                                                                                | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                | 1.00                                                                                |
| Satd. Flow (prot)      |                                                                                   | 1374                                                                              |                                                                                   | 1526                                                                              | 3053                                                                              |                                                                                   | 1397                                                                                | 1629                                                                                |                                                                                     |                                                                                     | 1629                                                                                | 1176                                                                                |
| Flt Permitted          |                                                                                   | 0.97                                                                              |                                                                                   | 0.55                                                                              | 1.00                                                                              |                                                                                   | 0.56                                                                                | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                | 1.00                                                                                |
| Satd. Flow (perm)      |                                                                                   | 1334                                                                              |                                                                                   | 880                                                                               | 3053                                                                              |                                                                                   | 819                                                                                 | 1629                                                                                |                                                                                     |                                                                                     | 1629                                                                                | 1176                                                                                |
| Peak-hour factor, PHF  | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                |
| Adj. Flow (vph)        | 30                                                                                | 0                                                                                 | 295                                                                               | 46                                                                                | 135                                                                               | 10                                                                                | 106                                                                                 | 70                                                                                  | 0                                                                                   | 0                                                                                   | 200                                                                                 | 105                                                                                 |
| RTOR Reduction (vph)   | 0                                                                                 | 92                                                                                | 0                                                                                 | 0                                                                                 | 4                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 71                                                                                  |
| Lane Group Flow (vph)  | 0                                                                                 | 233                                                                               | 0                                                                                 | 46                                                                                | 141                                                                               | 0                                                                                 | 106                                                                                 | 70                                                                                  | 0                                                                                   | 0                                                                                   | 200                                                                                 | 34                                                                                  |
| Confl. Peds. (#/hr)    | 22                                                                                |                                                                                   | 19                                                                                | 19                                                                                |                                                                                   | 22                                                                                | 99                                                                                  |                                                                                     | 36                                                                                  | 36                                                                                  |                                                                                     | 99                                                                                  |
| Turn Type              | Perm                                                                              | NA                                                                                |                                                                                   | Perm                                                                              | NA                                                                                |                                                                                   | Perm                                                                                | NA                                                                                  |                                                                                     |                                                                                     | NA                                                                                  | Perm                                                                                |
| Protected Phases       |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     | 2                                                                                   |                                                                                     |
| Permitted Phases       | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 6                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 2                                                                                   |
| Actuated Green, G (s)  |                                                                                   | 58.0                                                                              |                                                                                   | 58.0                                                                              | 58.0                                                                              |                                                                                   | 32.4                                                                                | 32.4                                                                                |                                                                                     |                                                                                     | 32.4                                                                                | 32.4                                                                                |
| Effective Green, g (s) |                                                                                   | 58.0                                                                              |                                                                                   | 58.0                                                                              | 58.0                                                                              |                                                                                   | 32.4                                                                                | 32.4                                                                                |                                                                                     |                                                                                     | 32.4                                                                                | 32.4                                                                                |
| Actuated g/C Ratio     |                                                                                   | 0.58                                                                              |                                                                                   | 0.58                                                                              | 0.58                                                                              |                                                                                   | 0.32                                                                                | 0.32                                                                                |                                                                                     |                                                                                     | 0.32                                                                                | 0.32                                                                                |
| Clearance Time (s)     |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                   | 4.6                                                                                 | 4.6                                                                                 |                                                                                     |                                                                                     | 4.6                                                                                 | 4.6                                                                                 |
| Lane Grp Cap (vph)     |                                                                                   | 773                                                                               |                                                                                   | 510                                                                               | 1770                                                                              |                                                                                   | 265                                                                                 | 527                                                                                 |                                                                                     |                                                                                     | 527                                                                                 | 381                                                                                 |
| v/s Ratio Prot         |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.05                                                                              |                                                                                   |                                                                                     | 0.04                                                                                |                                                                                     |                                                                                     | 0.12                                                                                |                                                                                     |
| v/s Ratio Perm         |                                                                                   | c0.17                                                                             |                                                                                   | 0.05                                                                              |                                                                                   |                                                                                   | c0.13                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 0.03                                                                                |
| v/c Ratio              |                                                                                   | 0.30                                                                              |                                                                                   | 0.09                                                                              | 0.08                                                                              |                                                                                   | 0.40                                                                                | 0.13                                                                                |                                                                                     |                                                                                     | 0.38                                                                                | 0.09                                                                                |
| Uniform Delay, d1      |                                                                                   | 10.7                                                                              |                                                                                   | 9.3                                                                               | 9.2                                                                               |                                                                                   | 26.3                                                                                | 23.9                                                                                |                                                                                     |                                                                                     | 26.1                                                                                | 23.5                                                                                |
| Progression Factor     |                                                                                   | 0.36                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.71                                                                                | 0.76                                                                                |                                                                                     |                                                                                     | 0.86                                                                                | 1.17                                                                                |
| Incremental Delay, d2  |                                                                                   | 0.8                                                                               |                                                                                   | 0.3                                                                               | 0.1                                                                               |                                                                                   | 4.3                                                                                 | 0.5                                                                                 |                                                                                     |                                                                                     | 1.9                                                                                 | 0.4                                                                                 |
| Delay (s)              |                                                                                   | 4.6                                                                               |                                                                                   | 9.7                                                                               | 9.3                                                                               |                                                                                   | 23.0                                                                                | 18.6                                                                                |                                                                                     |                                                                                     | 24.3                                                                                | 28.0                                                                                |
| Level of Service       |                                                                                   | A                                                                                 |                                                                                   | A                                                                                 | A                                                                                 |                                                                                   | C                                                                                   | B                                                                                   |                                                                                     |                                                                                     | C                                                                                   | C                                                                                   |
| Approach Delay (s)     |                                                                                   | 4.6                                                                               |                                                                                   |                                                                                   | 9.4                                                                               |                                                                                   |                                                                                     | 21.3                                                                                |                                                                                     |                                                                                     | 25.6                                                                                |                                                                                     |
| Approach LOS           |                                                                                   | A                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                     | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |

## Intersection Summary

|                                   |       |                           |     |
|-----------------------------------|-------|---------------------------|-----|
| HCM 2000 Control Delay            | 14.9  | HCM 2000 Level of Service | B   |
| HCM 2000 Volume to Capacity ratio | 0.34  |                           |     |
| Actuated Cycle Length (s)         | 100.0 | Sum of lost time (s)      | 9.6 |
| Intersection Capacity Utilization | 81.0% | ICU Level of Service      | D   |
| Analysis Period (min)             | 15    |                           |     |
| c Critical Lane Group             |       |                           |     |

# Timings

19: NW 2nd Ave & NW 2nd St

# Background

AM Peak Hour

|                      |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBR                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                               |
| Lane Configurations  |  |  |                                                                                   |  |  |
| Volume (vph)         | 53                                                                                | 140                                                                               | 66                                                                                | 451                                                                               | 236                                                                               |
| Turn Type            | Perm                                                                              | Perm                                                                              | Perm                                                                              | NA                                                                                | NA                                                                                |
| Protected Phases     |                                                                                   |                                                                                   |                                                                                   | 6                                                                                 | 2                                                                                 |
| Permitted Phases     | 8                                                                                 | 8                                                                                 | 6                                                                                 |                                                                                   |                                                                                   |
| Detector Phase       | 8                                                                                 | 8                                                                                 | 6                                                                                 | 6                                                                                 | 2                                                                                 |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               |
| Minimum Split (s)    | 22.0                                                                              | 22.0                                                                              | 22.6                                                                              | 22.6                                                                              | 22.6                                                                              |
| Total Split (s)      | 30.0                                                                              | 30.0                                                                              | 70.0                                                                              | 70.0                                                                              | 70.0                                                                              |
| Total Split (%)      | 30.0%                                                                             | 30.0%                                                                             | 70.0%                                                                             | 70.0%                                                                             | 70.0%                                                                             |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               |
| All-Red Time (s)     | 0.6                                                                               | 0.6                                                                               | 0.6                                                                               | 0.6                                                                               | 0.6                                                                               |
| Lost Time Adjust (s) | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |
| Total Lost Time (s)  | 4.6                                                                               | 4.6                                                                               |                                                                                   | 4.6                                                                               | 4.6                                                                               |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Recall Mode          | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               |

## Intersection Summary

Cycle Length: 100

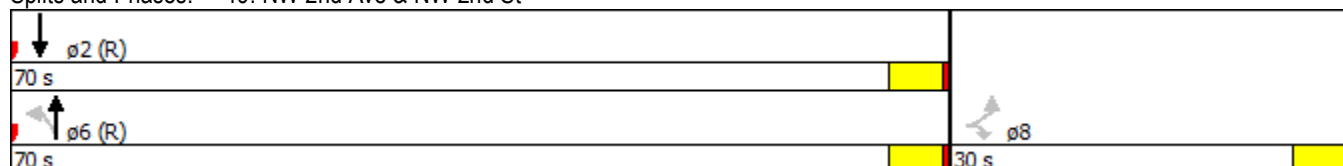
Actuated Cycle Length: 100

Offset: 24 (24%), Referenced to phase 2:SBT and 6:NBT, Start of Green

Natural Cycle: 45

Control Type: Pretimed

Splits and Phases: 19: NW 2nd Ave & NW 2nd St



# HCM Signalized Intersection Capacity Analysis

19: NW 2nd Ave & NW 2nd St

Background

AM Peak Hour

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBR                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations               |  |  |                                                                                   |  |  |                                                                                   |
| Volume (vph)                      | 53                                                                                | 140                                                                               | 66                                                                                | 451                                                                               | 236                                                                               | 52                                                                                |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Total Lost time (s)               | 4.6                                                                               | 4.6                                                                               |                                                                                   | 4.6                                                                               | 4.6                                                                               |                                                                                   |
| Lane Util. Factor                 | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.95                                                                              | 1.00                                                                              |                                                                                   |
| Frpb, ped/bikes                   | 1.00                                                                              | 0.45                                                                              |                                                                                   | 1.00                                                                              | 0.99                                                                              |                                                                                   |
| Flpb, ped/bikes                   | 0.81                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   |
| Frt                               | 1.00                                                                              | 0.85                                                                              |                                                                                   | 1.00                                                                              | 0.98                                                                              |                                                                                   |
| Flt Protected                     | 0.95                                                                              | 1.00                                                                              |                                                                                   | 0.99                                                                              | 1.00                                                                              |                                                                                   |
| Satd. Flow (prot)                 | 1260                                                                              | 622                                                                               |                                                                                   | 3067                                                                              | 1574                                                                              |                                                                                   |
| Flt Permitted                     | 0.95                                                                              | 1.00                                                                              |                                                                                   | 0.86                                                                              | 1.00                                                                              |                                                                                   |
| Satd. Flow (perm)                 | 1260                                                                              | 622                                                                               |                                                                                   | 2666                                                                              | 1574                                                                              |                                                                                   |
| Peak-hour factor, PHF             | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              |
| Adj. Flow (vph)                   | 56                                                                                | 149                                                                               | 70                                                                                | 480                                                                               | 251                                                                               | 55                                                                                |
| RTOR Reduction (vph)              | 0                                                                                 | 111                                                                               | 0                                                                                 | 0                                                                                 | 8                                                                                 | 0                                                                                 |
| Lane Group Flow (vph)             | 56                                                                                | 38                                                                                | 0                                                                                 | 550                                                                               | 298                                                                               | 0                                                                                 |
| Confl. Peds. (#/hr)               | 105                                                                               | 240                                                                               | 12                                                                                |                                                                                   |                                                                                   | 12                                                                                |
| Turn Type                         | Perm                                                                              | Perm                                                                              | Perm                                                                              | NA                                                                                | NA                                                                                |                                                                                   |
| Protected Phases                  |                                                                                   |                                                                                   |                                                                                   | 6                                                                                 | 2                                                                                 |                                                                                   |
| Permitted Phases                  | 8                                                                                 | 8                                                                                 | 6                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Actuated Green, G (s)             | 25.4                                                                              | 25.4                                                                              |                                                                                   | 65.4                                                                              | 65.4                                                                              |                                                                                   |
| Effective Green, g (s)            | 25.4                                                                              | 25.4                                                                              |                                                                                   | 65.4                                                                              | 65.4                                                                              |                                                                                   |
| Actuated g/C Ratio                | 0.25                                                                              | 0.25                                                                              |                                                                                   | 0.65                                                                              | 0.65                                                                              |                                                                                   |
| Clearance Time (s)                | 4.6                                                                               | 4.6                                                                               |                                                                                   | 4.6                                                                               | 4.6                                                                               |                                                                                   |
| Lane Grp Cap (vph)                | 320                                                                               | 157                                                                               |                                                                                   | 1743                                                                              | 1029                                                                              |                                                                                   |
| v/s Ratio Prot                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.19                                                                              |                                                                                   |
| v/s Ratio Perm                    | 0.04                                                                              | 0.06                                                                              |                                                                                   | 0.21                                                                              |                                                                                   |                                                                                   |
| v/c Ratio                         | 0.17                                                                              | 0.24                                                                              |                                                                                   | 0.32                                                                              | 0.29                                                                              |                                                                                   |
| Uniform Delay, d1                 | 29.1                                                                              | 29.6                                                                              |                                                                                   | 7.5                                                                               | 7.4                                                                               |                                                                                   |
| Progression Factor                | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.24                                                                              | 0.58                                                                              |                                                                                   |
| Incremental Delay, d2             | 1.2                                                                               | 3.6                                                                               |                                                                                   | 0.5                                                                               | 0.7                                                                               |                                                                                   |
| Delay (s)                         | 30.3                                                                              | 33.2                                                                              |                                                                                   | 9.8                                                                               | 4.9                                                                               |                                                                                   |
| Level of Service                  | C                                                                                 | C                                                                                 |                                                                                   | A                                                                                 | A                                                                                 |                                                                                   |
| Approach Delay (s)                | 32.4                                                                              |                                                                                   |                                                                                   | 9.8                                                                               | 4.9                                                                               |                                                                                   |
| Approach LOS                      | C                                                                                 |                                                                                   |                                                                                   | A                                                                                 | A                                                                                 |                                                                                   |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| HCM 2000 Control Delay            |                                                                                   |                                                                                   | 12.8                                                                              |                                                                                   | HCM 2000 Level of Service                                                         | B                                                                                 |
| HCM 2000 Volume to Capacity ratio |                                                                                   |                                                                                   | 0.29                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 100.0                                                                             |                                                                                   | Sum of lost time (s)                                                              | 9.2                                                                               |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 59.2%                                                                             |                                                                                   | ICU Level of Service                                                              | B                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

# Timings

20: NW 2nd Ave & NW 1st St

# Background

AM Peak Hour

|                      | ←     | ↖     | ↑     | ↓     |
|----------------------|-------|-------|-------|-------|
| Lane Group           | WBT   | NBL   | NBT   | SBT   |
| Lane Configurations  | ↔↔↔   |       | ↔↔    | ↔     |
| Volume (vph)         | 146   | 41    | 447   | 384   |
| Turn Type            | NA    | Perm  | NA    | NA    |
| Protected Phases     | 4     |       | 6     | 2     |
| Permitted Phases     |       | 6     |       |       |
| Detector Phase       | 4     | 6     | 6     | 2     |
| Switch Phase         |       |       |       |       |
| Minimum Initial (s)  | 7.0   | 7.0   | 7.0   | 7.0   |
| Minimum Split (s)    | 24.0  | 25.0  | 25.0  | 25.0  |
| Total Split (s)      | 45.0  | 55.0  | 55.0  | 55.0  |
| Total Split (%)      | 45.0% | 55.0% | 55.0% | 55.0% |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)     | 1.0   | 1.0   | 1.0   | 1.0   |
| Lost Time Adjust (s) | 0.0   |       | 0.0   | 0.0   |
| Total Lost Time (s)  | 5.0   |       | 5.0   | 5.0   |
| Lead/Lag             |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |
| Recall Mode          | Max   | Max   | Max   | Max   |

## Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 2 (2%), Referenced to phase 2:SBT and 6:NBTL, Start of Green

Natural Cycle: 50

Control Type: Pretimed

Splits and Phases: 20: NW 2nd Ave & NW 1st St

|          |      |
|----------|------|
| ↓ ϕ2 (R) | ← ϕ4 |
| 55 s     | 45 s |
| ↖ ϕ6 (R) |      |
| 55 s     |      |

HCM 2010 Signalized Intersection Summary  
20: NW 2nd Ave & NW 1st St

Background  
AM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Volume (veh/h)               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 45                                                                                | 146                                                                               | 56                                                                                | 41                                                                                 | 447                                                                                 | 0                                                                                   | 0                                                                                   | 384                                                                                 | 42                                                                                  |
| Number                       |                                                                                   |                                                                                   |                                                                                   | 7                                                                                 | 4                                                                                 | 14                                                                                | 1                                                                                  | 6                                                                                   | 16                                                                                  | 5                                                                                   | 2                                                                                   | 12                                                                                  |
| Initial Q (Qb), veh          |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 0.90                                                                              | 0.98                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.97                                                                                |
| Parking Bus, Adj             |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       |                                                                                   |                                                                                   |                                                                                   | 1710                                                                              | 1629                                                                              | 1710                                                                              | 1710                                                                               | 1629                                                                                | 0                                                                                   | 0                                                                                   | 1629                                                                                | 1710                                                                                |
| Adj Flow Rate, veh/h         |                                                                                   |                                                                                   |                                                                                   | 47                                                                                | 152                                                                               | 58                                                                                | 43                                                                                 | 466                                                                                 | 0                                                                                   | 0                                                                                   | 400                                                                                 | 44                                                                                  |
| Adj No. of Lanes             |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 3                                                                                 | 0                                                                                 | 0                                                                                  | 2                                                                                   | 0                                                                                   | 0                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             |                                                                                   |                                                                                   |                                                                                   | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                               | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                |
| Percent Heavy Veh, %         |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 5                                                                                 | 0                                                                                 | 5                                                                                  | 5                                                                                   | 0                                                                                   | 0                                                                                   | 5                                                                                   | 5                                                                                   |
| Cap, veh/h                   |                                                                                   |                                                                                   |                                                                                   | 313                                                                               | 1071                                                                              | 378                                                                               | 133                                                                                | 1334                                                                                | 0                                                                                   | 0                                                                                   | 719                                                                                 | 79                                                                                  |
| Arrive On Green              |                                                                                   |                                                                                   |                                                                                   | 0.40                                                                              | 0.40                                                                              | 0.40                                                                              | 0.50                                                                               | 0.50                                                                                | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Sat Flow, veh/h              |                                                                                   |                                                                                   |                                                                                   | 782                                                                               | 2677                                                                              | 946                                                                               | 183                                                                                | 2743                                                                                | 0                                                                                   | 0                                                                                   | 1437                                                                                | 158                                                                                 |
| Grp Volume(v), veh/h         |                                                                                   |                                                                                   |                                                                                   | 96                                                                                | 80                                                                                | 82                                                                                | 262                                                                                | 247                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 444                                                                                 |
| Grp Sat Flow(s),veh/h/ln     |                                                                                   |                                                                                   |                                                                                   | 1589                                                                              | 1482                                                                              | 1333                                                                              | 1444                                                                               | 1408                                                                                | 0                                                                                   | 0                                                                                   | 0                                                                                   | 1595                                                                                |
| Q Serve(g_s), s              |                                                                                   |                                                                                   |                                                                                   | 3.8                                                                               | 3.4                                                                               | 3.9                                                                               | 0.0                                                                                | 10.6                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        |                                                                                   |                                                                                   |                                                                                   | 3.8                                                                               | 3.4                                                                               | 3.9                                                                               | 9.6                                                                                | 10.6                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                 |                                                                                   |                                                                                   |                                                                                   | 0.49                                                                              |                                                                                   | 0.71                                                                              | 0.16                                                                               |                                                                                     | 0.00                                                                                | 0.00                                                                                |                                                                                     | 0.10                                                                                |
| Lane Grp Cap(c), veh/h       |                                                                                   |                                                                                   |                                                                                   | 636                                                                               | 593                                                                               | 533                                                                               | 764                                                                                | 704                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 798                                                                                 |
| V/C Ratio(X)                 |                                                                                   |                                                                                   |                                                                                   | 0.15                                                                              | 0.13                                                                              | 0.15                                                                              | 0.34                                                                               | 0.35                                                                                | 0.00                                                                                | 0.00                                                                                | 0.00                                                                                | 0.56                                                                                |
| Avail Cap(c_a), veh/h        |                                                                                   |                                                                                   |                                                                                   | 636                                                                               | 593                                                                               | 533                                                                               | 764                                                                                | 704                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 798                                                                                 |
| HCM Platoon Ratio            |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 2.00                                                                                | 2.00                                                                                |
| Upstream Filter(l)           |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     |                                                                                   |                                                                                   |                                                                                   | 19.2                                                                              | 19.0                                                                              | 19.2                                                                              | 14.9                                                                               | 15.2                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       |                                                                                   |                                                                                   |                                                                                   | 0.5                                                                               | 0.5                                                                               | 0.6                                                                               | 1.2                                                                                | 1.4                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 2.8                                                                                 |
| Initial Q Delay(d3),s/veh    |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     |                                                                                   |                                                                                   |                                                                                   | 1.8                                                                               | 1.5                                                                               | 1.5                                                                               | 4.6                                                                                | 4.4                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.6                                                                                 |
| LnGrp Delay(d),s/veh         |                                                                                   |                                                                                   |                                                                                   | 19.7                                                                              | 19.5                                                                              | 19.8                                                                              | 16.1                                                                               | 16.5                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 2.8                                                                                 |
| LnGrp LOS                    |                                                                                   |                                                                                   |                                                                                   | B                                                                                 | B                                                                                 | B                                                                                 | B                                                                                  | B                                                                                   |                                                                                     |                                                                                     |                                                                                     | A                                                                                   |
| Approach Vol, veh/h          |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 257                                                                               |                                                                                   |                                                                                    | 509                                                                                 |                                                                                     |                                                                                     | 444                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 19.6                                                                              |                                                                                   |                                                                                    | 16.3                                                                                |                                                                                     |                                                                                     | 2.8                                                                                 |                                                                                     |
| Approach LOS                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                    | B                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 55.0                                                                              |                                                                                   | 45.0                                                                              |                                                                                   | 55.0                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 50.0                                                                              |                                                                                   | 40.0                                                                              |                                                                                   | 50.0                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 2.0                                                                               |                                                                                   | 5.9                                                                               |                                                                                   | 12.6                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 2.3                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 2.3                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   |                                                                                   | 12.1                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings

21: NW 1st Ave & NW 1st St

# Background

AM Peak Hour

|                      |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group           | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations  |  |                                                                                   |  |                                                                                   |  |  |
| Volume (vph)         | 145                                                                               | 34                                                                                | 223                                                                               | 13                                                                                | 106                                                                               | 63                                                                                |
| Turn Type            | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              |
| Protected Phases     | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 8                                                                                 |                                                                                   |
| Permitted Phases     |                                                                                   | 4                                                                                 |                                                                                   | 8                                                                                 |                                                                                   | 8                                                                                 |
| Detector Phase       | 2                                                                                 | 4                                                                                 | 4                                                                                 | 8                                                                                 | 8                                                                                 | 8                                                                                 |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               |
| Minimum Split (s)    | 30.0                                                                              | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              |
| Total Split (s)      | 45.0                                                                              | 55.0                                                                              | 55.0                                                                              | 55.0                                                                              | 55.0                                                                              | 55.0                                                                              |
| Total Split (%)      | 45.0%                                                                             | 55.0%                                                                             | 55.0%                                                                             | 55.0%                                                                             | 55.0%                                                                             | 55.0%                                                                             |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               |
| All-Red Time (s)     | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               |
| Lost Time Adjust (s) | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |
| Total Lost Time (s)  | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Recall Mode          | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               |

## Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 20 (20%), Referenced to phase 2:WBTL, Start of Green

Natural Cycle: 55

Control Type: Pretimed

Splits and Phases: 21: NW 1st Ave & NW 1st St

|                                                                                     |                                                                                     |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|  |  |
|  |  |
| ø2 (R)                                                                              | ø4                                                                                  |
| 45 s                                                                                | 55 s                                                                                |
|                                                                                     |  |
|                                                                                     |  |
|                                                                                     | ø8                                                                                  |
|                                                                                     | 55 s                                                                                |

# HCM 2010 Signalized Intersection Summary

21: NW 1st Ave & NW 1st St

Background

AM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |  |
| Volume (veh/h)               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 38                                                                                | 145                                                                               | 93                                                                                | 34                                                                                 | 223                                                                                 | 9                                                                                   | 13                                                                                  | 106                                                                                 | 63                                                                                  |
| Number                       |                                                                                   |                                                                                   |                                                                                   | 5                                                                                 | 2                                                                                 | 12                                                                                | 7                                                                                  | 4                                                                                   | 14                                                                                  | 3                                                                                   | 8                                                                                   | 18                                                                                  |
| Initial Q (Qb), veh          |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 0.81                                                                              | 0.99                                                                               |                                                                                     | 0.96                                                                                | 0.99                                                                                |                                                                                     | 0.98                                                                                |
| Parking Bus, Adj             |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       |                                                                                   |                                                                                   |                                                                                   | 1710                                                                              | 1629                                                                              | 1710                                                                              | 1710                                                                               | 1629                                                                                | 1710                                                                                | 1710                                                                                | 1629                                                                                | 1629                                                                                |
| Adj Flow Rate, veh/h         |                                                                                   |                                                                                   |                                                                                   | 41                                                                                | 156                                                                               | 100                                                                               | 37                                                                                 | 240                                                                                 | 10                                                                                  | 14                                                                                  | 114                                                                                 | 68                                                                                  |
| Adj No. of Lanes             |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 2                                                                                 | 0                                                                                 | 0                                                                                  | 1                                                                                   | 0                                                                                   | 0                                                                                   | 2                                                                                   | 1                                                                                   |
| Peak Hour Factor             |                                                                                   |                                                                                   |                                                                                   | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                               | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                |
| Percent Heavy Veh, %         |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 5                                                                                 | 0                                                                                 | 5                                                                                  | 5                                                                                   | 5                                                                                   | 5                                                                                   | 5                                                                                   | 5                                                                                   |
| Cap, veh/h                   |                                                                                   |                                                                                   |                                                                                   | 158                                                                               | 596                                                                               | 372                                                                               | 112                                                                                | 669                                                                                 | 27                                                                                  | 169                                                                                 | 1310                                                                                | 677                                                                                 |
| Arrive On Green              |                                                                                   |                                                                                   |                                                                                   | 0.40                                                                              | 0.40                                                                              | 0.40                                                                              | 0.50                                                                               | 0.50                                                                                | 0.50                                                                                | 0.50                                                                                | 0.50                                                                                | 0.50                                                                                |
| Sat Flow, veh/h              |                                                                                   |                                                                                   |                                                                                   | 394                                                                               | 1491                                                                              | 930                                                                               | 143                                                                                | 1337                                                                                | 53                                                                                  | 251                                                                                 | 2619                                                                                | 1354                                                                                |
| Grp Volume(v), veh/h         |                                                                                   |                                                                                   |                                                                                   | 167                                                                               | 0                                                                                 | 130                                                                               | 287                                                                                | 0                                                                                   | 0                                                                                   | 68                                                                                  | 60                                                                                  | 68                                                                                  |
| Grp Sat Flow(s),veh/h/ln     |                                                                                   |                                                                                   |                                                                                   | 1609                                                                              | 0                                                                                 | 1206                                                                              | 1534                                                                               | 0                                                                                   | 0                                                                                   | 1462                                                                                | 1408                                                                                | 1354                                                                                |
| Q Serve(g_s), s              |                                                                                   |                                                                                   |                                                                                   | 7.0                                                                               | 0.0                                                                               | 7.2                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 2.2                                                                                 | 2.6                                                                                 |
| Cycle Q Clear(g_c), s        |                                                                                   |                                                                                   |                                                                                   | 7.0                                                                               | 0.0                                                                               | 7.2                                                                               | 10.8                                                                               | 0.0                                                                                 | 0.0                                                                                 | 2.2                                                                                 | 2.2                                                                                 | 2.6                                                                                 |
| Prop In Lane                 |                                                                                   |                                                                                   |                                                                                   | 0.25                                                                              |                                                                                   | 0.77                                                                              | 0.13                                                                               |                                                                                     | 0.03                                                                                | 0.21                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       |                                                                                   |                                                                                   |                                                                                   | 644                                                                               | 0                                                                                 | 482                                                                               | 808                                                                                | 0                                                                                   | 0                                                                                   | 775                                                                                 | 704                                                                                 | 677                                                                                 |
| V/C Ratio(X)                 |                                                                                   |                                                                                   |                                                                                   | 0.26                                                                              | 0.00                                                                              | 0.27                                                                              | 0.36                                                                               | 0.00                                                                                | 0.00                                                                                | 0.09                                                                                | 0.09                                                                                | 0.10                                                                                |
| Avail Cap(c_a), veh/h        |                                                                                   |                                                                                   |                                                                                   | 644                                                                               | 0                                                                                 | 482                                                                               | 808                                                                                | 0                                                                                   | 0                                                                                   | 775                                                                                 | 704                                                                                 | 677                                                                                 |
| HCM Platoon Ratio            |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(l)           |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                               | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     |                                                                                   |                                                                                   |                                                                                   | 20.1                                                                              | 0.0                                                                               | 20.2                                                                              | 15.2                                                                               | 0.0                                                                                 | 0.0                                                                                 | 13.0                                                                                | 13.1                                                                                | 13.2                                                                                |
| Incr Delay (d2), s/veh       |                                                                                   |                                                                                   |                                                                                   | 1.0                                                                               | 0.0                                                                               | 1.4                                                                               | 1.2                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.2                                                                                 | 0.2                                                                                 | 0.3                                                                                 |
| Initial Q Delay(d3),s/veh    |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     |                                                                                   |                                                                                   |                                                                                   | 3.2                                                                               | 0.0                                                                               | 2.6                                                                               | 5.1                                                                                | 0.0                                                                                 | 0.0                                                                                 | 1.0                                                                                 | 0.9                                                                                 | 1.0                                                                                 |
| LnGrp Delay(d),s/veh         |                                                                                   |                                                                                   |                                                                                   | 21.1                                                                              | 0.0                                                                               | 21.5                                                                              | 16.4                                                                               | 0.0                                                                                 | 0.0                                                                                 | 13.3                                                                                | 13.3                                                                                | 13.5                                                                                |
| LnGrp LOS                    |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   | C                                                                                 | B                                                                                  |                                                                                     |                                                                                     | B                                                                                   | B                                                                                   | B                                                                                   |
| Approach Vol, veh/h          |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 297                                                                               |                                                                                   |                                                                                    | 287                                                                                 |                                                                                     |                                                                                     | 196                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 21.3                                                                              |                                                                                   |                                                                                    | 16.4                                                                                |                                                                                     |                                                                                     | 13.3                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | B                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 45.0                                                                              |                                                                                   | 55.0                                                                              |                                                                                   |                                                                                   |                                                                                    | 55.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   |                                                                                    | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 40.0                                                                              |                                                                                   | 50.0                                                                              |                                                                                   |                                                                                   |                                                                                    | 50.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 9.2                                                                               |                                                                                   | 12.8                                                                              |                                                                                   |                                                                                   |                                                                                    | 4.6                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 0.0                                                                               |                                                                                   | 1.8                                                                               |                                                                                   |                                                                                   |                                                                                    | 1.8                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   |                                                                                   | 17.5                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings 5: NW 8th Street & NW 2nd Avenue

Background  
PM Peak Hour

|                      |  |  |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL                                                                                 | SBT                                                                                 |
| Lane Configurations  |                                                                                   |  |                                                                                   |  |                                                                                   |  |                                                                                     |  |
| Volume (vph)         | 31                                                                                | 285                                                                               | 16                                                                                | 267                                                                               | 133                                                                               | 258                                                                               | 11                                                                                  | 104                                                                                 |
| Turn Type            | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                                | NA                                                                                  |
| Protected Phases     |                                                                                   | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 2                                                                                   |
| Permitted Phases     | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                   | 2                                                                                   |                                                                                     |
| Detector Phase       | 8                                                                                 | 8                                                                                 | 4                                                                                 | 4                                                                                 | 6                                                                                 | 6                                                                                 | 2                                                                                   | 2                                                                                   |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                                 | 7.0                                                                                 |
| Minimum Split (s)    | 23.0                                                                              | 23.0                                                                              | 23.0                                                                              | 23.0                                                                              | 23.0                                                                              | 23.0                                                                              | 23.0                                                                                | 23.0                                                                                |
| Total Split (s)      | 40.0                                                                              | 40.0                                                                              | 40.0                                                                              | 40.0                                                                              | 60.0                                                                              | 60.0                                                                              | 60.0                                                                                | 60.0                                                                                |
| Total Split (%)      | 40.0%                                                                             | 40.0%                                                                             | 40.0%                                                                             | 40.0%                                                                             | 60.0%                                                                             | 60.0%                                                                             | 60.0%                                                                               | 60.0%                                                                               |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                                 | 4.0                                                                                 |
| All-Red Time (s)     | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                                 | 1.0                                                                                 |
| Lost Time Adjust (s) |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                     | 0.0                                                                                 |
| Total Lost Time (s)  |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                     | 5.0                                                                                 |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Recall Mode          | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                                 | Max                                                                                 |

## Intersection Summary

Cycle Length: 100  
Actuated Cycle Length: 100  
Offset: 31 (31%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green  
Natural Cycle: 50  
Control Type: Pretimed

## Splits and Phases: 5: NW 8th Street & NW 2nd Avenue

|                                                                                            |                                                                                        |
|--------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
|  ø2 (R) |  ø4 |
| 60 s                                                                                       | 40 s                                                                                   |
|  ø6 (R) |  ø8 |
| 60 s                                                                                       | 40 s                                                                                   |

# HCM 2010 Signalized Intersection Summary

## 5: NW 8th Street & NW 2nd Avenue

Background  
PM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Volume (veh/h)               | 31                                                                                | 285                                                                               | 32                                                                                | 16                                                                                | 267                                                                               | 26                                                                                | 133                                                                                | 258                                                                                 | 58                                                                                  | 11                                                                                  | 104                                                                                 | 60                                                                                  |
| Number                       | 3                                                                                 | 8                                                                                 | 18                                                                                | 7                                                                                 | 4                                                                                 | 14                                                                                | 1                                                                                  | 6                                                                                   | 16                                                                                  | 5                                                                                   | 2                                                                                   | 12                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 0.97                                                                              | 1.00                                                                              |                                                                                   | 0.97                                                                              | 0.99                                                                               |                                                                                     | 0.97                                                                                | 1.00                                                                                |                                                                                     | 0.97                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1900                                                                              | 1810                                                                              | 1900                                                                              | 1900                                                                              | 1810                                                                              | 1900                                                                              | 1900                                                                               | 1810                                                                                | 1900                                                                                | 1900                                                                                | 1810                                                                                | 1900                                                                                |
| Adj Flow Rate, veh/h         | 36                                                                                | 331                                                                               | 37                                                                                | 19                                                                                | 310                                                                               | 30                                                                                | 155                                                                                | 300                                                                                 | 67                                                                                  | 13                                                                                  | 121                                                                                 | 70                                                                                  |
| Adj No. of Lanes             | 0                                                                                 | 1                                                                                 | 0                                                                                 | 0                                                                                 | 1                                                                                 | 0                                                                                 | 0                                                                                  | 1                                                                                   | 0                                                                                   | 0                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                               | 0.86                                                                                | 0.86                                                                                | 0.86                                                                                | 0.86                                                                                | 0.86                                                                                |
| Percent Heavy Veh, %         | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                  | 5                                                                                   | 5                                                                                   | 5                                                                                   | 5                                                                                   | 5                                                                                   |
| Cap, veh/h                   | 72                                                                                | 509                                                                               | 55                                                                                | 54                                                                                | 545                                                                               | 51                                                                                | 275                                                                                | 509                                                                                 | 109                                                                                 | 70                                                                                  | 565                                                                                 | 311                                                                                 |
| Arrive On Green              | 0.35                                                                              | 0.35                                                                              | 0.35                                                                              | 0.35                                                                              | 0.35                                                                              | 0.35                                                                              | 0.18                                                                               | 0.18                                                                                | 0.18                                                                                | 0.55                                                                                | 0.55                                                                                | 0.55                                                                                |
| Sat Flow, veh/h              | 94                                                                                | 1455                                                                              | 156                                                                               | 45                                                                                | 1556                                                                              | 146                                                                               | 415                                                                                | 925                                                                                 | 197                                                                                 | 57                                                                                  | 1027                                                                                | 566                                                                                 |
| Grp Volume(v), veh/h         | 404                                                                               | 0                                                                                 | 0                                                                                 | 359                                                                               | 0                                                                                 | 0                                                                                 | 522                                                                                | 0                                                                                   | 0                                                                                   | 204                                                                                 | 0                                                                                   | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln     | 1706                                                                              | 0                                                                                 | 0                                                                                 | 1747                                                                              | 0                                                                                 | 0                                                                                 | 1537                                                                               | 0                                                                                   | 0                                                                                   | 1650                                                                                | 0                                                                                   | 0                                                                                   |
| Q Serve(g_s), s              | 3.2                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 24.6                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 19.6                                                                              | 0.0                                                                               | 0.0                                                                               | 16.4                                                                              | 0.0                                                                               | 0.0                                                                               | 30.8                                                                               | 0.0                                                                                 | 0.0                                                                                 | 6.2                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 0.09                                                                              |                                                                                   | 0.09                                                                              | 0.05                                                                              |                                                                                   | 0.08                                                                              | 0.30                                                                               |                                                                                     | 0.13                                                                                | 0.06                                                                                |                                                                                     | 0.34                                                                                |
| Lane Grp Cap(c), veh/h       | 636                                                                               | 0                                                                                 | 0                                                                                 | 649                                                                               | 0                                                                                 | 0                                                                                 | 892                                                                                | 0                                                                                   | 0                                                                                   | 946                                                                                 | 0                                                                                   | 0                                                                                   |
| V/C Ratio(X)                 | 0.64                                                                              | 0.00                                                                              | 0.00                                                                              | 0.55                                                                              | 0.00                                                                              | 0.00                                                                              | 0.59                                                                               | 0.00                                                                                | 0.00                                                                                | 0.22                                                                                | 0.00                                                                                | 0.00                                                                                |
| Avail Cap(c_a), veh/h        | 636                                                                               | 0                                                                                 | 0                                                                                 | 649                                                                               | 0                                                                                 | 0                                                                                 | 892                                                                                | 0                                                                                   | 0                                                                                   | 946                                                                                 | 0                                                                                   | 0                                                                                   |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.33                                                                               | 0.33                                                                                | 0.33                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(l)           | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                               | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                |
| Uniform Delay (d), s/veh     | 27.4                                                                              | 0.0                                                                               | 0.0                                                                               | 26.5                                                                              | 0.0                                                                               | 0.0                                                                               | 30.6                                                                               | 0.0                                                                                 | 0.0                                                                                 | 11.5                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 4.8                                                                               | 0.0                                                                               | 0.0                                                                               | 3.4                                                                               | 0.0                                                                               | 0.0                                                                               | 2.8                                                                                | 0.0                                                                                 | 0.0                                                                                 | 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     | 10.3                                                                              | 0.0                                                                               | 0.0                                                                               | 8.7                                                                               | 0.0                                                                               | 0.0                                                                               | 14.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 3.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| LnGrp Delay(d),s/veh         | 32.2                                                                              | 0.0                                                                               | 0.0                                                                               | 29.8                                                                              | 0.0                                                                               | 0.0                                                                               | 33.4                                                                               | 0.0                                                                                 | 0.0                                                                                 | 12.0                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| LnGrp LOS                    | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                  |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |
| Approach Vol, veh/h          |                                                                                   | 404                                                                               |                                                                                   |                                                                                   | 359                                                                               |                                                                                   |                                                                                    | 522                                                                                 |                                                                                     |                                                                                     | 204                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 32.2                                                                              |                                                                                   |                                                                                   | 29.8                                                                              |                                                                                   |                                                                                    | 33.4                                                                                |                                                                                     |                                                                                     | 12.0                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | C                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 60.0                                                                              |                                                                                   | 40.0                                                                              |                                                                                   | 60.0                                                                              |                                                                                    | 40.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                    | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 55.0                                                                              |                                                                                   | 35.0                                                                              |                                                                                   | 55.0                                                                              |                                                                                    | 35.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 8.2                                                                               |                                                                                   | 18.4                                                                              |                                                                                   | 32.8                                                                              |                                                                                    | 21.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 1.9                                                                               |                                                                                   | 3.1                                                                               |                                                                                   | 1.9                                                                               |                                                                                    | 2.8                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   | 29.3                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

## 6: NW 1st Ct & NW 8th St

Background  
PM Peak Hour

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations               |  |                                                                                   |                                                                                   |  |  |                                                                                   |
| Volume (veh/h)                    | 311                                                                               | 44                                                                                | 9                                                                                 | 221                                                                               | 59                                                                                | 51                                                                                |
| Sign Control                      | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              | Stop                                                                              |                                                                                   |
| Grade                             | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                | 0%                                                                                |                                                                                   |
| Peak Hour Factor                  | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              |
| Hourly flow rate (vph)            | 342                                                                               | 48                                                                                | 10                                                                                | 243                                                                               | 65                                                                                | 56                                                                                |
| Pedestrians                       | 3                                                                                 |                                                                                   |                                                                                   | 34                                                                                | 15                                                                                |                                                                                   |
| Lane Width (ft)                   | 12.0                                                                              |                                                                                   |                                                                                   | 12.0                                                                              | 12.0                                                                              |                                                                                   |
| Walking Speed (ft/s)              | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               | 4.0                                                                               |                                                                                   |
| Percent Blockage                  | 0                                                                                 |                                                                                   |                                                                                   | 3                                                                                 | 1                                                                                 |                                                                                   |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       | None                                                                              |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                   |
| Median storage veh                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (ft)              | 357                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| pX, platoon unblocked             |                                                                                   |                                                                                   | 0.83                                                                              |                                                                                   | 0.83                                                                              | 0.83                                                                              |
| vC, conflicting volume            |                                                                                   |                                                                                   | 405                                                                               |                                                                                   | 647                                                                               | 415                                                                               |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                |                                                                                   |                                                                                   | 183                                                                               |                                                                                   | 474                                                                               | 195                                                                               |
| tC, single (s)                    |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   | 6.4                                                                               | 6.2                                                                               |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   | 3.5                                                                               | 3.3                                                                               |
| p0 queue free %                   |                                                                                   |                                                                                   | 99                                                                                |                                                                                   | 85                                                                                | 92                                                                                |
| cM capacity (veh/h)               |                                                                                   |                                                                                   | 1128                                                                              |                                                                                   | 442                                                                               | 669                                                                               |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume Total                      | 390                                                                               | 253                                                                               | 121                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Volume Left                       | 0                                                                                 | 10                                                                                | 65                                                                                |                                                                                   |                                                                                   |                                                                                   |
| Volume Right                      | 48                                                                                | 0                                                                                 | 56                                                                                |                                                                                   |                                                                                   |                                                                                   |
| cSH                               | 1700                                                                              | 1128                                                                              | 524                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.23                                                                              | 0.01                                                                              | 0.23                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Queue Length 95th (ft)            | 0                                                                                 | 1                                                                                 | 22                                                                                |                                                                                   |                                                                                   |                                                                                   |
| Control Delay (s)                 | 0.0                                                                               | 0.4                                                                               | 13.9                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Lane LOS                          |                                                                                   | A                                                                                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Approach Delay (s)                | 0.0                                                                               | 0.4                                                                               | 13.9                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Approach LOS                      |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   |                                                                                   | 2.3                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 37.4%                                                                             | ICU Level of Service                                                              | A                                                                                 |                                                                                   |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |

# HCM Unsignalized Intersection Capacity Analysis

7: NW 1st Ave & NW 8th St

Background

PM Peak Hour

|                                   |  |  |  |  |  |  |   |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Volume (veh/h)                    | 115                                                                               | 245                                                                               | 34                                                                                | 6                                                                                 | 159                                                                               | 23                                                                                | 42                                                                                  | 119                                                                                 | 14                                                                                  | 3                                                                                   | 23                                                                                  | 11                                                                                  |
| Sign Control                      |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                     | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Grade                             |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                     | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Peak Hour Factor                  | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Hourly flow rate (vph)            | 121                                                                               | 258                                                                               | 36                                                                                | 6                                                                                 | 167                                                                               | 24                                                                                | 44                                                                                  | 125                                                                                 | 15                                                                                  | 3                                                                                   | 24                                                                                  | 12                                                                                  |
| Pedestrians                       |                                                                                   | 19                                                                                |                                                                                   |                                                                                   | 14                                                                                |                                                                                   |                                                                                     | 19                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Lane Width (ft)                   |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                     | 12.0                                                                                |                                                                                     |                                                                                     | 12.0                                                                                |                                                                                     |
| Walking Speed (ft/s)              |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                     | 4.0                                                                                 |                                                                                     |                                                                                     | 4.0                                                                                 |                                                                                     |
| Percent Blockage                  |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   | 1                                                                                 |                                                                                   |                                                                                     | 2                                                                                   |                                                                                     |                                                                                     | 1                                                                                   |                                                                                     |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median type                       |                                                                                   | None                                                                              |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Upstream signal (ft)              |                                                                                   | 726                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   | 0.89                                                                              |                                                                                   |                                                                                   | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                |                                                                                     |
| vC, conflicting volume            | 208                                                                               |                                                                                   |                                                                                   | 313                                                                               |                                                                                   |                                                                                   | 772                                                                                 | 757                                                                                 | 309                                                                                 | 817                                                                                 | 763                                                                                 | 214                                                                                 |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 208                                                                               |                                                                                   |                                                                                   | 163                                                                               |                                                                                   |                                                                                   | 680                                                                                 | 664                                                                                 | 159                                                                                 | 731                                                                                 | 670                                                                                 | 214                                                                                 |
| tC, single (s)                    | 4.1                                                                               |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   |                                                                                   | 7.1                                                                                 | 6.5                                                                                 | 6.2                                                                                 | 7.1                                                                                 | 6.5                                                                                 | 6.2                                                                                 |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| tF (s)                            | 2.2                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |                                                                                   | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 |
| p0 queue free %                   | 91                                                                                |                                                                                   |                                                                                   | 99                                                                                |                                                                                   |                                                                                   | 83                                                                                  | 57                                                                                  | 98                                                                                  | 98                                                                                  | 92                                                                                  | 99                                                                                  |
| cM capacity (veh/h)               | 1328                                                                              |                                                                                   |                                                                                   | 1221                                                                              |                                                                                   |                                                                                   | 260                                                                                 | 294                                                                                 | 759                                                                                 | 173                                                                                 | 292                                                                                 | 794                                                                                 |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              | NB 2                                                                              | NB 3                                                                              | SB 1                                                                              | SB 2                                                                                | SB 3                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 415                                                                               | 198                                                                               | 44                                                                                | 84                                                                                | 56                                                                                | 3                                                                                 | 16                                                                                  | 20                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 121                                                                               | 6                                                                                 | 44                                                                                | 0                                                                                 | 0                                                                                 | 3                                                                                 | 0                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 36                                                                                | 24                                                                                | 0                                                                                 | 0                                                                                 | 15                                                                                | 0                                                                                 | 0                                                                                   | 12                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 1328                                                                              | 1221                                                                              | 260                                                                               | 294                                                                               | 350                                                                               | 173                                                                               | 292                                                                                 | 465                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.09                                                                              | 0.01                                                                              | 0.17                                                                              | 0.28                                                                              | 0.16                                                                              | 0.02                                                                              | 0.06                                                                                | 0.04                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (ft)            | 8                                                                                 | 0                                                                                 | 15                                                                                | 28                                                                                | 14                                                                                | 1                                                                                 | 4                                                                                   | 3                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 3.0                                                                               | 0.3                                                                               | 21.7                                                                              | 22.0                                                                              | 17.2                                                                              | 26.2                                                                              | 18.1                                                                                | 13.1                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | A                                                                                 | A                                                                                 | C                                                                                 | C                                                                                 | C                                                                                 | D                                                                                 | C                                                                                   | B                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 3.0                                                                               | 0.3                                                                               | 20.5                                                                              |                                                                                   |                                                                                   |                                                                                   | 16.2                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                   | C                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   | 6.8                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 53.6%                                                                             | ICU Level of Service                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

## 8: NW 2nd Ave & NW 7th St

Background  
PM Peak Hour

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations               |  |                                                                                   |  |                                                                                   |                                                                                   |  |
| Volume (veh/h)                    | 7                                                                                 | 35                                                                                | 416                                                                               | 0                                                                                 | 0                                                                                 | 149                                                                               |
| Sign Control                      | Stop                                                                              |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |
| Grade                             | 0%                                                                                |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |
| Peak Hour Factor                  | 0.88                                                                              | 0.88                                                                              | 0.88                                                                              | 0.88                                                                              | 0.88                                                                              | 0.88                                                                              |
| Hourly flow rate (vph)            | 8                                                                                 | 40                                                                                | 473                                                                               | 0                                                                                 | 0                                                                                 | 169                                                                               |
| Pedestrians                       | 11                                                                                |                                                                                   | 9                                                                                 |                                                                                   |                                                                                   | 11                                                                                |
| Lane Width (ft)                   | 12.0                                                                              |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                   | 12.0                                                                              |
| Walking Speed (ft/s)              | 4.0                                                                               |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               |
| Percent Blockage                  | 1                                                                                 |                                                                                   | 1                                                                                 |                                                                                   |                                                                                   | 1                                                                                 |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                   | None                                                                              |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (ft)              |                                                                                   |                                                                                   | 366                                                                               |                                                                                   |                                                                                   | 339                                                                               |
| pX, platoon unblocked             | 0.88                                                                              | 0.88                                                                              |                                                                                   |                                                                                   | 0.88                                                                              |                                                                                   |
| vC, conflicting volume            | 662                                                                               | 495                                                                               |                                                                                   |                                                                                   | 484                                                                               |                                                                                   |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                | 550                                                                               | 361                                                                               |                                                                                   |                                                                                   | 348                                                                               |                                                                                   |
| tC, single (s)                    | 6.4                                                                               | 6.2                                                                               |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            | 3.5                                                                               | 3.3                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |
| p0 queue free %                   | 98                                                                                | 93                                                                                |                                                                                   |                                                                                   | 100                                                                               |                                                                                   |
| cM capacity (veh/h)               | 426                                                                               | 587                                                                               |                                                                                   |                                                                                   | 1044                                                                              |                                                                                   |
| Direction, Lane #                 | WB 1                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume Total                      | 48                                                                                | 473                                                                               | 169                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Volume Left                       | 8                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Volume Right                      | 40                                                                                | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| cSH                               | 552                                                                               | 1700                                                                              | 1700                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.09                                                                              | 0.28                                                                              | 0.10                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Queue Length 95th (ft)            | 7                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Control Delay (s)                 | 12.1                                                                              | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Lane LOS                          | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Approach Delay (s)                | 12.1                                                                              | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Approach LOS                      | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   |                                                                                   | 0.8                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 35.1%                                                                             | ICU Level of Service                                                              |                                                                                   | A                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |

# Timings

10: NW 2nd Ave & NW 6th St

# Background

PM Peak Hour

|                      | ←     | ↙     | ↑     | ↓     |
|----------------------|-------|-------|-------|-------|
| Lane Group           | WBT   | NBL   | NBT   | SBT   |
| Lane Configurations  | ↔↔    |       | ↔     | ↔     |
| Volume (vph)         | 624   | 134   | 311   | 118   |
| Turn Type            | NA    | Perm  | NA    | NA    |
| Protected Phases     | 8     |       | 6     | 2     |
| Permitted Phases     |       | 6     |       |       |
| Detector Phase       | 8     | 6     | 6     | 2     |
| Switch Phase         |       |       |       |       |
| Minimum Initial (s)  | 7.0   | 15.0  | 15.0  | 15.0  |
| Minimum Split (s)    | 27.0  | 21.0  | 21.0  | 21.0  |
| Total Split (s)      | 34.0  | 66.0  | 66.0  | 66.0  |
| Total Split (%)      | 34.0% | 66.0% | 66.0% | 66.0% |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)     | 1.0   | 1.0   | 1.0   | 1.0   |
| Lost Time Adjust (s) | 0.0   |       | 0.0   | 0.0   |
| Total Lost Time (s)  | 5.0   |       | 5.0   | 5.0   |
| Lead/Lag             |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |
| Recall Mode          | Max   | Max   | Max   | Max   |

## Intersection Summary

Cycle Length: 100

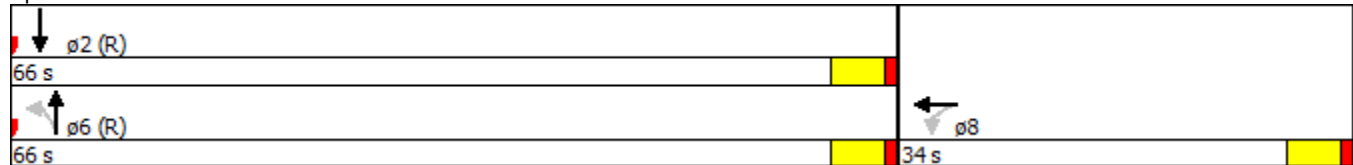
Actuated Cycle Length: 100

Offset: 88 (88%), Referenced to phase 2:SBT and 6:NBT, Start of Green

Natural Cycle: 60

Control Type: Pretimed

Splits and Phases: 10: NW 2nd Ave & NW 6th St



# HCM 2010 Signalized Intersection Summary

## 10: NW 2nd Ave & NW 6th St

Background  
PM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Volume (veh/h)               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 67                                                                                | 624                                                                               | 72                                                                                | 134                                                                                | 311                                                                                 | 0                                                                                   | 0                                                                                   | 118                                                                                 | 45                                                                                  |
| Number                       |                                                                                   |                                                                                   |                                                                                   | 3                                                                                 | 8                                                                                 | 18                                                                                | 1                                                                                  | 6                                                                                   | 16                                                                                  | 5                                                                                   | 2                                                                                   | 12                                                                                  |
| Initial Q (Qb), veh          |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 0.99                                                                              | 0.99                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.99                                                                                |
| Parking Bus, Adj             |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       |                                                                                   |                                                                                   |                                                                                   | 1710                                                                              | 1629                                                                              | 1710                                                                              | 1710                                                                               | 1629                                                                                | 0                                                                                   | 0                                                                                   | 1629                                                                                | 1710                                                                                |
| Adj Flow Rate, veh/h         |                                                                                   |                                                                                   |                                                                                   | 75                                                                                | 701                                                                               | 81                                                                                | 151                                                                                | 349                                                                                 | 0                                                                                   | 0                                                                                   | 133                                                                                 | 51                                                                                  |
| Adj No. of Lanes             |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 2                                                                                 | 0                                                                                 | 0                                                                                  | 1                                                                                   | 0                                                                                   | 0                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             |                                                                                   |                                                                                   |                                                                                   | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                               | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                |
| Percent Heavy Veh, %         |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 5                                                                                 | 0                                                                                 | 5                                                                                  | 5                                                                                   | 0                                                                                   | 0                                                                                   | 5                                                                                   | 5                                                                                   |
| Cap, veh/h                   |                                                                                   |                                                                                   |                                                                                   | 77                                                                                | 755                                                                               | 92                                                                                | 261                                                                                | 571                                                                                 | 0                                                                                   | 0                                                                                   | 682                                                                                 | 262                                                                                 |
| Arrive On Green              |                                                                                   |                                                                                   |                                                                                   | 0.29                                                                              | 0.29                                                                              | 0.29                                                                              | 1.00                                                                               | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                | 0.20                                                                                | 0.20                                                                                |
| Sat Flow, veh/h              |                                                                                   |                                                                                   |                                                                                   | 266                                                                               | 2603                                                                              | 316                                                                               | 352                                                                                | 936                                                                                 | 0                                                                                   | 0                                                                                   | 1119                                                                                | 429                                                                                 |
| Grp Volume(v), veh/h         |                                                                                   |                                                                                   |                                                                                   | 455                                                                               | 0                                                                                 | 402                                                                               | 500                                                                                | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 184                                                                                 |
| Grp Sat Flow(s),veh/h/ln     |                                                                                   |                                                                                   |                                                                                   | 1615                                                                              | 0                                                                                 | 1570                                                                              | 1287                                                                               | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 1547                                                                                |
| Q Serve(g_s), s              |                                                                                   |                                                                                   |                                                                                   | 27.8                                                                              | 0.0                                                                               | 24.5                                                                              | 7.6                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 9.9                                                                                 |
| Cycle Q Clear(g_c), s        |                                                                                   |                                                                                   |                                                                                   | 27.8                                                                              | 0.0                                                                               | 24.5                                                                              | 17.5                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 9.9                                                                                 |
| Prop In Lane                 |                                                                                   |                                                                                   |                                                                                   | 0.16                                                                              |                                                                                   | 0.20                                                                              | 0.30                                                                               |                                                                                     | 0.00                                                                                | 0.00                                                                                |                                                                                     | 0.28                                                                                |
| Lane Grp Cap(c), veh/h       |                                                                                   |                                                                                   |                                                                                   | 468                                                                               | 0                                                                                 | 455                                                                               | 832                                                                                | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 944                                                                                 |
| V/C Ratio(X)                 |                                                                                   |                                                                                   |                                                                                   | 0.97                                                                              | 0.00                                                                              | 0.88                                                                              | 0.60                                                                               | 0.00                                                                                | 0.00                                                                                | 0.00                                                                                | 0.00                                                                                | 0.19                                                                                |
| Avail Cap(c_a), veh/h        |                                                                                   |                                                                                   |                                                                                   | 468                                                                               | 0                                                                                 | 455                                                                               | 832                                                                                | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 944                                                                                 |
| HCM Platoon Ratio            |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 2.00                                                                               | 2.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.33                                                                                | 0.33                                                                                |
| Upstream Filter(l)           |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                               | 0.00                                                                                | 0.00                                                                                | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     |                                                                                   |                                                                                   |                                                                                   | 35.1                                                                              | 0.0                                                                               | 33.9                                                                              | 0.6                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 19.5                                                                                |
| Incr Delay (d2), s/veh       |                                                                                   |                                                                                   |                                                                                   | 34.9                                                                              | 0.0                                                                               | 21.3                                                                              | 3.2                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.5                                                                                 |
| Initial Q Delay(d3),s/veh    |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     |                                                                                   |                                                                                   |                                                                                   | 16.9                                                                              | 0.0                                                                               | 13.3                                                                              | 3.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 4.4                                                                                 |
| LnGrp Delay(d),s/veh         |                                                                                   |                                                                                   |                                                                                   | 70.0                                                                              | 0.0                                                                               | 55.2                                                                              | 3.8                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 20.0                                                                                |
| LnGrp LOS                    |                                                                                   |                                                                                   |                                                                                   | E                                                                                 |                                                                                   | E                                                                                 | A                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     | B                                                                                   |
| Approach Vol, veh/h          |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 857                                                                               |                                                                                   |                                                                                    | 500                                                                                 |                                                                                     |                                                                                     | 184                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 63.0                                                                              |                                                                                   |                                                                                    | 3.8                                                                                 |                                                                                     |                                                                                     | 20.0                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | E                                                                                 |                                                                                   |                                                                                    | A                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   |                                                                                   | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 66.0                                                                              |                                                                                   |                                                                                   |                                                                                   | 66.0                                                                              |                                                                                    | 34.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   |                                                                                   | 5.0                                                                               |                                                                                    | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 61.0                                                                              |                                                                                   |                                                                                   |                                                                                   | 61.0                                                                              |                                                                                    | 29.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 11.9                                                                              |                                                                                   |                                                                                   |                                                                                   | 19.5                                                                              |                                                                                    | 29.8                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 1.7                                                                               |                                                                                   |                                                                                   |                                                                                   | 1.7                                                                               |                                                                                    | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   |                                                                                   | 38.7                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

11: NW 1st Ct & NW 6th St

Background

PM Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Volume (veh/h)                    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 11                                                                                | 723                                                                               | 123                                                                               | 10                                                                                 | 11                                                                                  | 0                                                                                   | 0                                                                                   | 8                                                                                   | 25                                                                                  |
| Sign Control                      |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                    | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Grade                             |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                    | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Peak Hour Factor                  | 0.79                                                                              | 0.79                                                                              | 0.79                                                                              | 0.79                                                                              | 0.79                                                                              | 0.79                                                                              | 0.79                                                                               | 0.79                                                                                | 0.79                                                                                | 0.79                                                                                | 0.79                                                                                | 0.79                                                                                |
| Hourly flow rate (vph)            | 0                                                                                 | 0                                                                                 | 0                                                                                 | 14                                                                                | 915                                                                               | 156                                                                               | 13                                                                                 | 14                                                                                  | 0                                                                                   | 0                                                                                   | 10                                                                                  | 32                                                                                  |
| Pedestrians                       |                                                                                   | 3                                                                                 |                                                                                   |                                                                                   | 39                                                                                |                                                                                   |                                                                                    | 3                                                                                   |                                                                                     |                                                                                     | 5                                                                                   |                                                                                     |
| Lane Width (ft)                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                    | 12.0                                                                                |                                                                                     |                                                                                     | 12.0                                                                                |                                                                                     |
| Walking Speed (ft/s)              |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                    | 4.0                                                                                 |                                                                                     |                                                                                     | 4.0                                                                                 |                                                                                     |
| Percent Blockage                  |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 3                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median type                       |                                                                                   | None                                                                              |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Upstream signal (ft)              |                                                                                   | 363                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC, conflicting volume            | 1076                                                                              |                                                                                   |                                                                                   | 3                                                                                 |                                                                                   |                                                                                   | 528                                                                                | 1107                                                                                | 42                                                                                  | 1072                                                                                | 1029                                                                                | 543                                                                                 |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 1076                                                                              |                                                                                   |                                                                                   | 3                                                                                 |                                                                                   |                                                                                   | 528                                                                                | 1107                                                                                | 42                                                                                  | 1072                                                                                | 1029                                                                                | 543                                                                                 |
| tC, single (s)                    | 4.2                                                                               |                                                                                   |                                                                                   | 4.2                                                                               |                                                                                   |                                                                                   | 7.6                                                                                | 6.6                                                                                 | 7.0                                                                                 | 7.6                                                                                 | 6.6                                                                                 | 7.0                                                                                 |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| tF (s)                            | 2.2                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |                                                                                   | 3.5                                                                                | 4.0                                                                                 | 3.3                                                                                 | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 |
| p0 queue free %                   | 100                                                                               |                                                                                   |                                                                                   | 99                                                                                |                                                                                   |                                                                                   | 97                                                                                 | 93                                                                                  | 100                                                                                 | 100                                                                                 | 95                                                                                  | 93                                                                                  |
| cM capacity (veh/h)               | 624                                                                               |                                                                                   |                                                                                   | 1592                                                                              |                                                                                   |                                                                                   | 379                                                                                | 201                                                                                 | 975                                                                                 | 154                                                                                 | 224                                                                                 | 474                                                                                 |
| Direction, Lane #                 | WB 1                                                                              | WB 2                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 472                                                                               | 613                                                                               | 27                                                                                | 42                                                                                |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 14                                                                                | 0                                                                                 | 13                                                                                | 0                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 0                                                                                 | 156                                                                               | 0                                                                                 | 32                                                                                |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 1592                                                                              | 1700                                                                              | 259                                                                               | 373                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.01                                                                              | 0.36                                                                              | 0.10                                                                              | 0.11                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (ft)            | 1                                                                                 | 0                                                                                 | 8                                                                                 | 9                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 0.3                                                                               | 0.0                                                                               | 20.5                                                                              | 15.9                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | A                                                                                 |                                                                                   | C                                                                                 | C                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 0.1                                                                               |                                                                                   | 20.5                                                                              | 15.9                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      |                                                                                   |                                                                                   | C                                                                                 | C                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   | 1.2                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 46.1%                                                                             |                                                                                   | ICU Level of Service                                                              |                                                                                   |                                                                                    |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

12: NW 1st Ave & NW 6th St

Background

PM Peak Hour

|                                   |  |  |  |  |  |  |   |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |                                                                                   |  |  |                                                                                     |                                                                                     |  |                                                                                     |
| Volume (veh/h)                    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 6                                                                                 | 460                                                                               | 27                                                                                | 65                                                                                  | 159                                                                                 | 0                                                                                   | 0                                                                                   | 44                                                                                  | 23                                                                                  |
| Sign Control                      |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                     | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Grade                             |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                     | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Hourly flow rate (vph)            | 0                                                                                 | 0                                                                                 | 0                                                                                 | 7                                                                                 | 500                                                                               | 29                                                                                | 71                                                                                  | 173                                                                                 | 0                                                                                   | 0                                                                                   | 48                                                                                  | 25                                                                                  |
| Pedestrians                       |                                                                                   | 42                                                                                |                                                                                   |                                                                                   | 7                                                                                 |                                                                                   |                                                                                     | 5                                                                                   |                                                                                     |                                                                                     | 5                                                                                   |                                                                                     |
| Lane Width (ft)                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                     | 12.0                                                                                |                                                                                     |                                                                                     | 12.0                                                                                |                                                                                     |
| Walking Speed (ft/s)              |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                     | 4.0                                                                                 |                                                                                     |                                                                                     | 4.0                                                                                 |                                                                                     |
| Percent Blockage                  |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 1                                                                                 |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median type                       |                                                                                   | None                                                                              |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Upstream signal (ft)              |                                                                                   | 855                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC, conflicting volume            | 534                                                                               |                                                                                   |                                                                                   | 5                                                                                 |                                                                                   |                                                                                   | 359                                                                                 | 552                                                                                 | 12                                                                                  | 626                                                                                 | 538                                                                                 | 312                                                                                 |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 534                                                                               |                                                                                   |                                                                                   | 5                                                                                 |                                                                                   |                                                                                   | 359                                                                                 | 552                                                                                 | 12                                                                                  | 626                                                                                 | 538                                                                                 | 312                                                                                 |
| tC, single (s)                    | 4.2                                                                               |                                                                                   |                                                                                   | 4.2                                                                               |                                                                                   |                                                                                   | 7.6                                                                                 | 6.6                                                                                 | 7.0                                                                                 | 7.6                                                                                 | 6.6                                                                                 | 7.0                                                                                 |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| tF (s)                            | 2.2                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |                                                                                   | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 |
| p0 queue free %                   | 100                                                                               |                                                                                   |                                                                                   | 100                                                                               |                                                                                   |                                                                                   | 86                                                                                  | 60                                                                                  | 100                                                                                 | 100                                                                                 | 89                                                                                  | 96                                                                                  |
| cM capacity (veh/h)               | 1005                                                                              |                                                                                   |                                                                                   | 1587                                                                              |                                                                                   |                                                                                   | 491                                                                                 | 428                                                                                 | 1045                                                                                | 244                                                                                 | 437                                                                                 | 673                                                                                 |
| Direction, Lane #                 | WB 1                                                                              | WB 2                                                                              | NB 1                                                                              | NB 2                                                                              | NB 3                                                                              | SB 1                                                                              | SB 2                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 257                                                                               | 279                                                                               | 71                                                                                | 86                                                                                | 86                                                                                | 32                                                                                | 41                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 7                                                                                 | 0                                                                                 | 71                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 0                                                                                 | 29                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 25                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 1587                                                                              | 1700                                                                              | 491                                                                               | 428                                                                               | 428                                                                               | 437                                                                               | 556                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.00                                                                              | 0.16                                                                              | 0.14                                                                              | 0.20                                                                              | 0.20                                                                              | 0.07                                                                              | 0.07                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (ft)            | 0                                                                                 | 0                                                                                 | 12                                                                                | 19                                                                                | 19                                                                                | 6                                                                                 | 6                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 0.2                                                                               | 0.0                                                                               | 13.6                                                                              | 15.5                                                                              | 15.5                                                                              | 13.9                                                                              | 12.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | A                                                                                 |                                                                                   | B                                                                                 | C                                                                                 | C                                                                                 | B                                                                                 | B                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 0.1                                                                               |                                                                                   | 15.0                                                                              |                                                                                   |                                                                                   | 12.8                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   | 5.4                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 43.3%                                                                             | ICU Level of Service                                                              |                                                                                   |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings

13: NW 2nd Ave & NW 5th St

# Background

PM Peak Hour

|                      | →     | ↑     | ↘     | ↓     |
|----------------------|-------|-------|-------|-------|
| Lane Group           | EBT   | NBT   | SBL   | SBT   |
| Lane Configurations  | ↔↔↔   | ↔     |       | ↔     |
| Volume (vph)         | 345   | 477   | 19    | 158   |
| Turn Type            | NA    | NA    | Perm  | NA    |
| Protected Phases     | 4     | 6     |       | 2     |
| Permitted Phases     |       |       | 2     |       |
| Detector Phase       | 4     | 6     | 2     | 2     |
| Switch Phase         |       |       |       |       |
| Minimum Initial (s)  | 7.0   | 7.0   | 7.0   | 7.0   |
| Minimum Split (s)    | 23.0  | 21.0  | 21.0  | 21.0  |
| Total Split (s)      | 37.0  | 63.0  | 63.0  | 63.0  |
| Total Split (%)      | 37.0% | 63.0% | 63.0% | 63.0% |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)     | 1.0   | 1.0   | 1.0   | 1.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   |       | 0.0   |
| Total Lost Time (s)  | 5.0   | 5.0   |       | 5.0   |
| Lead/Lag             |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |
| Recall Mode          | Max   | Max   | Max   | Max   |

## Intersection Summary

Cycle Length: 100

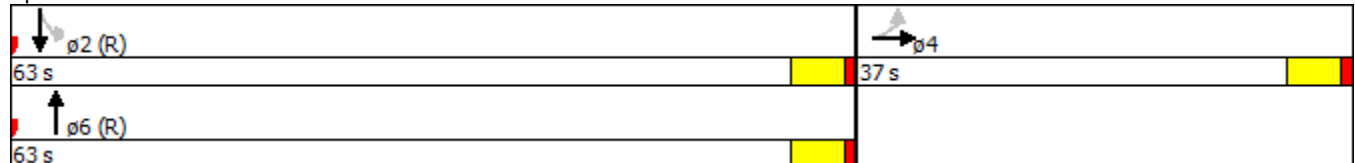
Actuated Cycle Length: 100

Offset: 97 (97%), Referenced to phase 2:SBTL and 6:NBT, Start of Green

Natural Cycle: 60

Control Type: Pretimed

Splits and Phases: 13: NW 2nd Ave & NW 5th St



# HCM 2010 Signalized Intersection Summary

## 13: NW 2nd Ave & NW 5th St

Background  
PM Peak Hour

|                              |  |                                                                                                                                                                      |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                                                                                                                                                                                                   | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Volume (veh/h)               | 26                                                                                | 345                                                                                                                                                                                                                                                   | 69                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 477                                                                                 | 110                                                                                 | 19                                                                                  | 158                                                                                 | 0                                                                                   |
| Number                       | 7                                                                                 | 4                                                                                                                                                                                                                                                     | 14                                                                                |                                                                                   |                                                                                   |                                                                                   | 1                                                                                  | 6                                                                                   | 16                                                                                  | 5                                                                                   | 2                                                                                   | 12                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                                                                                                                                                                                     | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                                                                                                                                                                                       | 0.98                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               |                                                                                     | 0.99                                                                                | 0.99                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1710                                                                              | 1629                                                                                                                                                                                                                                                  | 1710                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1629                                                                                | 1710                                                                                | 1710                                                                                | 1629                                                                                | 0                                                                                   |
| Adj Flow Rate, veh/h         | 28                                                                                | 367                                                                                                                                                                                                                                                   | 73                                                                                |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 507                                                                                 | 117                                                                                 | 20                                                                                  | 168                                                                                 | 0                                                                                   |
| Adj No. of Lanes             | 0                                                                                 | 3                                                                                                                                                                                                                                                     | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1                                                                                   | 0                                                                                   | 0                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             | 0.94                                                                              | 0.94                                                                                                                                                                                                                                                  | 0.94                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.94                                                                               | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                |
| Percent Heavy Veh, %         | 0                                                                                 | 5                                                                                                                                                                                                                                                     | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 5                                                                                   | 5                                                                                   | 5                                                                                   | 5                                                                                   | 0                                                                                   |
| Cap, veh/h                   | 84                                                                                | 1152                                                                                                                                                                                                                                                  | 230                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 741                                                                                 | 171                                                                                 | 103                                                                                 | 796                                                                                 | 0                                                                                   |
| Arrive On Green              | 0.32                                                                              | 0.32                                                                                                                                                                                                                                                  | 0.32                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                |
| Sat Flow, veh/h              | 261                                                                               | 3601                                                                                                                                                                                                                                                  | 720                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1277                                                                                | 295                                                                                 | 109                                                                                 | 1372                                                                                | 0                                                                                   |
| Grp Volume(v), veh/h         | 173                                                                               | 144                                                                                                                                                                                                                                                   | 151                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                   | 624                                                                                 | 188                                                                                 | 0                                                                                   | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln     | 1616                                                                              | 1482                                                                                                                                                                                                                                                  | 1484                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                   | 1572                                                                                | 1481                                                                                | 0                                                                                   | 0                                                                                   |
| Q Serve(g_s), s              | 8.2                                                                               | 7.3                                                                                                                                                                                                                                                   | 7.7                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 8.2                                                                               | 7.3                                                                                                                                                                                                                                                   | 7.7                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 0.16                                                                              |                                                                                                                                                                                                                                                       | 0.48                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               |                                                                                     | 0.19                                                                                | 0.11                                                                                |                                                                                     | 0.00                                                                                |
| Lane Grp Cap(c), veh/h       | 517                                                                               | 474                                                                                                                                                                                                                                                   | 475                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                   | 912                                                                                 | 899                                                                                 | 0                                                                                   | 0                                                                                   |
| V/C Ratio(X)                 | 0.34                                                                              | 0.30                                                                                                                                                                                                                                                  | 0.32                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 0.00                                                                                | 0.68                                                                                | 0.21                                                                                | 0.00                                                                                | 0.00                                                                                |
| Avail Cap(c_a), veh/h        | 517                                                                               | 474                                                                                                                                                                                                                                                   | 475                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                   | 912                                                                                 | 899                                                                                 | 0                                                                                   | 0                                                                                   |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               | 2.00                                                                                | 2.00                                                                                | 2.00                                                                                | 2.00                                                                                | 1.00                                                                                |
| Upstream Filter(l)           | 1.00                                                                              | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                |
| Uniform Delay (d), s/veh     | 25.9                                                                              | 25.6                                                                                                                                                                                                                                                  | 25.7                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 1.7                                                                               | 1.6                                                                                                                                                                                                                                                   | 1.7                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 4.2                                                                                 | 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                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 3.9                                                                               | 3.2                                                                                                                                                                                                                                                   | 3.4                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 1.1                                                                                 | 0.1                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| LnGrp Delay(d),s/veh         | 27.6                                                                              | 27.3                                                                                                                                                                                                                                                  | 27.5                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 4.2                                                                                 | 0.5                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| LnGrp LOS                    | C                                                                                 | C                                                                                                                                                                                                                                                     | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     | A                                                                                   | A                                                                                   |                                                                                     |                                                                                     |
| Approach Vol, veh/h          |                                                                                   | 468                                                                                                                                                                                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | 624                                                                                 |                                                                                     |                                                                                     | 188                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 27.5                                                                                                                                                                                                                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | 4.2                                                                                 |                                                                                     |                                                                                     | 0.5                                                                                 |                                                                                     |
| Approach LOS                 |                                                                                   | C                                                                                                                                                                                                                                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                                                                                                                                                                                     | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                                                                                                                                                                                     |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 63.0                                                                                                                                                                                                                                                  |                                                                                   | 37.0                                                                              |                                                                                   | 63.0                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 5.0                                                                                                                                                                                                                                                   |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 58.0                                                                                                                                                                                                                                                  |                                                                                   | 32.0                                                                              |                                                                                   | 58.0                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 2.0                                                                                                                                                                                                                                                   |                                                                                   | 10.2                                                                              |                                                                                   | 2.0                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 2.1                                                                                                                                                                                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   | 2.1                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                                                                                                                                                                                       | 12.2                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                                                                                                                                                                                       | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

14: NW 5th St & NW 1st Ct

Background

PM Peak Hour

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBL                                                                               | SBR                                                                               |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |
| Volume (veh/h)                    | 20                                                                                | 495                                                                               | 0                                                                                 | 0                                                                                 | 13                                                                                | 0                                                                                 |
| Sign Control                      |                                                                                   | Free                                                                              | Free                                                                              |                                                                                   | Stop                                                                              |                                                                                   |
| Grade                             |                                                                                   | 0%                                                                                | 0%                                                                                |                                                                                   | 0%                                                                                |                                                                                   |
| Peak Hour Factor                  | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              |
| Hourly flow rate (vph)            | 21                                                                                | 521                                                                               | 0                                                                                 | 0                                                                                 | 14                                                                                | 0                                                                                 |
| Pedestrians                       |                                                                                   | 8                                                                                 | 159                                                                               |                                                                                   | 5                                                                                 |                                                                                   |
| Lane Width (ft)                   |                                                                                   | 12.0                                                                              | 0.0                                                                               |                                                                                   | 12.0                                                                              |                                                                                   |
| Walking Speed (ft/s)              |                                                                                   | 4.0                                                                               | 4.0                                                                               |                                                                                   | 4.0                                                                               |                                                                                   |
| Percent Blockage                  |                                                                                   | 1                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 |                                                                                   |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       |                                                                                   | None                                                                              | None                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (ft)              |                                                                                   | 361                                                                               | 491                                                                               |                                                                                   |                                                                                   |                                                                                   |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.97                                                                              |                                                                                   |
| vC, conflicting volume            | 5                                                                                 |                                                                                   |                                                                                   |                                                                                   | 380                                                                               | 13                                                                                |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                | 5                                                                                 |                                                                                   |                                                                                   |                                                                                   | 260                                                                               | 13                                                                                |
| tC, single (s)                    | 4.2                                                                               |                                                                                   |                                                                                   |                                                                                   | 6.9                                                                               | 7.0                                                                               |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            | 2.2                                                                               |                                                                                   |                                                                                   |                                                                                   | 3.5                                                                               | 3.3                                                                               |
| p0 queue free %                   | 99                                                                                |                                                                                   |                                                                                   |                                                                                   | 98                                                                                | 100                                                                               |
| cM capacity (veh/h)               | 1587                                                                              |                                                                                   |                                                                                   |                                                                                   | 667                                                                               | 1043                                                                              |
| Direction, Lane #                 | EB 1                                                                              | EB 2                                                                              | EB 3                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |
| Volume Total                      | 125                                                                               | 208                                                                               | 208                                                                               | 14                                                                                |                                                                                   |                                                                                   |
| Volume Left                       | 21                                                                                | 0                                                                                 | 0                                                                                 | 14                                                                                |                                                                                   |                                                                                   |
| Volume Right                      | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |
| cSH                               | 1587                                                                              | 1700                                                                              | 1700                                                                              | 667                                                                               |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.01                                                                              | 0.12                                                                              | 0.12                                                                              | 0.02                                                                              |                                                                                   |                                                                                   |
| Queue Length 95th (ft)            | 1                                                                                 | 0                                                                                 | 0                                                                                 | 2                                                                                 |                                                                                   |                                                                                   |
| Control Delay (s)                 | 1.3                                                                               | 0.0                                                                               | 0.0                                                                               | 10.5                                                                              |                                                                                   |                                                                                   |
| Lane LOS                          | A                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |
| Approach Delay (s)                | 0.3                                                                               |                                                                                   |                                                                                   | 10.5                                                                              |                                                                                   |                                                                                   |
| Approach LOS                      |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   |                                                                                   | 0.6                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 24.5%                                                                             |                                                                                   | ICU Level of Service                                                              | A                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |

# Timings

15: NW 1st Ave & NW 5th St

# Background

PM Peak Hour

|                      | →     | ↑     | ↘     | ↓     |
|----------------------|-------|-------|-------|-------|
| Lane Group           | EBT   | NBT   | SBL   | SBT   |
| Lane Configurations  | ↑↑↑   | ↑↑    | ↘     | ↑↑    |
| Volume (vph)         | 451   | 163   | 15    | 34    |
| Turn Type            | NA    | NA    | Perm  | NA    |
| Protected Phases     | 6     | 4     |       | 8     |
| Permitted Phases     |       |       | 8     |       |
| Detector Phase       | 6     | 4     | 8     | 8     |
| Switch Phase         |       |       |       |       |
| Minimum Initial (s)  | 18.0  | 7.0   | 7.0   | 7.0   |
| Minimum Split (s)    | 23.0  | 21.0  | 21.0  | 21.0  |
| Total Split (s)      | 66.0  | 34.0  | 34.0  | 34.0  |
| Total Split (%)      | 66.0% | 34.0% | 34.0% | 34.0% |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)     | 1.0   | 1.0   | 1.0   | 1.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  | 5.0   | 5.0   | 5.0   | 5.0   |
| Lead/Lag             |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |
| Recall Mode          | Max   | Max   | Max   | Max   |

## Intersection Summary

Cycle Length: 100

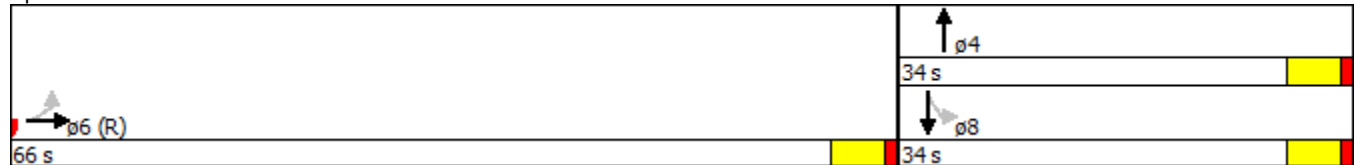
Actuated Cycle Length: 100

Offset: 82 (82%), Referenced to phase 6:EBTL, Start of Green

Natural Cycle: 45

Control Type: Pretimed

Splits and Phases: 15: NW 1st Ave & NW 5th St



# HCM 2010 Signalized Intersection Summary

## 15: NW 1st Ave & NW 5th St

Background  
PM Peak Hour

|                              |  |                                                                                                                                                                      |  |  |  |  |  |                                                                                                                                                                          |  |  |                                                                                                                                                                          |  |
|------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                                                                                                                                                                                                   | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                                                                                                                                                                                         | NBR                                                                                 | SBL                                                                                 | SBT                                                                                                                                                                                                                                                         | SBR                                                                                 |
| Lane Configurations          |                                                                                   |    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |    |                                                                                     |  |    |                                                                                     |
| Volume (veh/h)               | 52                                                                                | 451                                                                                                                                                                                                                                                   | 47                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 163                                                                                                                                                                                                                                                         | 101                                                                                 | 15                                                                                  | 34                                                                                                                                                                                                                                                          | 0                                                                                   |
| Number                       | 1                                                                                 | 6                                                                                                                                                                                                                                                     | 16                                                                                |                                                                                   |                                                                                   |                                                                                   | 7                                                                                  | 4                                                                                                                                                                                                                                                           | 14                                                                                  | 3                                                                                   | 8                                                                                                                                                                                                                                                           | 18                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                                                                                                                                                                                     | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                                                                                                                                                                                           | 0                                                                                   | 0                                                                                   | 0                                                                                                                                                                                                                                                           | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                                                                                                                                                                                       | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               |                                                                                                                                                                                                                                                             | 0.99                                                                                | 1.00                                                                                |                                                                                                                                                                                                                                                             | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               | 1.00                                                                                                                                                                                                                                                        | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                                                                                                                                                                                        | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1710                                                                              | 1629                                                                                                                                                                                                                                                  | 1710                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1629                                                                                                                                                                                                                                                        | 1710                                                                                | 1629                                                                                | 1629                                                                                                                                                                                                                                                        | 0                                                                                   |
| Adj Flow Rate, veh/h         | 54                                                                                | 470                                                                                                                                                                                                                                                   | 49                                                                                |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 170                                                                                                                                                                                                                                                         | 105                                                                                 | 16                                                                                  | 35                                                                                                                                                                                                                                                          | 0                                                                                   |
| Adj No. of Lanes             | 0                                                                                 | 3                                                                                                                                                                                                                                                     | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 2                                                                                                                                                                                                                                                           | 0                                                                                   | 1                                                                                   | 2                                                                                                                                                                                                                                                           | 0                                                                                   |
| Peak Hour Factor             | 0.96                                                                              | 0.96                                                                                                                                                                                                                                                  | 0.96                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.96                                                                               | 0.96                                                                                                                                                                                                                                                        | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                                                                                                                                                                                        | 0.96                                                                                |
| Percent Heavy Veh, %         | 0                                                                                 | 5                                                                                                                                                                                                                                                     | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 5                                                                                                                                                                                                                                                           | 5                                                                                   | 5                                                                                   | 5                                                                                                                                                                                                                                                           | 0                                                                                   |
| Cap, veh/h                   | 252                                                                               | 2333                                                                                                                                                                                                                                                  | 248                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 543                                                                                                                                                                                                                                                         | 317                                                                                 | 264                                                                                 | 897                                                                                                                                                                                                                                                         | 0                                                                                   |
| Arrive On Green              | 0.20                                                                              | 0.20                                                                                                                                                                                                                                                  | 0.20                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 0.10                                                                                                                                                                                                                                                        | 0.10                                                                                | 0.29                                                                                | 0.29                                                                                                                                                                                                                                                        | 0.00                                                                                |
| Sat Flow, veh/h              | 413                                                                               | 3825                                                                                                                                                                                                                                                  | 407                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1954                                                                                                                                                                                                                                                        | 1094                                                                                | 960                                                                                 | 3176                                                                                                                                                                                                                                                        | 0                                                                                   |
| Grp Volume(v), veh/h         | 210                                                                               | 176                                                                                                                                                                                                                                                   | 187                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 139                                                                                                                                                                                                                                                         | 136                                                                                 | 16                                                                                  | 35                                                                                                                                                                                                                                                          | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln     | 1608                                                                              | 1482                                                                                                                                                                                                                                                  | 1555                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1547                                                                                                                                                                                                                                                        | 1419                                                                                | 960                                                                                 | 1547                                                                                                                                                                                                                                                        | 0                                                                                   |
| Q Serve(g_s), s              | 10.9                                                                              | 9.8                                                                                                                                                                                                                                                   | 10.0                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 8.4                                                                                                                                                                                                                                                         | 9.0                                                                                 | 1.4                                                                                 | 0.8                                                                                                                                                                                                                                                         | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 10.9                                                                              | 9.8                                                                                                                                                                                                                                                   | 10.0                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 8.4                                                                                                                                                                                                                                                         | 9.0                                                                                 | 10.3                                                                                | 0.8                                                                                                                                                                                                                                                         | 0.0                                                                                 |
| Prop In Lane                 | 0.26                                                                              |                                                                                                                                                                                                                                                       | 0.26                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               |                                                                                                                                                                                                                                                             | 0.77                                                                                | 1.00                                                                                |                                                                                                                                                                                                                                                             | 0.00                                                                                |
| Lane Grp Cap(c), veh/h       | 981                                                                               | 904                                                                                                                                                                                                                                                   | 948                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 449                                                                                                                                                                                                                                                         | 412                                                                                 | 264                                                                                 | 897                                                                                                                                                                                                                                                         | 0                                                                                   |
| V/C Ratio(X)                 | 0.21                                                                              | 0.19                                                                                                                                                                                                                                                  | 0.20                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 0.31                                                                                                                                                                                                                                                        | 0.33                                                                                | 0.06                                                                                | 0.04                                                                                                                                                                                                                                                        | 0.00                                                                                |
| Avail Cap(c_a), veh/h        | 981                                                                               | 904                                                                                                                                                                                                                                                   | 948                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 449                                                                                                                                                                                                                                                         | 412                                                                                 | 264                                                                                 | 897                                                                                                                                                                                                                                                         | 0                                                                                   |
| HCM Platoon Ratio            | 0.33                                                                              | 0.33                                                                                                                                                                                                                                                  | 0.33                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               | 0.33                                                                                                                                                                                                                                                        | 0.33                                                                                | 1.00                                                                                | 1.00                                                                                                                                                                                                                                                        | 1.00                                                                                |
| Upstream Filter(l)           | 1.00                                                                              | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 1.00                                                                                                                                                                                                                                                        | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                                                                                                                                                                                        | 0.00                                                                                |
| Uniform Delay (d), s/veh     | 19.9                                                                              | 19.5                                                                                                                                                                                                                                                  | 19.6                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 35.9                                                                                                                                                                                                                                                        | 36.2                                                                                | 32.5                                                                                | 25.5                                                                                                                                                                                                                                                        | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 0.5                                                                               | 0.5                                                                                                                                                                                                                                                   | 0.5                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 1.8                                                                                                                                                                                                                                                         | 2.1                                                                                 | 0.4                                                                                 | 0.1                                                                                                                                                                                                                                                         | 0.0                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                                                                                                                                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.0                                                                                                                                                                                                                                                         | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                                                                                                                                                                                         | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 5.0                                                                               | 4.2                                                                                                                                                                                                                                                   | 4.4                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 3.8                                                                                                                                                                                                                                                         | 3.8                                                                                 | 0.4                                                                                 | 0.4                                                                                                                                                                                                                                                         | 0.0                                                                                 |
| LnGrp Delay(d),s/veh         | 20.4                                                                              | 20.0                                                                                                                                                                                                                                                  | 20.0                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 37.7                                                                                                                                                                                                                                                        | 38.3                                                                                | 33.0                                                                                | 25.6                                                                                                                                                                                                                                                        | 0.0                                                                                 |
| LnGrp LOS                    | C                                                                                 | B                                                                                                                                                                                                                                                     | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    | D                                                                                                                                                                                                                                                           | D                                                                                   | C                                                                                   | C                                                                                                                                                                                                                                                           |                                                                                     |
| Approach Vol, veh/h          |                                                                                   | 573                                                                                                                                                                                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | 275                                                                                                                                                                                                                                                         |                                                                                     |                                                                                     | 51                                                                                                                                                                                                                                                          |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 20.2                                                                                                                                                                                                                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | 38.0                                                                                                                                                                                                                                                        |                                                                                     |                                                                                     | 27.9                                                                                                                                                                                                                                                        |                                                                                     |
| Approach LOS                 |                                                                                   | C                                                                                                                                                                                                                                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | D                                                                                                                                                                                                                                                           |                                                                                     |                                                                                     | C                                                                                                                                                                                                                                                           |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                                                                                                                                                                                     | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                                                                                                                                                                                           |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| Assigned Phs                 |                                                                                   |                                                                                                                                                                                                                                                       |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    | 8                                                                                                                                                                                                                                                           |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   |                                                                                                                                                                                                                                                       |                                                                                   | 34.0                                                                              |                                                                                   | 66.0                                                                              |                                                                                    | 34.0                                                                                                                                                                                                                                                        |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   |                                                                                                                                                                                                                                                       |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                    | 5.0                                                                                                                                                                                                                                                         |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   |                                                                                                                                                                                                                                                       |                                                                                   | 29.0                                                                              |                                                                                   | 61.0                                                                              |                                                                                    | 29.0                                                                                                                                                                                                                                                        |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   |                                                                                                                                                                                                                                                       |                                                                                   | 11.0                                                                              |                                                                                   | 12.9                                                                              |                                                                                    | 12.3                                                                                                                                                                                                                                                        |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   |                                                                                                                                                                                                                                                       |                                                                                   | 1.5                                                                               |                                                                                   | 0.0                                                                               |                                                                                    | 1.4                                                                                                                                                                                                                                                         |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                                                                                                                                                                                             |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                                                                                                                                                                                       | 26.1                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                                                                                                                                                                                             |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                                                                                                                                                                                       | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                                                                                                                                                                                             |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

16: NW 2nd Ave & NW 4th St

Background

PM Peak Hour

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|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations               |  |                                                                                   |  |                                                                                   |  |  |
| Volume (veh/h)                    | 56                                                                                | 72                                                                                | 506                                                                               | 4                                                                                 | 10                                                                                | 215                                                                               |
| Sign Control                      | Stop                                                                              |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |
| Grade                             | 0%                                                                                |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |
| Peak Hour Factor                  | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              |
| Hourly flow rate (vph)            | 62                                                                                | 79                                                                                | 556                                                                               | 4                                                                                 | 11                                                                                | 236                                                                               |
| Pedestrians                       | 19                                                                                |                                                                                   | 3                                                                                 |                                                                                   |                                                                                   | 7                                                                                 |
| Lane Width (ft)                   | 12.0                                                                              |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                   | 12.0                                                                              |
| Walking Speed (ft/s)              | 4.0                                                                               |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               |
| Percent Blockage                  | 2                                                                                 |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 1                                                                                 |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                   | None                                                                              |
| Median storage veh                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (ft)              |                                                                                   |                                                                                   | 344                                                                               |                                                                                   |                                                                                   | 358                                                                               |
| pX, platoon unblocked             | 0.84                                                                              | 0.83                                                                              |                                                                                   |                                                                                   | 0.83                                                                              |                                                                                   |
| vC, conflicting volume            | 838                                                                               | 584                                                                               |                                                                                   |                                                                                   | 579                                                                               |                                                                                   |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                | 644                                                                               | 392                                                                               |                                                                                   |                                                                                   | 386                                                                               |                                                                                   |
| tC, single (s)                    | 6.4                                                                               | 6.2                                                                               |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            | 3.5                                                                               | 3.3                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |
| p0 queue free %                   | 83                                                                                | 85                                                                                |                                                                                   |                                                                                   | 99                                                                                |                                                                                   |
| cM capacity (veh/h)               | 352                                                                               | 526                                                                               |                                                                                   |                                                                                   | 940                                                                               |                                                                                   |
| Direction, Lane #                 | WB 1                                                                              | NB 1                                                                              | SB 1                                                                              | SB 2                                                                              |                                                                                   |                                                                                   |
| Volume Total                      | 141                                                                               | 560                                                                               | 11                                                                                | 236                                                                               |                                                                                   |                                                                                   |
| Volume Left                       | 62                                                                                | 0                                                                                 | 11                                                                                | 0                                                                                 |                                                                                   |                                                                                   |
| Volume Right                      | 79                                                                                | 4                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |
| cSH                               | 432                                                                               | 1700                                                                              | 940                                                                               | 1700                                                                              |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.33                                                                              | 0.33                                                                              | 0.01                                                                              | 0.14                                                                              |                                                                                   |                                                                                   |
| Queue Length 95th (ft)            | 35                                                                                | 0                                                                                 | 1                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |
| Control Delay (s)                 | 17.3                                                                              | 0.0                                                                               | 8.9                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |
| Lane LOS                          | C                                                                                 |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Approach Delay (s)                | 17.3                                                                              | 0.0                                                                               | 0.4                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Approach LOS                      | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   |                                                                                   | 2.7                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 42.6%                                                                             |                                                                                   | ICU Level of Service                                                              | A                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |

# Timings

17: NW 2nd Ave & NW 3rd St

# Background

PM Peak Hour

|                      |  |  |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL                                                                                 | SBT                                                                                 |
| Lane Configurations  |  |  |  |  |  |  |  |  |
| Volume (vph)         | 12                                                                                | 71                                                                                | 72                                                                                | 321                                                                               | 104                                                                               | 438                                                                               | 23                                                                                  | 178                                                                                 |
| Turn Type            | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                                | NA                                                                                  |
| Protected Phases     |                                                                                   | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 2                                                                                   |
| Permitted Phases     | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                   | 2                                                                                   |                                                                                     |
| Detector Phase       | 8                                                                                 | 8                                                                                 | 4                                                                                 | 4                                                                                 | 6                                                                                 | 6                                                                                 | 2                                                                                   | 2                                                                                   |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                                 | 7.0                                                                                 |
| Minimum Split (s)    | 30.0                                                                              | 30.0                                                                              | 30.0                                                                              | 30.0                                                                              | 31.8                                                                              | 31.8                                                                              | 31.8                                                                                | 31.8                                                                                |
| Total Split (s)      | 35.0                                                                              | 35.0                                                                              | 35.0                                                                              | 35.0                                                                              | 65.0                                                                              | 65.0                                                                              | 65.0                                                                                | 65.0                                                                                |
| Total Split (%)      | 35.0%                                                                             | 35.0%                                                                             | 35.0%                                                                             | 35.0%                                                                             | 65.0%                                                                             | 65.0%                                                                             | 65.0%                                                                               | 65.0%                                                                               |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                                 | 4.0                                                                                 |
| All-Red Time (s)     | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 0.8                                                                               | 0.8                                                                               | 0.8                                                                                 | 0.8                                                                                 |
| Lost Time Adjust (s) | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)  | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 4.8                                                                               | 4.8                                                                               | 4.8                                                                                 | 4.8                                                                                 |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Recall Mode          | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                                 | Max                                                                                 |

## Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 79 (79%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 65

Control Type: Pretimed

Splits and Phases: 17: NW 2nd Ave & NW 3rd St

|                                                                                     |                                                                                     |                                                                                     |                                                                                       |                                                                                       |                                                                                       |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
|  |  |  |  |  |  |
|  |  |  |  |  |  |
| 65 s                                                                                |                                                                                     |                                                                                     | 35 s                                                                                  |                                                                                       |                                                                                       |
|  |  |  |  |  |  |
| 65 s                                                                                |                                                                                     |                                                                                     | 35 s                                                                                  |                                                                                       |                                                                                       |

# HCM 2010 Signalized Intersection Summary

## 17: NW 2nd Ave & NW 3rd St

Background  
PM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |   |  |                                                                                     |  |  |                                                                                     |
| Volume (veh/h)               | 12                                                                                | 71                                                                                | 13                                                                                | 72                                                                                | 321                                                                               | 55                                                                                | 104                                                                                 | 438                                                                                 | 51                                                                                  | 23                                                                                  | 178                                                                                 | 78                                                                                  |
| Number                       | 3                                                                                 | 8                                                                                 | 18                                                                                | 7                                                                                 | 4                                                                                 | 14                                                                                | 1                                                                                   | 6                                                                                   | 16                                                                                  | 5                                                                                   | 2                                                                                   | 12                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 0.99                                                                              |                                                                                   | 0.96                                                                              | 0.97                                                                              |                                                                                   | 0.96                                                                              | 0.99                                                                                |                                                                                     | 0.98                                                                                | 0.99                                                                                |                                                                                     | 0.99                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1629                                                                              | 1629                                                                              | 1710                                                                              | 1629                                                                              | 1629                                                                              | 1710                                                                              | 1629                                                                                | 1629                                                                                | 1710                                                                                | 1629                                                                                | 1629                                                                                | 1710                                                                                |
| Adj Flow Rate, veh/h         | 13                                                                                | 75                                                                                | 14                                                                                | 76                                                                                | 338                                                                               | 58                                                                                | 109                                                                                 | 461                                                                                 | 54                                                                                  | 24                                                                                  | 187                                                                                 | 82                                                                                  |
| Adj No. of Lanes             | 1                                                                                 | 1                                                                                 | 0                                                                                 | 1                                                                                 | 2                                                                                 | 0                                                                                 | 1                                                                                   | 1                                                                                   | 0                                                                                   | 1                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Percent Heavy Veh, %         | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                   | 5                                                                                   | 5                                                                                   | 5                                                                                   | 5                                                                                   | 5                                                                                   |
| Cap, veh/h                   | 223                                                                               | 398                                                                               | 74                                                                                | 357                                                                               | 789                                                                               | 134                                                                               | 649                                                                                 | 860                                                                                 | 101                                                                                 | 532                                                                                 | 644                                                                                 | 282                                                                                 |
| Arrive On Green              | 0.30                                                                              | 0.30                                                                              | 0.30                                                                              | 0.10                                                                              | 0.10                                                                              | 0.10                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Sat Flow, veh/h              | 848                                                                               | 1326                                                                              | 247                                                                               | 1105                                                                              | 2630                                                                              | 446                                                                               | 959                                                                                 | 1428                                                                                | 167                                                                                 | 764                                                                                 | 1070                                                                                | 469                                                                                 |
| Grp Volume(v), veh/h         | 13                                                                                | 0                                                                                 | 89                                                                                | 76                                                                                | 197                                                                               | 199                                                                               | 109                                                                                 | 0                                                                                   | 515                                                                                 | 24                                                                                  | 0                                                                                   | 269                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 848                                                                               | 0                                                                                 | 1573                                                                              | 1105                                                                              | 1547                                                                              | 1529                                                                              | 959                                                                                 | 0                                                                                   | 1595                                                                                | 764                                                                                 | 0                                                                                   | 1539                                                                                |
| Q Serve(g_s), s              | 1.3                                                                               | 0.0                                                                               | 4.2                                                                               | 6.4                                                                               | 12.0                                                                              | 12.3                                                                              | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 13.5                                                                              | 0.0                                                                               | 4.2                                                                               | 10.6                                                                              | 12.0                                                                              | 12.3                                                                              | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.16                                                                              | 1.00                                                                              |                                                                                   | 0.29                                                                              | 1.00                                                                                |                                                                                     | 0.10                                                                                | 1.00                                                                                |                                                                                     | 0.30                                                                                |
| Lane Grp Cap(c), veh/h       | 223                                                                               | 0                                                                                 | 472                                                                               | 357                                                                               | 464                                                                               | 459                                                                               | 649                                                                                 | 0                                                                                   | 960                                                                                 | 532                                                                                 | 0                                                                                   | 927                                                                                 |
| V/C Ratio(X)                 | 0.06                                                                              | 0.00                                                                              | 0.19                                                                              | 0.21                                                                              | 0.42                                                                              | 0.43                                                                              | 0.17                                                                                | 0.00                                                                                | 0.54                                                                                | 0.05                                                                                | 0.00                                                                                | 0.29                                                                                |
| Avail Cap(c_a), veh/h        | 223                                                                               | 0                                                                                 | 472                                                                               | 357                                                                               | 464                                                                               | 459                                                                               | 649                                                                                 | 0                                                                                   | 960                                                                                 | 532                                                                                 | 0                                                                                   | 927                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.33                                                                              | 0.33                                                                              | 0.33                                                                              | 2.00                                                                                | 2.00                                                                                | 2.00                                                                                | 2.00                                                                                | 2.00                                                                                | 2.00                                                                                |
| Upstream Filter(l)           | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 34.4                                                                              | 0.0                                                                               | 26.0                                                                              | 38.3                                                                              | 36.9                                                                              | 37.1                                                                              | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 0.5                                                                               | 0.0                                                                               | 0.9                                                                               | 1.4                                                                               | 2.8                                                                               | 3.0                                                                               | 0.6                                                                                 | 0.0                                                                                 | 2.1                                                                                 | 0.2                                                                                 | 0.0                                                                                 | 0.8                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.3                                                                               | 0.0                                                                               | 1.9                                                                               | 2.1                                                                               | 5.5                                                                               | 5.6                                                                               | 0.1                                                                                 | 0.0                                                                                 | 0.6                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.2                                                                                 |
| LnGrp Delay(d),s/veh         | 34.9                                                                              | 0.0                                                                               | 26.9                                                                              | 39.7                                                                              | 39.8                                                                              | 40.0                                                                              | 0.6                                                                                 | 0.0                                                                                 | 2.1                                                                                 | 0.2                                                                                 | 0.0                                                                                 | 0.8                                                                                 |
| LnGrp LOS                    | C                                                                                 |                                                                                   | C                                                                                 | D                                                                                 | D                                                                                 | D                                                                                 | A                                                                                   |                                                                                     | A                                                                                   | A                                                                                   |                                                                                     | A                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 102                                                                               |                                                                                   |                                                                                   | 472                                                                               |                                                                                   |                                                                                     | 624                                                                                 |                                                                                     |                                                                                     | 293                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 27.9                                                                              |                                                                                   |                                                                                   | 39.9                                                                              |                                                                                   |                                                                                     | 1.9                                                                                 |                                                                                     |                                                                                     | 0.7                                                                                 |                                                                                     |
| Approach LOS                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 65.0                                                                              |                                                                                   | 35.0                                                                              |                                                                                   | 65.0                                                                              |                                                                                     | 35.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | * 4.8                                                                             |                                                                                   | 5.0                                                                               |                                                                                   | * 4.8                                                                             |                                                                                     | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | * 60                                                                              |                                                                                   | 30.0                                                                              |                                                                                   | * 60                                                                              |                                                                                     | 30.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 2.0                                                                               |                                                                                   | 14.3                                                                              |                                                                                   | 2.0                                                                               |                                                                                     | 15.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 2.2                                                                               |                                                                                   | 2.4                                                                               |                                                                                   | 2.2                                                                               |                                                                                     | 2.4                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

### Intersection Summary

HCM 2010 Ctrl Delay 15.5  
HCM 2010 LOS B

### Notes

\* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

# Timings

18: NW 1st Ave & NW 3rd St

# Background

PM Peak Hour

|                      |  |  |  |  |  |  |   |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations  |                                                                                   |  |  |  |  |  |  |  |
| Volume (vph)         | 39                                                                                | 0                                                                                 | 47                                                                                | 257                                                                               | 98                                                                                | 145                                                                               | 82                                                                                  | 43                                                                                  |
| Turn Type            | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | NA                                                                                  | Perm                                                                                |
| Protected Phases     |                                                                                   | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 | 2                                                                                   |                                                                                     |
| Permitted Phases     | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     | 2                                                                                   |
| Detector Phase       | 8                                                                                 | 8                                                                                 | 4                                                                                 | 4                                                                                 | 6                                                                                 | 6                                                                                 | 2                                                                                   | 2                                                                                   |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                                 | 7.0                                                                                 |
| Minimum Split (s)    | 26.0                                                                              | 26.0                                                                              | 29.0                                                                              | 29.0                                                                              | 25.6                                                                              | 25.6                                                                              | 25.6                                                                                | 25.6                                                                                |
| Total Split (s)      | 69.0                                                                              | 69.0                                                                              | 69.0                                                                              | 69.0                                                                              | 31.0                                                                              | 31.0                                                                              | 31.0                                                                                | 31.0                                                                                |
| Total Split (%)      | 69.0%                                                                             | 69.0%                                                                             | 69.0%                                                                             | 69.0%                                                                             | 31.0%                                                                             | 31.0%                                                                             | 31.0%                                                                               | 31.0%                                                                               |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                                 | 4.0                                                                                 |
| All-Red Time (s)     | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 0.6                                                                               | 0.6                                                                               | 0.6                                                                                 | 0.6                                                                                 |
| Lost Time Adjust (s) |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)  |                                                                                   | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 4.6                                                                               | 4.6                                                                               | 4.6                                                                                 | 4.6                                                                                 |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Recall Mode          | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                                 | Max                                                                                 |

## Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 70 (70%), Referenced to phase 2:SBT and 6:NBTL, Start of Green

Natural Cycle: 55

Control Type: Pretimed

Splits and Phases: 18: NW 1st Ave & NW 3rd St

|                                                                                            |                                                                                        |
|--------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
|  ø2 (R) |  ø4 |
| 31 s                                                                                       | 69 s                                                                                   |
|  ø6 (R) |  ø8 |
| 31 s                                                                                       | 69 s                                                                                   |

# HCM 2010 Signalized Intersection Summary

## 18: NW 1st Ave & NW 3rd St

Background  
PM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |                                                                                     |  |  |
| Volume (veh/h)               | 39                                                                                | 0                                                                                 | 103                                                                               | 47                                                                                | 257                                                                               | 52                                                                                | 98                                                                                 | 145                                                                                 | 0                                                                                   | 0                                                                                   | 82                                                                                  | 43                                                                                  |
| Number                       | 3                                                                                 | 8                                                                                 | 18                                                                                | 7                                                                                 | 4                                                                                 | 14                                                                                | 1                                                                                  | 6                                                                                   | 16                                                                                  | 5                                                                                   | 2                                                                                   | 12                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 0.99                                                                              |                                                                                   | 0.99                                                                              | 0.99                                                                              |                                                                                   | 0.99                                                                              | 0.96                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.95                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1710                                                                              | 1629                                                                              | 1710                                                                              | 1629                                                                              | 1629                                                                              | 1710                                                                              | 1629                                                                               | 1629                                                                                | 0                                                                                   | 0                                                                                   | 1629                                                                                | 1629                                                                                |
| Adj Flow Rate, veh/h         | 42                                                                                | 0                                                                                 | 112                                                                               | 51                                                                                | 279                                                                               | 57                                                                                | 107                                                                                | 158                                                                                 | 0                                                                                   | 0                                                                                   | 89                                                                                  | 47                                                                                  |
| Adj No. of Lanes             | 0                                                                                 | 1                                                                                 | 0                                                                                 | 1                                                                                 | 2                                                                                 | 0                                                                                 | 1                                                                                  | 1                                                                                   | 0                                                                                   | 0                                                                                   | 1                                                                                   | 1                                                                                   |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %         | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                  | 5                                                                                   | 0                                                                                   | 0                                                                                   | 5                                                                                   | 5                                                                                   |
| Cap, veh/h                   | 238                                                                               | 21                                                                                | 568                                                                               | 732                                                                               | 1640                                                                              | 330                                                                               | 305                                                                                | 430                                                                                 | 0                                                                                   | 0                                                                                   | 430                                                                                 | 346                                                                                 |
| Arrive On Green              | 0.64                                                                              | 0.00                                                                              | 0.64                                                                              | 0.64                                                                              | 0.64                                                                              | 0.64                                                                              | 0.26                                                                               | 0.26                                                                                | 0.00                                                                                | 0.00                                                                                | 0.26                                                                                | 0.26                                                                                |
| Sat Flow, veh/h              | 300                                                                               | 33                                                                                | 887                                                                               | 1107                                                                              | 2562                                                                              | 515                                                                               | 1051                                                                               | 1629                                                                                | 0                                                                                   | 0                                                                                   | 1629                                                                                | 1312                                                                                |
| Grp Volume(v), veh/h         | 154                                                                               | 0                                                                                 | 0                                                                                 | 51                                                                                | 167                                                                               | 169                                                                               | 107                                                                                | 158                                                                                 | 0                                                                                   | 0                                                                                   | 89                                                                                  | 47                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1219                                                                              | 0                                                                                 | 0                                                                                 | 1107                                                                              | 1547                                                                              | 1530                                                                              | 1051                                                                               | 1629                                                                                | 0                                                                                   | 0                                                                                   | 1629                                                                                | 1312                                                                                |
| Q Serve(g_s), s              | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 1.9                                                                               | 4.3                                                                               | 4.5                                                                               | 8.8                                                                                | 7.9                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 4.3                                                                                 | 2.7                                                                                 |
| Cycle Q Clear(g_c), s        | 4.3                                                                               | 0.0                                                                               | 0.0                                                                               | 6.3                                                                               | 4.3                                                                               | 4.5                                                                               | 13.1                                                                               | 7.9                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 4.3                                                                                 | 2.7                                                                                 |
| Prop In Lane                 | 0.27                                                                              |                                                                                   | 0.73                                                                              | 1.00                                                                              |                                                                                   | 0.34                                                                              | 1.00                                                                               |                                                                                     | 0.00                                                                                | 0.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 826                                                                               | 0                                                                                 | 0                                                                                 | 732                                                                               | 990                                                                               | 979                                                                               | 305                                                                                | 430                                                                                 | 0                                                                                   | 0                                                                                   | 430                                                                                 | 346                                                                                 |
| V/C Ratio(X)                 | 0.19                                                                              | 0.00                                                                              | 0.00                                                                              | 0.07                                                                              | 0.17                                                                              | 0.17                                                                              | 0.35                                                                               | 0.37                                                                                | 0.00                                                                                | 0.00                                                                                | 0.21                                                                                | 0.14                                                                                |
| Avail Cap(c_a), veh/h        | 826                                                                               | 0                                                                                 | 0                                                                                 | 732                                                                               | 990                                                                               | 979                                                                               | 305                                                                                | 430                                                                                 | 0                                                                                   | 0                                                                                   | 430                                                                                 | 346                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(l)           | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 7.3                                                                               | 0.0                                                                               | 0.0                                                                               | 8.5                                                                               | 7.3                                                                               | 7.3                                                                               | 33.7                                                                               | 30.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 28.7                                                                                | 28.1                                                                                |
| Incr Delay (d2), s/veh       | 0.5                                                                               | 0.0                                                                               | 0.0                                                                               | 0.2                                                                               | 0.4                                                                               | 0.4                                                                               | 3.2                                                                                | 2.4                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 1.1                                                                                 | 0.8                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 1.8                                                                               | 0.0                                                                               | 0.0                                                                               | 0.6                                                                               | 2.0                                                                               | 2.0                                                                               | 2.8                                                                                | 3.8                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 2.0                                                                                 | 1.1                                                                                 |
| LnGrp Delay(d),s/veh         | 7.8                                                                               | 0.0                                                                               | 0.0                                                                               | 8.7                                                                               | 7.6                                                                               | 7.7                                                                               | 36.9                                                                               | 32.4                                                                                | 0.0                                                                                 | 0.0                                                                                 | 29.7                                                                                | 28.9                                                                                |
| LnGrp LOS                    | A                                                                                 |                                                                                   |                                                                                   | A                                                                                 | A                                                                                 | A                                                                                 | D                                                                                  | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   | C                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 154                                                                               |                                                                                   |                                                                                   | 387                                                                               |                                                                                   |                                                                                    | 265                                                                                 |                                                                                     |                                                                                     | 136                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 7.8                                                                               |                                                                                   |                                                                                   | 7.8                                                                               |                                                                                   |                                                                                    | 34.2                                                                                |                                                                                     |                                                                                     | 29.5                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   | A                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                    | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 31.0                                                                              |                                                                                   | 69.0                                                                              |                                                                                   | 31.0                                                                              |                                                                                    | 69.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | * 4.6                                                                             |                                                                                   | 5.0                                                                               |                                                                                   | * 4.6                                                                             |                                                                                    | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | * 26                                                                              |                                                                                   | 64.0                                                                              |                                                                                   | * 26                                                                              |                                                                                    | 64.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 6.3                                                                               |                                                                                   | 8.3                                                                               |                                                                                   | 15.1                                                                              |                                                                                    | 6.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 0.6                                                                               |                                                                                   | 3.0                                                                               |                                                                                   | 0.5                                                                               |                                                                                    | 3.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

### Intersection Summary

HCM 2010 Ctrl Delay 18.3  
HCM 2010 LOS B

### Notes

\* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

# Timings

19: NW 2nd Ave & NW 2nd St

# Background

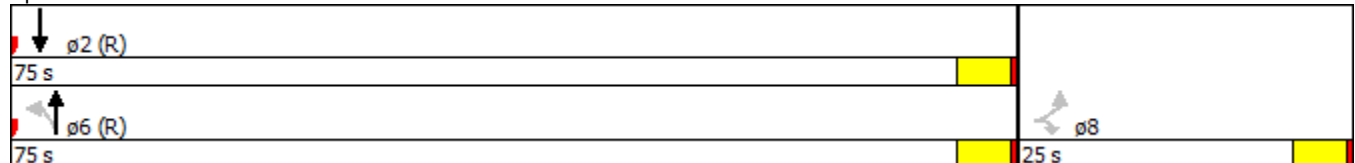
PM Peak Hour

|                      |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBR                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                               |
| Lane Configurations  |  |  |                                                                                   |  |  |
| Volume (vph)         | 41                                                                                | 61                                                                                | 41                                                                                | 563                                                                               | 238                                                                               |
| Turn Type            | Perm                                                                              | Perm                                                                              | Perm                                                                              | NA                                                                                | NA                                                                                |
| Protected Phases     |                                                                                   |                                                                                   |                                                                                   | 6                                                                                 | 2                                                                                 |
| Permitted Phases     | 8                                                                                 | 8                                                                                 | 6                                                                                 |                                                                                   |                                                                                   |
| Detector Phase       | 8                                                                                 | 8                                                                                 | 6                                                                                 | 6                                                                                 | 2                                                                                 |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               |
| Minimum Split (s)    | 22.0                                                                              | 22.0                                                                              | 22.6                                                                              | 22.6                                                                              | 22.6                                                                              |
| Total Split (s)      | 25.0                                                                              | 25.0                                                                              | 75.0                                                                              | 75.0                                                                              | 75.0                                                                              |
| Total Split (%)      | 25.0%                                                                             | 25.0%                                                                             | 75.0%                                                                             | 75.0%                                                                             | 75.0%                                                                             |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               |
| All-Red Time (s)     | 0.6                                                                               | 0.6                                                                               | 0.6                                                                               | 0.6                                                                               | 0.6                                                                               |
| Lost Time Adjust (s) | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |
| Total Lost Time (s)  | 4.6                                                                               | 4.6                                                                               |                                                                                   | 4.6                                                                               | 4.6                                                                               |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Recall Mode          | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               |

## Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 94 (94%), Referenced to phase 2:SBT and 6:NBT, Start of Green  
 Natural Cycle: 45  
 Control Type: Pretimed

Splits and Phases: 19: NW 2nd Ave & NW 2nd St



# HCM Signalized Intersection Capacity Analysis

19: NW 2nd Ave & NW 2nd St

Background

PM Peak Hour

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBR                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations               |  |  |                                                                                   |  |  |                                                                                   |
| Volume (vph)                      | 41                                                                                | 61                                                                                | 41                                                                                | 563                                                                               | 238                                                                               | 24                                                                                |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Total Lost time (s)               | 4.6                                                                               | 4.6                                                                               |                                                                                   | 4.6                                                                               | 4.6                                                                               |                                                                                   |
| Lane Util. Factor                 | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.95                                                                              | 1.00                                                                              |                                                                                   |
| Frpb, ped/bikes                   | 1.00                                                                              | 0.55                                                                              |                                                                                   | 1.00                                                                              | 0.99                                                                              |                                                                                   |
| Flpb, ped/bikes                   | 0.80                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   |
| Frt                               | 1.00                                                                              | 0.85                                                                              |                                                                                   | 1.00                                                                              | 0.99                                                                              |                                                                                   |
| Flt Protected                     | 0.95                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   |
| Satd. Flow (prot)                 | 1239                                                                              | 762                                                                               |                                                                                   | 3078                                                                              | 1600                                                                              |                                                                                   |
| Flt Permitted                     | 0.95                                                                              | 1.00                                                                              |                                                                                   | 0.91                                                                              | 1.00                                                                              |                                                                                   |
| Satd. Flow (perm)                 | 1239                                                                              | 762                                                                               |                                                                                   | 2817                                                                              | 1600                                                                              |                                                                                   |
| Peak-hour factor, PHF             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |
| Adj. Flow (vph)                   | 45                                                                                | 66                                                                                | 45                                                                                | 612                                                                               | 259                                                                               | 26                                                                                |
| RTOR Reduction (vph)              | 0                                                                                 | 53                                                                                | 0                                                                                 | 0                                                                                 | 4                                                                                 | 0                                                                                 |
| Lane Group Flow (vph)             | 45                                                                                | 13                                                                                | 0                                                                                 | 657                                                                               | 281                                                                               | 0                                                                                 |
| Confl. Peds. (#/hr)               | 113                                                                               | 149                                                                               | 14                                                                                |                                                                                   |                                                                                   | 14                                                                                |
| Turn Type                         | Perm                                                                              | Perm                                                                              | Perm                                                                              | NA                                                                                | NA                                                                                |                                                                                   |
| Protected Phases                  |                                                                                   |                                                                                   |                                                                                   | 6                                                                                 | 2                                                                                 |                                                                                   |
| Permitted Phases                  | 8                                                                                 | 8                                                                                 | 6                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Actuated Green, G (s)             | 20.4                                                                              | 20.4                                                                              |                                                                                   | 70.4                                                                              | 70.4                                                                              |                                                                                   |
| Effective Green, g (s)            | 20.4                                                                              | 20.4                                                                              |                                                                                   | 70.4                                                                              | 70.4                                                                              |                                                                                   |
| Actuated g/C Ratio                | 0.20                                                                              | 0.20                                                                              |                                                                                   | 0.70                                                                              | 0.70                                                                              |                                                                                   |
| Clearance Time (s)                | 4.6                                                                               | 4.6                                                                               |                                                                                   | 4.6                                                                               | 4.6                                                                               |                                                                                   |
| Lane Grp Cap (vph)                | 252                                                                               | 155                                                                               |                                                                                   | 1983                                                                              | 1126                                                                              |                                                                                   |
| v/s Ratio Prot                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.18                                                                              |                                                                                   |
| v/s Ratio Perm                    | c0.04                                                                             | 0.02                                                                              |                                                                                   | c0.23                                                                             |                                                                                   |                                                                                   |
| v/c Ratio                         | 0.18                                                                              | 0.09                                                                              |                                                                                   | 0.33                                                                              | 0.25                                                                              |                                                                                   |
| Uniform Delay, d1                 | 32.9                                                                              | 32.3                                                                              |                                                                                   | 5.7                                                                               | 5.3                                                                               |                                                                                   |
| Progression Factor                | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.06                                                                              | 0.55                                                                              |                                                                                   |
| Incremental Delay, d2             | 1.5                                                                               | 1.1                                                                               |                                                                                   | 0.4                                                                               | 0.5                                                                               |                                                                                   |
| Delay (s)                         | 34.4                                                                              | 33.4                                                                              |                                                                                   | 0.7                                                                               | 3.4                                                                               |                                                                                   |
| Level of Service                  | C                                                                                 | C                                                                                 |                                                                                   | A                                                                                 | A                                                                                 |                                                                                   |
| Approach Delay (s)                | 33.8                                                                              |                                                                                   |                                                                                   | 0.7                                                                               | 3.4                                                                               |                                                                                   |
| Approach LOS                      | C                                                                                 |                                                                                   |                                                                                   | A                                                                                 | A                                                                                 |                                                                                   |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| HCM 2000 Control Delay            |                                                                                   |                                                                                   | 4.9                                                                               |                                                                                   | HCM 2000 Level of Service                                                         | A                                                                                 |
| HCM 2000 Volume to Capacity ratio |                                                                                   |                                                                                   | 0.30                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 100.0                                                                             |                                                                                   | Sum of lost time (s)                                                              | 9.2                                                                               |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 59.9%                                                                             |                                                                                   | ICU Level of Service                                                              | B                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

# Timings

20: NW 2nd Ave & NW 1st St

# Background

PM Peak Hour

|                      | ←     | ↙     | ↑     | ↓     |
|----------------------|-------|-------|-------|-------|
| Lane Group           | WBT   | NBL   | NBT   | SBT   |
| Lane Configurations  | ↔↔↔   |       | ↔↔    | ↔     |
| Volume (vph)         | 308   | 55    | 570   | 195   |
| Turn Type            | NA    | Perm  | NA    | NA    |
| Protected Phases     | 4     |       | 6     | 2     |
| Permitted Phases     |       | 6     |       |       |
| Detector Phase       | 4     | 6     | 6     | 2     |
| Switch Phase         |       |       |       |       |
| Minimum Initial (s)  | 7.0   | 7.0   | 7.0   | 7.0   |
| Minimum Split (s)    | 24.0  | 25.0  | 25.0  | 25.0  |
| Total Split (s)      | 45.0  | 55.0  | 55.0  | 55.0  |
| Total Split (%)      | 45.0% | 55.0% | 55.0% | 55.0% |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)     | 1.0   | 1.0   | 1.0   | 1.0   |
| Lost Time Adjust (s) | 0.0   |       | 0.0   | 0.0   |
| Total Lost Time (s)  | 5.0   |       | 5.0   | 5.0   |
| Lead/Lag             |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |
| Recall Mode          | Max   | Max   | Max   | Max   |

## Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 87 (87%), Referenced to phase 2:SBT and 6:NBTL, Start of Green

Natural Cycle: 50

Control Type: Pretimed

Splits and Phases: 20: NW 2nd Ave & NW 1st St

|          |  |      |  |
|----------|--|------|--|
| ↓ ϕ2 (R) |  | ← ϕ4 |  |
| 55 s     |  | 45 s |  |
| ↙ ϕ6 (R) |  |      |  |
| 55 s     |  |      |  |

# HCM 2010 Signalized Intersection Summary

## 20: NW 2nd Ave & NW 1st St

Background  
PM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Volume (veh/h)               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 35                                                                                | 308                                                                               | 54                                                                                | 55                                                                                 | 570                                                                                 | 0                                                                                   | 0                                                                                   | 195                                                                                 | 96                                                                                  |
| Number                       |                                                                                   |                                                                                   |                                                                                   | 7                                                                                 | 4                                                                                 | 14                                                                                | 1                                                                                  | 6                                                                                   | 16                                                                                  | 5                                                                                   | 2                                                                                   | 12                                                                                  |
| Initial Q (Qb), veh          |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 0.92                                                                              | 0.99                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.99                                                                                |
| Parking Bus, Adj             |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       |                                                                                   |                                                                                   |                                                                                   | 1710                                                                              | 1629                                                                              | 1710                                                                              | 1710                                                                               | 1629                                                                                | 0                                                                                   | 0                                                                                   | 1629                                                                                | 1710                                                                                |
| Adj Flow Rate, veh/h         |                                                                                   |                                                                                   |                                                                                   | 39                                                                                | 342                                                                               | 60                                                                                | 61                                                                                 | 633                                                                                 | 0                                                                                   | 0                                                                                   | 217                                                                                 | 107                                                                                 |
| Adj No. of Lanes             |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 3                                                                                 | 0                                                                                 | 0                                                                                  | 2                                                                                   | 0                                                                                   | 0                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             |                                                                                   |                                                                                   |                                                                                   | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                               | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                |
| Percent Heavy Veh, %         |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 5                                                                                 | 0                                                                                 | 5                                                                                  | 5                                                                                   | 0                                                                                   | 0                                                                                   | 5                                                                                   | 5                                                                                   |
| Cap, veh/h                   |                                                                                   |                                                                                   |                                                                                   | 153                                                                               | 1417                                                                              | 247                                                                               | 141                                                                                | 1342                                                                                | 0                                                                                   | 0                                                                                   | 513                                                                                 | 253                                                                                 |
| Arrive On Green              |                                                                                   |                                                                                   |                                                                                   | 0.13                                                                              | 0.13                                                                              | 0.13                                                                              | 0.50                                                                               | 0.50                                                                                | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Sat Flow, veh/h              |                                                                                   |                                                                                   |                                                                                   | 384                                                                               | 3543                                                                              | 618                                                                               | 198                                                                                | 2758                                                                                | 0                                                                                   | 0                                                                                   | 1026                                                                                | 506                                                                                 |
| Grp Volume(v), veh/h         |                                                                                   |                                                                                   |                                                                                   | 164                                                                               | 136                                                                               | 141                                                                               | 358                                                                                | 336                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 324                                                                                 |
| Grp Sat Flow(s),veh/h/ln     |                                                                                   |                                                                                   |                                                                                   | 1609                                                                              | 1482                                                                              | 1454                                                                              | 1473                                                                               | 1408                                                                                | 0                                                                                   | 0                                                                                   | 0                                                                                   | 1531                                                                                |
| Q Serve(g_s), s              |                                                                                   |                                                                                   |                                                                                   | 9.1                                                                               | 8.2                                                                               | 8.7                                                                               | 5.2                                                                                | 15.7                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        |                                                                                   |                                                                                   |                                                                                   | 9.1                                                                               | 8.2                                                                               | 8.7                                                                               | 14.9                                                                               | 15.7                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                 |                                                                                   |                                                                                   |                                                                                   | 0.24                                                                              |                                                                                   | 0.43                                                                              | 0.17                                                                               |                                                                                     | 0.00                                                                                | 0.00                                                                                |                                                                                     | 0.33                                                                                |
| Lane Grp Cap(c), veh/h       |                                                                                   |                                                                                   |                                                                                   | 644                                                                               | 593                                                                               | 582                                                                               | 779                                                                                | 704                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 766                                                                                 |
| V/C Ratio(X)                 |                                                                                   |                                                                                   |                                                                                   | 0.25                                                                              | 0.23                                                                              | 0.24                                                                              | 0.46                                                                               | 0.48                                                                                | 0.00                                                                                | 0.00                                                                                | 0.00                                                                                | 0.42                                                                                |
| Avail Cap(c_a), veh/h        |                                                                                   |                                                                                   |                                                                                   | 644                                                                               | 593                                                                               | 582                                                                               | 779                                                                                | 704                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 766                                                                                 |
| HCM Platoon Ratio            |                                                                                   |                                                                                   |                                                                                   | 0.33                                                                              | 0.33                                                                              | 0.33                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 2.00                                                                                | 2.00                                                                                |
| Upstream Filter(l)           |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     |                                                                                   |                                                                                   |                                                                                   | 30.0                                                                              | 29.6                                                                              | 29.8                                                                              | 16.1                                                                               | 16.4                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       |                                                                                   |                                                                                   |                                                                                   | 0.9                                                                               | 0.9                                                                               | 1.0                                                                               | 1.9                                                                                | 2.3                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 1.7                                                                                 |
| Initial Q Delay(d3),s/veh    |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     |                                                                                   |                                                                                   |                                                                                   | 4.2                                                                               | 3.5                                                                               | 3.7                                                                               | 6.8                                                                                | 6.5                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.4                                                                                 |
| LnGrp Delay(d),s/veh         |                                                                                   |                                                                                   |                                                                                   | 31.0                                                                              | 30.5                                                                              | 30.8                                                                              | 18.0                                                                               | 18.7                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 1.7                                                                                 |
| LnGrp LOS                    |                                                                                   |                                                                                   |                                                                                   | C                                                                                 | C                                                                                 | C                                                                                 | B                                                                                  | B                                                                                   |                                                                                     |                                                                                     |                                                                                     | A                                                                                   |
| Approach Vol, veh/h          |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 441                                                                               |                                                                                   |                                                                                    | 694                                                                                 |                                                                                     |                                                                                     | 324                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 30.8                                                                              |                                                                                   |                                                                                    | 18.4                                                                                |                                                                                     |                                                                                     | 1.7                                                                                 |                                                                                     |
| Approach LOS                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | B                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 55.0                                                                              |                                                                                   | 45.0                                                                              |                                                                                   | 55.0                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 50.0                                                                              |                                                                                   | 40.0                                                                              |                                                                                   | 50.0                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 2.0                                                                               |                                                                                   | 11.1                                                                              |                                                                                   | 17.7                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 2.5                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 2.5                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   |                                                                                   | 18.4                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings

21: NW 1st Ave & NW 1st St

# Background

PM Peak Hour

|                      |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group           | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations  |  |                                                                                   |  |                                                                                   |  |  |
| Volume (vph)         | 324                                                                               | 40                                                                                | 159                                                                               | 3                                                                                 | 65                                                                                | 55                                                                                |
| Turn Type            | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              |
| Protected Phases     | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 8                                                                                 |                                                                                   |
| Permitted Phases     |                                                                                   | 4                                                                                 |                                                                                   | 8                                                                                 |                                                                                   | 8                                                                                 |
| Detector Phase       | 2                                                                                 | 4                                                                                 | 4                                                                                 | 8                                                                                 | 8                                                                                 | 8                                                                                 |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               |
| Minimum Split (s)    | 30.0                                                                              | 25.0                                                                              | 25.0                                                                              | 23.0                                                                              | 23.0                                                                              | 23.0                                                                              |
| Total Split (s)      | 40.0                                                                              | 60.0                                                                              | 60.0                                                                              | 60.0                                                                              | 60.0                                                                              | 60.0                                                                              |
| Total Split (%)      | 40.0%                                                                             | 60.0%                                                                             | 60.0%                                                                             | 60.0%                                                                             | 60.0%                                                                             | 60.0%                                                                             |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               |
| All-Red Time (s)     | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               |
| Lost Time Adjust (s) | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |
| Total Lost Time (s)  | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Recall Mode          | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               |

## Intersection Summary

Cycle Length: 100

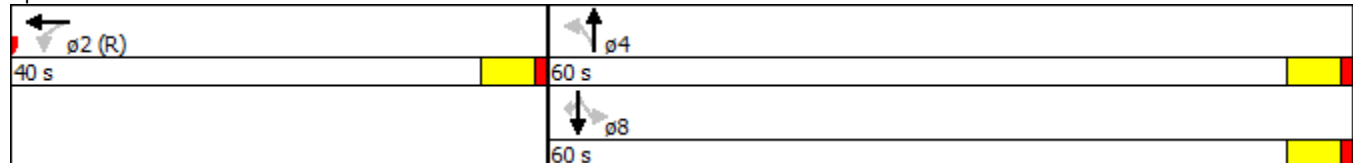
Actuated Cycle Length: 100

Offset: 24 (24%), Referenced to phase 2:WBTL, Start of Green

Natural Cycle: 55

Control Type: Pretimed

Splits and Phases: 21: NW 1st Ave & NW 1st St



# HCM 2010 Signalized Intersection Summary

21: NW 1st Ave & NW 1st St

Background

PM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |  |
| Volume (veh/h)               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 19                                                                                | 324                                                                               | 79                                                                                | 40                                                                                 | 159                                                                                 | 9                                                                                   | 3                                                                                   | 65                                                                                  | 55                                                                                  |
| Number                       |                                                                                   |                                                                                   |                                                                                   | 5                                                                                 | 2                                                                                 | 12                                                                                | 7                                                                                  | 4                                                                                   | 14                                                                                  | 3                                                                                   | 8                                                                                   | 18                                                                                  |
| Initial Q (Qb), veh          |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 0.83                                                                              | 0.99                                                                               |                                                                                     | 0.98                                                                                | 0.99                                                                                |                                                                                     | 0.99                                                                                |
| Parking Bus, Adj             |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       |                                                                                   |                                                                                   |                                                                                   | 1710                                                                              | 1629                                                                              | 1710                                                                              | 1710                                                                               | 1629                                                                                | 1710                                                                                | 1710                                                                                | 1629                                                                                | 1629                                                                                |
| Adj Flow Rate, veh/h         |                                                                                   |                                                                                   |                                                                                   | 22                                                                                | 372                                                                               | 91                                                                                | 46                                                                                 | 183                                                                                 | 10                                                                                  | 3                                                                                   | 75                                                                                  | 63                                                                                  |
| Adj No. of Lanes             |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 2                                                                                 | 0                                                                                 | 0                                                                                  | 1                                                                                   | 0                                                                                   | 0                                                                                   | 2                                                                                   | 1                                                                                   |
| Peak Hour Factor             |                                                                                   |                                                                                   |                                                                                   | 0.87                                                                              | 0.87                                                                              | 0.87                                                                              | 0.87                                                                               | 0.87                                                                                | 0.87                                                                                | 0.87                                                                                | 0.87                                                                                | 0.87                                                                                |
| Percent Heavy Veh, %         |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 5                                                                                 | 0                                                                                 | 5                                                                                  | 5                                                                                   | 5                                                                                   | 5                                                                                   | 5                                                                                   | 5                                                                                   |
| Cap, veh/h                   |                                                                                   |                                                                                   |                                                                                   | 47                                                                                | 803                                                                               | 204                                                                               | 175                                                                                | 655                                                                                 | 34                                                                                  | 75                                                                                  | 1612                                                                                | 751                                                                                 |
| Arrive On Green              |                                                                                   |                                                                                   |                                                                                   | 0.35                                                                              | 0.35                                                                              | 0.35                                                                              | 0.55                                                                               | 0.55                                                                                | 0.55                                                                                | 0.55                                                                                | 0.55                                                                                | 0.55                                                                                |
| Sat Flow, veh/h              |                                                                                   |                                                                                   |                                                                                   | 133                                                                               | 2294                                                                              | 583                                                                               | 240                                                                                | 1191                                                                                | 62                                                                                  | 66                                                                                  | 2931                                                                                | 1366                                                                                |
| Grp Volume(v), veh/h         |                                                                                   |                                                                                   |                                                                                   | 268                                                                               | 0                                                                                 | 217                                                                               | 239                                                                                | 0                                                                                   | 0                                                                                   | 42                                                                                  | 36                                                                                  | 63                                                                                  |
| Grp Sat Flow(s),veh/h/ln     |                                                                                   |                                                                                   |                                                                                   | 1622                                                                              | 0                                                                                 | 1388                                                                              | 1493                                                                               | 0                                                                                   | 0                                                                                   | 1590                                                                                | 1408                                                                                | 1366                                                                                |
| Q Serve(g_s), s              |                                                                                   |                                                                                   |                                                                                   | 12.9                                                                              | 0.0                                                                               | 12.0                                                                              | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 1.2                                                                                 | 2.2                                                                                 |
| Cycle Q Clear(g_c), s        |                                                                                   |                                                                                   |                                                                                   | 12.9                                                                              | 0.0                                                                               | 12.0                                                                              | 7.8                                                                                | 0.0                                                                                 | 0.0                                                                                 | 1.2                                                                                 | 1.2                                                                                 | 2.2                                                                                 |
| Prop In Lane                 |                                                                                   |                                                                                   |                                                                                   | 0.08                                                                              |                                                                                   | 0.42                                                                              | 0.19                                                                               |                                                                                     | 0.04                                                                                | 0.07                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       |                                                                                   |                                                                                   |                                                                                   | 568                                                                               | 0                                                                                 | 486                                                                               | 864                                                                                | 0                                                                                   | 0                                                                                   | 913                                                                                 | 774                                                                                 | 751                                                                                 |
| V/C Ratio(X)                 |                                                                                   |                                                                                   |                                                                                   | 0.47                                                                              | 0.00                                                                              | 0.45                                                                              | 0.28                                                                               | 0.00                                                                                | 0.00                                                                                | 0.05                                                                                | 0.05                                                                                | 0.08                                                                                |
| Avail Cap(c_a), veh/h        |                                                                                   |                                                                                   |                                                                                   | 568                                                                               | 0                                                                                 | 486                                                                               | 864                                                                                | 0                                                                                   | 0                                                                                   | 913                                                                                 | 774                                                                                 | 751                                                                                 |
| HCM Platoon Ratio            |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(l)           |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                               | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     |                                                                                   |                                                                                   |                                                                                   | 25.3                                                                              | 0.0                                                                               | 25.0                                                                              | 11.9                                                                               | 0.0                                                                                 | 0.0                                                                                 | 10.4                                                                                | 10.4                                                                                | 10.6                                                                                |
| Incr Delay (d2), s/veh       |                                                                                   |                                                                                   |                                                                                   | 2.8                                                                               | 0.0                                                                               | 2.9                                                                               | 0.8                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.1                                                                                 | 0.1                                                                                 | 0.2                                                                                 |
| Initial Q Delay(d3),s/veh    |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     |                                                                                   |                                                                                   |                                                                                   | 6.2                                                                               | 0.0                                                                               | 5.0                                                                               | 3.6                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.6                                                                                 | 0.5                                                                                 | 0.9                                                                                 |
| LnGrp Delay(d),s/veh         |                                                                                   |                                                                                   |                                                                                   | 28.1                                                                              | 0.0                                                                               | 28.0                                                                              | 12.7                                                                               | 0.0                                                                                 | 0.0                                                                                 | 10.5                                                                                | 10.5                                                                                | 10.8                                                                                |
| LnGrp LOS                    |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   | C                                                                                 | B                                                                                  |                                                                                     |                                                                                     | B                                                                                   | B                                                                                   | B                                                                                   |
| Approach Vol, veh/h          |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 485                                                                               |                                                                                   |                                                                                    | 239                                                                                 |                                                                                     |                                                                                     | 141                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 28.1                                                                              |                                                                                   |                                                                                    | 12.7                                                                                |                                                                                     |                                                                                     | 10.6                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | B                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 40.0                                                                              |                                                                                   | 60.0                                                                              |                                                                                   |                                                                                   |                                                                                    | 60.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   |                                                                                    | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 35.0                                                                              |                                                                                   | 55.0                                                                              |                                                                                   |                                                                                   |                                                                                    | 55.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 14.9                                                                              |                                                                                   | 9.8                                                                               |                                                                                   |                                                                                   |                                                                                    | 4.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 0.0                                                                               |                                                                                   | 1.4                                                                               |                                                                                   |                                                                                   |                                                                                    | 1.4                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   |                                                                                   | 21.0                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

## **Future Total Conditions**

# Timings 5: NW 8th Street & NW 2nd Ave

Future  
AM Peak Hour

|                      |  |  |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL                                                                                 | SBT                                                                                 |
| Lane Configurations  |                                                                                   |  |                                                                                   |  |                                                                                   |  |                                                                                     |  |
| Volume (vph)         | 9                                                                                 | 518                                                                               | 14                                                                                | 134                                                                               | 50                                                                                | 85                                                                                | 31                                                                                  | 171                                                                                 |
| Turn Type            | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                                | NA                                                                                  |
| Protected Phases     |                                                                                   | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 2                                                                                   |
| Permitted Phases     | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                   | 2                                                                                   |                                                                                     |
| Detector Phase       | 8                                                                                 | 8                                                                                 | 4                                                                                 | 4                                                                                 | 6                                                                                 | 6                                                                                 | 2                                                                                   | 2                                                                                   |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                                 | 7.0                                                                                 |
| Minimum Split (s)    | 23.0                                                                              | 23.0                                                                              | 23.0                                                                              | 23.0                                                                              | 23.0                                                                              | 23.0                                                                              | 23.0                                                                                | 23.0                                                                                |
| Total Split (s)      | 50.0                                                                              | 50.0                                                                              | 50.0                                                                              | 50.0                                                                              | 50.0                                                                              | 50.0                                                                              | 50.0                                                                                | 50.0                                                                                |
| Total Split (%)      | 50.0%                                                                             | 50.0%                                                                             | 50.0%                                                                             | 50.0%                                                                             | 50.0%                                                                             | 50.0%                                                                             | 50.0%                                                                               | 50.0%                                                                               |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                                 | 4.0                                                                                 |
| All-Red Time (s)     | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                                 | 1.0                                                                                 |
| Lost Time Adjust (s) |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                     | 0.0                                                                                 |
| Total Lost Time (s)  |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                     | 5.0                                                                                 |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Recall Mode          | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                                 | Max                                                                                 |

## Intersection Summary

Cycle Length: 100  
Actuated Cycle Length: 100  
Offset: 23 (23%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green  
Natural Cycle: 55  
Control Type: Pretimed

## Splits and Phases: 5: NW 8th Street & NW 2nd Ave

|                                                                                            |                                                                                        |
|--------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
|  ø2 (R) |  ø4 |
| 50 s                                                                                       | 50 s                                                                                   |
|  ø6 (R) |  ø8 |
| 50 s                                                                                       | 50 s                                                                                   |

# HCM 2010 Signalized Intersection Summary

## 5: NW 8th Street & NW 2nd Ave

Future  
AM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Volume (veh/h)               | 9                                                                                 | 518                                                                               | 74                                                                                | 14                                                                                | 134                                                                               | 9                                                                                 | 50                                                                                 | 85                                                                                  | 91                                                                                  | 31                                                                                  | 171                                                                                 | 67                                                                                  |
| Number                       | 3                                                                                 | 8                                                                                 | 18                                                                                | 7                                                                                 | 4                                                                                 | 14                                                                                | 1                                                                                  | 6                                                                                   | 16                                                                                  | 5                                                                                   | 2                                                                                   | 12                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 0.99                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                               |                                                                                     | 0.99                                                                                | 1.00                                                                                |                                                                                     | 0.99                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1900                                                                              | 1810                                                                              | 1900                                                                              | 1900                                                                              | 1810                                                                              | 1900                                                                              | 1900                                                                               | 1810                                                                                | 1900                                                                                | 1900                                                                                | 1810                                                                                | 1900                                                                                |
| Adj Flow Rate, veh/h         | 9                                                                                 | 534                                                                               | 76                                                                                | 14                                                                                | 138                                                                               | 9                                                                                 | 52                                                                                 | 88                                                                                  | 94                                                                                  | 32                                                                                  | 176                                                                                 | 69                                                                                  |
| Adj No. of Lanes             | 0                                                                                 | 1                                                                                 | 0                                                                                 | 0                                                                                 | 1                                                                                 | 0                                                                                 | 0                                                                                  | 1                                                                                   | 0                                                                                   | 0                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                               | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                |
| Percent Heavy Veh, %         | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                  | 5                                                                                   | 5                                                                                   | 5                                                                                   | 5                                                                                   | 5                                                                                   |
| Cap, veh/h                   | 40                                                                                | 692                                                                               | 97                                                                                | 73                                                                                | 647                                                                               | 40                                                                                | 170                                                                                | 284                                                                                 | 275                                                                                 | 98                                                                                  | 504                                                                                 | 186                                                                                 |
| Arrive On Green              | 0.45                                                                              | 0.45                                                                              | 0.45                                                                              | 0.45                                                                              | 0.45                                                                              | 0.45                                                                              | 0.15                                                                               | 0.15                                                                                | 0.15                                                                                | 0.45                                                                                | 0.45                                                                                | 0.45                                                                                |
| Sat Flow, veh/h              | 9                                                                                 | 1537                                                                              | 216                                                                               | 76                                                                                | 1438                                                                              | 90                                                                                | 280                                                                                | 630                                                                                 | 611                                                                                 | 128                                                                                 | 1119                                                                                | 414                                                                                 |
| Grp Volume(v), veh/h         | 619                                                                               | 0                                                                                 | 0                                                                                 | 161                                                                               | 0                                                                                 | 0                                                                                 | 234                                                                                | 0                                                                                   | 0                                                                                   | 277                                                                                 | 0                                                                                   | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln     | 1762                                                                              | 0                                                                                 | 0                                                                                 | 1604                                                                              | 0                                                                                 | 0                                                                                 | 1522                                                                               | 0                                                                                   | 0                                                                                   | 1661                                                                                | 0                                                                                   | 0                                                                                   |
| Q Serve(g_s), s              | 0.3                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 2.5                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 29.7                                                                              | 0.0                                                                               | 0.0                                                                               | 5.4                                                                               | 0.0                                                                               | 0.0                                                                               | 13.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 10.5                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 0.01                                                                              |                                                                                   | 0.12                                                                              | 0.09                                                                              |                                                                                   | 0.06                                                                              | 0.22                                                                               |                                                                                     | 0.40                                                                                | 0.12                                                                                |                                                                                     | 0.25                                                                                |
| Lane Grp Cap(c), veh/h       | 829                                                                               | 0                                                                                 | 0                                                                                 | 761                                                                               | 0                                                                                 | 0                                                                                 | 729                                                                                | 0                                                                                   | 0                                                                                   | 788                                                                                 | 0                                                                                   | 0                                                                                   |
| V/C Ratio(X)                 | 0.75                                                                              | 0.00                                                                              | 0.00                                                                              | 0.21                                                                              | 0.00                                                                              | 0.00                                                                              | 0.32                                                                               | 0.00                                                                                | 0.00                                                                                | 0.35                                                                                | 0.00                                                                                | 0.00                                                                                |
| Avail Cap(c_a), veh/h        | 829                                                                               | 0                                                                                 | 0                                                                                 | 761                                                                               | 0                                                                                 | 0                                                                                 | 729                                                                                | 0                                                                                   | 0                                                                                   | 788                                                                                 | 0                                                                                   | 0                                                                                   |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.33                                                                               | 0.33                                                                                | 0.33                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(l)           | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                               | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                |
| Uniform Delay (d), s/veh     | 23.3                                                                              | 0.0                                                                               | 0.0                                                                               | 16.6                                                                              | 0.0                                                                               | 0.0                                                                               | 28.8                                                                               | 0.0                                                                                 | 0.0                                                                                 | 18.0                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 6.1                                                                               | 0.0                                                                               | 0.0                                                                               | 0.6                                                                               | 0.0                                                                               | 0.0                                                                               | 1.2                                                                                | 0.0                                                                                 | 0.0                                                                                 | 1.2                                                                                 | 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     | 15.8                                                                              | 0.0                                                                               | 0.0                                                                               | 2.8                                                                               | 0.0                                                                               | 0.0                                                                               | 6.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 5.3                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| LnGrp Delay(d),s/veh         | 29.3                                                                              | 0.0                                                                               | 0.0                                                                               | 17.3                                                                              | 0.0                                                                               | 0.0                                                                               | 29.9                                                                               | 0.0                                                                                 | 0.0                                                                                 | 19.2                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| LnGrp LOS                    | C                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | C                                                                                  |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |
| Approach Vol, veh/h          |                                                                                   | 619                                                                               |                                                                                   |                                                                                   | 161                                                                               |                                                                                   |                                                                                    | 234                                                                                 |                                                                                     |                                                                                     | 277                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 29.3                                                                              |                                                                                   |                                                                                   | 17.3                                                                              |                                                                                   |                                                                                    | 29.9                                                                                |                                                                                     |                                                                                     | 19.2                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                    | C                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 50.0                                                                              |                                                                                   | 50.0                                                                              |                                                                                   | 50.0                                                                              |                                                                                    | 50.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                    | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 45.0                                                                              |                                                                                   | 45.0                                                                              |                                                                                   | 45.0                                                                              |                                                                                    | 45.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 12.5                                                                              |                                                                                   | 7.4                                                                               |                                                                                   | 15.0                                                                              |                                                                                    | 31.7                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 1.2                                                                               |                                                                                   | 3.8                                                                               |                                                                                   | 1.2                                                                               |                                                                                    | 3.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   | 25.8                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

## 6: NW 1st Ct & NW 8th Street

Future  
AM Peak Hour

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations               |  |                                                                                   |                                                                                   |  |  |                                                                                   |
| Volume (veh/h)                    | 489                                                                               | 81                                                                                | 13                                                                                | 152                                                                               | 29                                                                                | 20                                                                                |
| Sign Control                      | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              | Stop                                                                              |                                                                                   |
| Grade                             | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                | 0%                                                                                |                                                                                   |
| Peak Hour Factor                  | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              |
| Hourly flow rate (vph)            | 543                                                                               | 90                                                                                | 14                                                                                | 169                                                                               | 32                                                                                | 22                                                                                |
| Pedestrians                       | 1                                                                                 |                                                                                   |                                                                                   |                                                                                   | 12                                                                                |                                                                                   |
| Lane Width (ft)                   | 12.0                                                                              |                                                                                   |                                                                                   |                                                                                   | 12.0                                                                              |                                                                                   |
| Walking Speed (ft/s)              | 4.0                                                                               |                                                                                   |                                                                                   |                                                                                   | 4.0                                                                               |                                                                                   |
| Percent Blockage                  | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 1                                                                                 |                                                                                   |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       | None                                                                              |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                   |
| Median storage veh                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (ft)              | 357                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| pX, platoon unblocked             |                                                                                   |                                                                                   | 0.72                                                                              |                                                                                   | 0.72                                                                              | 0.72                                                                              |
| vC, conflicting volume            |                                                                                   |                                                                                   | 645                                                                               |                                                                                   | 799                                                                               | 600                                                                               |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                |                                                                                   |                                                                                   | 307                                                                               |                                                                                   | 522                                                                               | 244                                                                               |
| tC, single (s)                    |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   | 6.4                                                                               | 6.2                                                                               |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   | 3.5                                                                               | 3.3                                                                               |
| p0 queue free %                   |                                                                                   |                                                                                   | 98                                                                                |                                                                                   | 91                                                                                | 96                                                                                |
| cM capacity (veh/h)               |                                                                                   |                                                                                   | 877                                                                               |                                                                                   | 355                                                                               | 558                                                                               |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume Total                      | 633                                                                               | 183                                                                               | 54                                                                                |                                                                                   |                                                                                   |                                                                                   |
| Volume Left                       | 0                                                                                 | 14                                                                                | 32                                                                                |                                                                                   |                                                                                   |                                                                                   |
| Volume Right                      | 90                                                                                | 0                                                                                 | 22                                                                                |                                                                                   |                                                                                   |                                                                                   |
| cSH                               | 1700                                                                              | 877                                                                               | 417                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.37                                                                              | 0.02                                                                              | 0.13                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Queue Length 95th (ft)            | 0                                                                                 | 1                                                                                 | 11                                                                                |                                                                                   |                                                                                   |                                                                                   |
| Control Delay (s)                 | 0.0                                                                               | 0.9                                                                               | 14.9                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Lane LOS                          |                                                                                   | A                                                                                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Approach Delay (s)                | 0.0                                                                               | 0.9                                                                               | 14.9                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Approach LOS                      |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   |                                                                                   | 1.1                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 40.8%                                                                             | ICU Level of Service                                                              | A                                                                                 |                                                                                   |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |

# HCM Unsignalized Intersection Capacity Analysis

7: NW 1st Ave & NW 8th St

Future  
AM Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |  |  |                                                                                     |  |  |  |
| Volume (veh/h)                    | 48                                                                                | 237                                                                               | 254                                                                               | 29                                                                                | 125                                                                               | 13                                                                                | 9                                                                                   | 29                                                                                  | 16                                                                                  | 5                                                                                   | 37                                                                                  | 31                                                                                  |
| Sign Control                      |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                     | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Grade                             |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                     | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Hourly flow rate (vph)            | 52                                                                                | 258                                                                               | 276                                                                               | 32                                                                                | 136                                                                               | 14                                                                                | 10                                                                                  | 32                                                                                  | 17                                                                                  | 5                                                                                   | 40                                                                                  | 34                                                                                  |
| Pedestrians                       |                                                                                   | 15                                                                                |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     | 19                                                                                  |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Lane Width (ft)                   |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                     | 12.0                                                                                |                                                                                     |                                                                                     | 12.0                                                                                |                                                                                     |
| Walking Speed (ft/s)              |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                     | 4.0                                                                                 |                                                                                     |                                                                                     | 4.0                                                                                 |                                                                                     |
| Percent Blockage                  |                                                                                   | 1                                                                                 |                                                                                   |                                                                                   | 1                                                                                 |                                                                                   |                                                                                     | 2                                                                                   |                                                                                     |                                                                                     | 1                                                                                   |                                                                                     |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median type                       |                                                                                   | None                                                                              |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Upstream signal (ft)              |                                                                                   | 727                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   | 0.78                                                                              |                                                                                   |                                                                                   | 0.78                                                                                | 0.78                                                                                | 0.78                                                                                | 0.78                                                                                | 0.78                                                                                |                                                                                     |
| vC, conflicting volume            | 156                                                                               |                                                                                   |                                                                                   | 553                                                                               |                                                                                   |                                                                                   | 794                                                                                 | 738                                                                                 | 421                                                                                 | 751                                                                                 | 869                                                                                 | 164                                                                                 |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 156                                                                               |                                                                                   |                                                                                   | 286                                                                               |                                                                                   |                                                                                   | 595                                                                                 | 523                                                                                 | 116                                                                                 | 540                                                                                 | 691                                                                                 | 164                                                                                 |
| tC, single (s)                    | 4.1                                                                               |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   |                                                                                   | 7.1                                                                                 | 6.5                                                                                 | 6.2                                                                                 | 7.1                                                                                 | 6.5                                                                                 | 6.2                                                                                 |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| tF (s)                            | 2.2                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |                                                                                   | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 |
| p0 queue free %                   | 96                                                                                |                                                                                   |                                                                                   | 97                                                                                |                                                                                   |                                                                                   | 96                                                                                  | 90                                                                                  | 98                                                                                  | 98                                                                                  | 84                                                                                  | 96                                                                                  |
| cM capacity (veh/h)               | 1399                                                                              |                                                                                   |                                                                                   | 967                                                                               |                                                                                   |                                                                                   | 247                                                                                 | 323                                                                                 | 709                                                                                 | 292                                                                                 | 259                                                                                 | 858                                                                                 |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              | NB 2                                                                              | NB 3                                                                              | SB 1                                                                              | SB 2                                                                                | SB 3                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 586                                                                               | 182                                                                               | 10                                                                                | 21                                                                                | 28                                                                                | 5                                                                                 | 27                                                                                  | 47                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 52                                                                                | 32                                                                                | 10                                                                                | 0                                                                                 | 0                                                                                 | 5                                                                                 | 0                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 276                                                                               | 14                                                                                | 0                                                                                 | 0                                                                                 | 17                                                                                | 0                                                                                 | 0                                                                                   | 34                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 1399                                                                              | 967                                                                               | 247                                                                               | 323                                                                               | 489                                                                               | 292                                                                               | 259                                                                                 | 517                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.04                                                                              | 0.03                                                                              | 0.04                                                                              | 0.07                                                                              | 0.06                                                                              | 0.02                                                                              | 0.10                                                                                | 0.09                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (ft)            | 3                                                                                 | 3                                                                                 | 3                                                                                 | 5                                                                                 | 5                                                                                 | 1                                                                                 | 9                                                                                   | 7                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 1.1                                                                               | 1.8                                                                               | 20.2                                                                              | 16.9                                                                              | 12.8                                                                              | 17.6                                                                              | 20.5                                                                                | 12.7                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | A                                                                                 | A                                                                                 | C                                                                                 | C                                                                                 | B                                                                                 | C                                                                                 | C                                                                                   | B                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 1.1                                                                               | 1.8                                                                               | 15.5                                                                              |                                                                                   |                                                                                   |                                                                                   | 15.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                   | C                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   | 3.4                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 51.2%                                                                             | ICU Level of Service                                                              |                                                                                   |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

## 8: NW 2nd Ave & NW 7th St

Future  
AM Peak Hour

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations               |  |                                                                                   |  |                                                                                   |                                                                                   |  |
| Volume (veh/h)                    | 8                                                                                 | 15                                                                                | 205                                                                               | 0                                                                                 | 0                                                                                 | 264                                                                               |
| Sign Control                      | Stop                                                                              |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |
| Grade                             | 0%                                                                                |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |
| Peak Hour Factor                  | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              |
| Hourly flow rate (vph)            | 9                                                                                 | 17                                                                                | 238                                                                               | 0                                                                                 | 0                                                                                 | 307                                                                               |
| Pedestrians                       | 10                                                                                |                                                                                   | 10                                                                                |                                                                                   |                                                                                   | 5                                                                                 |
| Lane Width (ft)                   | 12.0                                                                              |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                   | 12.0                                                                              |
| Walking Speed (ft/s)              | 4.0                                                                               |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               |
| Percent Blockage                  | 1                                                                                 |                                                                                   | 1                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                   | None                                                                              |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (ft)              |                                                                                   |                                                                                   | 366                                                                               |                                                                                   |                                                                                   | 339                                                                               |
| pX, platoon unblocked             | 0.97                                                                              | 0.98                                                                              |                                                                                   |                                                                                   | 0.98                                                                              |                                                                                   |
| vC, conflicting volume            | 565                                                                               | 253                                                                               |                                                                                   |                                                                                   | 248                                                                               |                                                                                   |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                | 484                                                                               | 226                                                                               |                                                                                   |                                                                                   | 221                                                                               |                                                                                   |
| tC, single (s)                    | 6.4                                                                               | 6.2                                                                               |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            | 3.5                                                                               | 3.3                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |
| p0 queue free %                   | 98                                                                                | 98                                                                                |                                                                                   |                                                                                   | 100                                                                               |                                                                                   |
| cM capacity (veh/h)               | 510                                                                               | 779                                                                               |                                                                                   |                                                                                   | 1291                                                                              |                                                                                   |
| Direction, Lane #                 | WB 1                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume Total                      | 27                                                                                | 238                                                                               | 307                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Volume Left                       | 9                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Volume Right                      | 17                                                                                | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| cSH                               | 658                                                                               | 1700                                                                              | 1700                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.04                                                                              | 0.14                                                                              | 0.18                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Queue Length 95th (ft)            | 3                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Control Delay (s)                 | 10.7                                                                              | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Lane LOS                          | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Approach Delay (s)                | 10.7                                                                              | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Approach LOS                      | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   |                                                                                   | 0.5                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 25.4%                                                                             | ICU Level of Service                                                              |                                                                                   | A                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |

# Timings

10: NW 2nd Ave & NW 6th St

Future

AM Peak Hour

|                      | ←     | ↙     | ↑     | ↓     |
|----------------------|-------|-------|-------|-------|
| Lane Group           | WBT   | NBL   | NBT   | SBT   |
| Lane Configurations  | ↔↔    |       | ↔     | ↔     |
| Volume (vph)         | 166   | 51    | 152   | 202   |
| Turn Type            | NA    | Perm  | NA    | NA    |
| Protected Phases     | 4     |       | 6     | 2     |
| Permitted Phases     |       | 6     |       |       |
| Detector Phase       | 4     | 6     | 6     | 2     |
| Switch Phase         |       |       |       |       |
| Minimum Initial (s)  | 7.0   | 15.0  | 15.0  | 15.0  |
| Minimum Split (s)    | 27.0  | 21.0  | 21.0  | 21.0  |
| Total Split (s)      | 40.0  | 60.0  | 60.0  | 60.0  |
| Total Split (%)      | 40.0% | 60.0% | 60.0% | 60.0% |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)     | 1.0   | 1.0   | 1.0   | 1.0   |
| Lost Time Adjust (s) | 0.0   |       | 0.0   | 0.0   |
| Total Lost Time (s)  | 5.0   |       | 5.0   | 5.0   |
| Lead/Lag             |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |
| Recall Mode          | Max   | Max   | Max   | Max   |

## Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 86 (86%), Referenced to phase 2:SBT and 6:NBT, Start of Green

Natural Cycle: 50

Control Type: Pretimed

Splits and Phases: 10: NW 2nd Ave & NW 6th St

|          |      |
|----------|------|
| ↓ ρ2 (R) | ← ρ4 |
| 60 s     | 40 s |
| ↑ ρ6 (R) |      |
| 60 s     |      |

# HCM 2010 Signalized Intersection Summary

## 10: NW 2nd Ave & NW 6th St

Future  
AM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Volume (veh/h)               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 102                                                                               | 166                                                                               | 64                                                                                | 51                                                                                 | 152                                                                                 | 0                                                                                   | 0                                                                                   | 202                                                                                 | 62                                                                                  |
| Number                       |                                                                                   |                                                                                   |                                                                                   | 7                                                                                 | 4                                                                                 | 14                                                                                | 1                                                                                  | 6                                                                                   | 16                                                                                  | 5                                                                                   | 2                                                                                   | 12                                                                                  |
| Initial Q (Qb), veh          |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 0.99                                                                              | 0.99                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.99                                                                                |
| Parking Bus, Adj             |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       |                                                                                   |                                                                                   |                                                                                   | 1710                                                                              | 1629                                                                              | 1710                                                                              | 1710                                                                               | 1629                                                                                | 0                                                                                   | 0                                                                                   | 1629                                                                                | 1710                                                                                |
| Adj Flow Rate, veh/h         |                                                                                   |                                                                                   |                                                                                   | 107                                                                               | 175                                                                               | 67                                                                                | 54                                                                                 | 160                                                                                 | 0                                                                                   | 0                                                                                   | 213                                                                                 | 65                                                                                  |
| Adj No. of Lanes             |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 2                                                                                 | 0                                                                                 | 0                                                                                  | 1                                                                                   | 0                                                                                   | 0                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             |                                                                                   |                                                                                   |                                                                                   | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                               | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Percent Heavy Veh, %         |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 5                                                                                 | 0                                                                                 | 5                                                                                  | 5                                                                                   | 0                                                                                   | 0                                                                                   | 5                                                                                   | 5                                                                                   |
| Cap, veh/h                   |                                                                                   |                                                                                   |                                                                                   | 320                                                                               | 546                                                                               | 216                                                                               | 183                                                                                | 504                                                                                 | 0                                                                                   | 0                                                                                   | 657                                                                                 | 200                                                                                 |
| Arrive On Green              |                                                                                   |                                                                                   |                                                                                   | 0.35                                                                              | 0.35                                                                              | 0.35                                                                              | 0.18                                                                               | 0.18                                                                                | 0.00                                                                                | 0.00                                                                                | 0.18                                                                                | 0.18                                                                                |
| Sat Flow, veh/h              |                                                                                   |                                                                                   |                                                                                   | 914                                                                               | 1560                                                                              | 617                                                                               | 250                                                                                | 917                                                                                 | 0                                                                                   | 0                                                                                   | 1194                                                                                | 364                                                                                 |
| Grp Volume(v), veh/h         |                                                                                   |                                                                                   |                                                                                   | 185                                                                               | 0                                                                                 | 164                                                                               | 214                                                                                | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 278                                                                                 |
| Grp Sat Flow(s),veh/h/ln     |                                                                                   |                                                                                   |                                                                                   | 1583                                                                              | 0                                                                                 | 1509                                                                              | 1167                                                                               | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 1559                                                                                |
| Q Serve(g_s), s              |                                                                                   |                                                                                   |                                                                                   | 8.6                                                                               | 0.0                                                                               | 7.9                                                                               | 6.8                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 15.5                                                                                |
| Cycle Q Clear(g_c), s        |                                                                                   |                                                                                   |                                                                                   | 8.6                                                                               | 0.0                                                                               | 7.9                                                                               | 22.4                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 15.5                                                                                |
| Prop In Lane                 |                                                                                   |                                                                                   |                                                                                   | 0.58                                                                              |                                                                                   | 0.41                                                                              | 0.25                                                                               |                                                                                     | 0.00                                                                                | 0.00                                                                                |                                                                                     | 0.23                                                                                |
| Lane Grp Cap(c), veh/h       |                                                                                   |                                                                                   |                                                                                   | 554                                                                               | 0                                                                                 | 528                                                                               | 687                                                                                | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 857                                                                                 |
| V/C Ratio(X)                 |                                                                                   |                                                                                   |                                                                                   | 0.33                                                                              | 0.00                                                                              | 0.31                                                                              | 0.31                                                                               | 0.00                                                                                | 0.00                                                                                | 0.00                                                                                | 0.00                                                                                | 0.32                                                                                |
| Avail Cap(c_a), veh/h        |                                                                                   |                                                                                   |                                                                                   | 554                                                                               | 0                                                                                 | 528                                                                               | 687                                                                                | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 857                                                                                 |
| HCM Platoon Ratio            |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.33                                                                               | 0.33                                                                                | 1.00                                                                                | 1.00                                                                                | 0.33                                                                                | 0.33                                                                                |
| Upstream Filter(l)           |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                               | 0.00                                                                                | 0.00                                                                                | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     |                                                                                   |                                                                                   |                                                                                   | 23.9                                                                              | 0.0                                                                               | 23.7                                                                              | 27.3                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 24.8                                                                                |
| Incr Delay (d2), s/veh       |                                                                                   |                                                                                   |                                                                                   | 1.6                                                                               | 0.0                                                                               | 1.5                                                                               | 1.2                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 1.0                                                                                 |
| Initial Q Delay(d3),s/veh    |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     |                                                                                   |                                                                                   |                                                                                   | 4.0                                                                               | 0.0                                                                               | 3.5                                                                               | 5.5                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 6.9                                                                                 |
| LnGrp Delay(d),s/veh         |                                                                                   |                                                                                   |                                                                                   | 25.5                                                                              | 0.0                                                                               | 25.2                                                                              | 28.5                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 25.8                                                                                |
| LnGrp LOS                    |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   | C                                                                                 | C                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     | C                                                                                   |
| Approach Vol, veh/h          |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 349                                                                               |                                                                                   |                                                                                    | 214                                                                                 |                                                                                     |                                                                                     | 278                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 25.4                                                                              |                                                                                   |                                                                                    | 28.5                                                                                |                                                                                     |                                                                                     | 25.8                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 60.0                                                                              |                                                                                   | 40.0                                                                              |                                                                                   | 60.0                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 55.0                                                                              |                                                                                   | 35.0                                                                              |                                                                                   | 55.0                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 17.5                                                                              |                                                                                   | 10.6                                                                              |                                                                                   | 24.4                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 1.1                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 1.1                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   |                                                                                   | 26.3                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

11: NW 1st Ct & NW 6th St

Future

AM Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Volume (veh/h)                    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 10                                                                                | 275                                                                               | 53                                                                                | 15                                                                                 | 18                                                                                  | 0                                                                                   | 0                                                                                   | 14                                                                                  | 36                                                                                  |
| Sign Control                      |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                    | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Grade                             |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                    | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Peak Hour Factor                  | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                               | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                |
| Hourly flow rate (vph)            | 0                                                                                 | 0                                                                                 | 0                                                                                 | 10                                                                                | 284                                                                               | 55                                                                                | 15                                                                                 | 19                                                                                  | 0                                                                                   | 0                                                                                   | 14                                                                                  | 37                                                                                  |
| Pedestrians                       |                                                                                   | 12                                                                                |                                                                                   |                                                                                   | 34                                                                                |                                                                                   |                                                                                    | 12                                                                                  |                                                                                     |                                                                                     | 28                                                                                  |                                                                                     |
| Lane Width (ft)                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                    | 12.0                                                                                |                                                                                     |                                                                                     | 12.0                                                                                |                                                                                     |
| Walking Speed (ft/s)              |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                    | 4.0                                                                                 |                                                                                     |                                                                                     | 4.0                                                                                 |                                                                                     |
| Percent Blockage                  |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 3                                                                                 |                                                                                   |                                                                                    | 1                                                                                   |                                                                                     |                                                                                     | 2                                                                                   |                                                                                     |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median type                       |                                                                                   | None                                                                              |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Upstream signal (ft)              |                                                                                   | 363                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC, conflicting volume            | 366                                                                               |                                                                                   |                                                                                   | 12                                                                                |                                                                                   |                                                                                   | 231                                                                                | 399                                                                                 | 46                                                                                  | 403                                                                                 | 371                                                                                 | 209                                                                                 |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 366                                                                               |                                                                                   |                                                                                   | 12                                                                                |                                                                                   |                                                                                   | 231                                                                                | 399                                                                                 | 46                                                                                  | 403                                                                                 | 371                                                                                 | 209                                                                                 |
| tC, single (s)                    | 4.2                                                                               |                                                                                   |                                                                                   | 4.2                                                                               |                                                                                   |                                                                                   | 7.6                                                                                | 6.6                                                                                 | 7.0                                                                                 | 7.6                                                                                 | 6.6                                                                                 | 7.0                                                                                 |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| tF (s)                            | 2.2                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |                                                                                   | 3.5                                                                                | 4.0                                                                                 | 3.3                                                                                 | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 |
| p0 queue free %                   | 100                                                                               |                                                                                   |                                                                                   | 99                                                                                |                                                                                   |                                                                                   | 98                                                                                 | 96                                                                                  | 100                                                                                 | 100                                                                                 | 97                                                                                  | 95                                                                                  |
| cM capacity (veh/h)               | 1140                                                                              |                                                                                   |                                                                                   | 1568                                                                              |                                                                                   |                                                                                   | 623                                                                                | 510                                                                                 | 966                                                                                 | 470                                                                                 | 529                                                                                 | 769                                                                                 |
| Direction, Lane #                 | WB 1                                                                              | WB 2                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 152                                                                               | 196                                                                               | 34                                                                                | 52                                                                                |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 10                                                                                | 0                                                                                 | 15                                                                                | 0                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 0                                                                                 | 55                                                                                | 0                                                                                 | 37                                                                                |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 1568                                                                              | 1700                                                                              | 556                                                                               | 682                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.01                                                                              | 0.12                                                                              | 0.06                                                                              | 0.08                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (ft)            | 0                                                                                 | 0                                                                                 | 5                                                                                 | 6                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 0.5                                                                               | 0.0                                                                               | 11.9                                                                              | 10.7                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | A                                                                                 |                                                                                   | B                                                                                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 0.2                                                                               |                                                                                   | 11.9                                                                              | 10.7                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      |                                                                                   |                                                                                   | B                                                                                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   | 2.4                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 31.8%                                                                             |                                                                                   | ICU Level of Service                                                              |                                                                                   |                                                                                    |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

12: NW 1st Ave & NW 6th St

Future

AM Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |                                                                                   |  |  |                                                                                     |                                                                                     |  |  |
| Volume (veh/h)                    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 18                                                                                | 224                                                                               | 14                                                                                | 208                                                                                 | 55                                                                                  | 0                                                                                   | 0                                                                                   | 119                                                                                 | 213                                                                                 |
| Sign Control                      |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                     | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Grade                             |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                     | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Peak Hour Factor                  | 0.88                                                                              | 0.88                                                                              | 0.88                                                                              | 0.88                                                                              | 0.88                                                                              | 0.88                                                                              | 0.88                                                                                | 0.88                                                                                | 0.88                                                                                | 0.88                                                                                | 0.88                                                                                | 0.88                                                                                |
| Hourly flow rate (vph)            | 0                                                                                 | 0                                                                                 | 0                                                                                 | 20                                                                                | 255                                                                               | 16                                                                                | 236                                                                                 | 62                                                                                  | 0                                                                                   | 0                                                                                   | 135                                                                                 | 242                                                                                 |
| Pedestrians                       |                                                                                   | 18                                                                                |                                                                                   |                                                                                   | 13                                                                                |                                                                                   |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     | 11                                                                                  |                                                                                     |
| Lane Width (ft)                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                     | 12.0                                                                                |                                                                                     |                                                                                     | 12.0                                                                                |                                                                                     |
| Walking Speed (ft/s)              |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                     | 4.0                                                                                 |                                                                                     |                                                                                     | 4.0                                                                                 |                                                                                     |
| Percent Blockage                  |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 1                                                                                 |                                                                                   |                                                                                     | 1                                                                                   |                                                                                     |                                                                                     | 1                                                                                   |                                                                                     |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median type                       |                                                                                   | None                                                                              |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Upstream signal (ft)              |                                                                                   | 855                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC, conflicting volume            | 281                                                                               |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 466                                                                                 | 328                                                                                 | 19                                                                                  | 359                                                                                 | 320                                                                                 | 164                                                                                 |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 281                                                                               |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 466                                                                                 | 328                                                                                 | 19                                                                                  | 359                                                                                 | 320                                                                                 | 164                                                                                 |
| tC, single (s)                    | 4.2                                                                               |                                                                                   |                                                                                   | 4.2                                                                               |                                                                                   |                                                                                   | 7.6                                                                                 | 6.6                                                                                 | 7.0                                                                                 | 7.6                                                                                 | 6.6                                                                                 | 7.0                                                                                 |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| tF (s)                            | 2.2                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |                                                                                   | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 |
| p0 queue free %                   | 100                                                                               |                                                                                   |                                                                                   | 99                                                                                |                                                                                   |                                                                                   | 27                                                                                  | 89                                                                                  | 100                                                                                 | 100                                                                                 | 82                                                                                  | 73                                                                                  |
| cM capacity (veh/h)               | 1245                                                                              |                                                                                   |                                                                                   | 1584                                                                              |                                                                                   |                                                                                   | 291                                                                                 | 567                                                                                 | 1028                                                                                | 496                                                                                 | 573                                                                                 | 834                                                                                 |
| Direction, Lane #                 | WB 1                                                                              | WB 2                                                                              | NB 1                                                                              | NB 2                                                                              | NB 3                                                                              | SB 1                                                                              | SB 2                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 148                                                                               | 143                                                                               | 211                                                                               | 31                                                                                | 31                                                                                | 70                                                                                | 256                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 20                                                                                | 0                                                                                 | 211                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 0                                                                                 | 16                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 222                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 1584                                                                              | 1700                                                                              | 291                                                                               | 567                                                                               | 567                                                                               | 573                                                                               | 786                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.01                                                                              | 0.08                                                                              | 0.73                                                                              | 0.06                                                                              | 0.06                                                                              | 0.12                                                                              | 0.33                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (ft)            | 1                                                                                 | 0                                                                                 | 130                                                                               | 4                                                                                 | 4                                                                                 | 10                                                                                | 36                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 1.1                                                                               | 0.0                                                                               | 44.2                                                                              | 11.7                                                                              | 11.7                                                                              | 12.2                                                                              | 11.8                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | A                                                                                 |                                                                                   | E                                                                                 | B                                                                                 | B                                                                                 | B                                                                                 | B                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 0.6                                                                               |                                                                                   | 36.8                                                                              |                                                                                   |                                                                                   | 11.9                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      |                                                                                   |                                                                                   | E                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   | 15.8                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 54.8%                                                                             | ICU Level of Service                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings

13: NW 2nd Ave & NW 5th St

Future

AM Peak Hour

|                      | →     | ↑     | ↘     | ↓     |
|----------------------|-------|-------|-------|-------|
| Lane Group           | EBT   | NBT   | SBL   | SBT   |
| Lane Configurations  | ↔↔↔   | ↔     |       | ↔     |
| Volume (vph)         | 1049  | 183   | 28    | 257   |
| Turn Type            | NA    | NA    | Perm  | NA    |
| Protected Phases     | 4     | 6     |       | 2     |
| Permitted Phases     |       |       | 2     |       |
| Detector Phase       | 4     | 6     | 2     | 2     |
| Switch Phase         |       |       |       |       |
| Minimum Initial (s)  | 7.0   | 7.0   | 7.0   | 7.0   |
| Minimum Split (s)    | 23.0  | 21.0  | 21.0  | 21.0  |
| Total Split (s)      | 50.0  | 50.0  | 50.0  | 50.0  |
| Total Split (%)      | 50.0% | 50.0% | 50.0% | 50.0% |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)     | 1.0   | 1.0   | 1.0   | 1.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   |       | 0.0   |
| Total Lost Time (s)  | 5.0   | 5.0   |       | 5.0   |
| Lead/Lag             |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |
| Recall Mode          | Max   | Max   | Max   | Max   |

## Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 25 (25%), Referenced to phase 2:SBTL and 6:NBT, Start of Green

Natural Cycle: 45

Control Type: Pretimed

Splits and Phases: 13: NW 2nd Ave & NW 5th St

|                                                                                                               |                                                                                                           |
|---------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|
|  <p>ø2 (R)</p> <p>50 s</p> |  <p>ø4</p> <p>50 s</p> |
|  <p>ø6 (R)</p> <p>50 s</p> |                                                                                                           |

# HCM 2010 Signalized Intersection Summary

## 13: NW 2nd Ave & NW 5th St

Future  
AM Peak Hour

|                              |  |                                                                                                                                                                      |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                                                                                                                                                                                                   | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Volume (veh/h)               | 30                                                                                | 1049                                                                                                                                                                                                                                                  | 162                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 183                                                                                 | 164                                                                                 | 28                                                                                  | 257                                                                                 | 0                                                                                   |
| Number                       | 7                                                                                 | 4                                                                                                                                                                                                                                                     | 14                                                                                |                                                                                   |                                                                                   |                                                                                   | 1                                                                                  | 6                                                                                   | 16                                                                                  | 5                                                                                   | 2                                                                                   | 12                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                                                                                                                                                                                     | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                                                                                                                                                                                       | 0.98                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               |                                                                                     | 0.99                                                                                | 0.99                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1710                                                                              | 1629                                                                                                                                                                                                                                                  | 1710                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1629                                                                                | 1710                                                                                | 1710                                                                                | 1629                                                                                | 0                                                                                   |
| Adj Flow Rate, veh/h         | 32                                                                                | 1116                                                                                                                                                                                                                                                  | 172                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 195                                                                                 | 174                                                                                 | 30                                                                                  | 273                                                                                 | 0                                                                                   |
| Adj No. of Lanes             | 0                                                                                 | 3                                                                                                                                                                                                                                                     | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1                                                                                   | 0                                                                                   | 0                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             | 0.94                                                                              | 0.94                                                                                                                                                                                                                                                  | 0.94                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.94                                                                               | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                |
| Percent Heavy Veh, %         | 0                                                                                 | 5                                                                                                                                                                                                                                                     | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 5                                                                                   | 5                                                                                   | 5                                                                                   | 5                                                                                   | 0                                                                                   |
| Cap, veh/h                   | 47                                                                                | 1746                                                                                                                                                                                                                                                  | 279                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 355                                                                                 | 317                                                                                 | 82                                                                                  | 654                                                                                 | 0                                                                                   |
| Arrive On Green              | 0.45                                                                              | 0.45                                                                                                                                                                                                                                                  | 0.45                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 0.90                                                                                | 0.90                                                                                | 0.15                                                                                | 0.15                                                                                | 0.00                                                                                |
| Sat Flow, veh/h              | 105                                                                               | 3880                                                                                                                                                                                                                                                  | 621                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 790                                                                                 | 704                                                                                 | 94                                                                                  | 1453                                                                                | 0                                                                                   |
| Grp Volume(v), veh/h         | 494                                                                               | 410                                                                                                                                                                                                                                                   | 416                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                   | 369                                                                                 | 303                                                                                 | 0                                                                                   | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln     | 1623                                                                              | 1482                                                                                                                                                                                                                                                  | 1501                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                   | 1494                                                                                | 1548                                                                                | 0                                                                                   | 0                                                                                   |
| Q Serve(g_s), s              | 24.1                                                                              | 21.1                                                                                                                                                                                                                                                  | 21.1                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 4.9                                                                                 | 0.5                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 24.1                                                                              | 21.1                                                                                                                                                                                                                                                  | 21.1                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 4.9                                                                                 | 16.9                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 0.06                                                                              |                                                                                                                                                                                                                                                       | 0.41                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               |                                                                                     | 0.47                                                                                | 0.10                                                                                |                                                                                     | 0.00                                                                                |
| Lane Grp Cap(c), veh/h       | 730                                                                               | 667                                                                                                                                                                                                                                                   | 675                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                   | 672                                                                                 | 736                                                                                 | 0                                                                                   | 0                                                                                   |
| V/C Ratio(X)                 | 0.68                                                                              | 0.62                                                                                                                                                                                                                                                  | 0.62                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 0.00                                                                                | 0.55                                                                                | 0.41                                                                                | 0.00                                                                                | 0.00                                                                                |
| Avail Cap(c_a), veh/h        | 730                                                                               | 667                                                                                                                                                                                                                                                   | 675                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                   | 672                                                                                 | 736                                                                                 | 0                                                                                   | 0                                                                                   |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               | 2.00                                                                                | 2.00                                                                                | 0.33                                                                                | 0.33                                                                                | 1.00                                                                                |
| Upstream Filter(l)           | 1.00                                                                              | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                |
| Uniform Delay (d), s/veh     | 21.7                                                                              | 20.9                                                                                                                                                                                                                                                  | 20.9                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 3.0                                                                                 | 30.6                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 5.0                                                                               | 4.2                                                                                                                                                                                                                                                   | 4.2                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 3.2                                                                                 | 1.7                                                                                 | 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                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 11.7                                                                              | 9.3                                                                                                                                                                                                                                                   | 9.4                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 2.2                                                                                 | 8.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| LnGrp Delay(d),s/veh         | 26.7                                                                              | 25.1                                                                                                                                                                                                                                                  | 25.1                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 6.2                                                                                 | 32.3                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| LnGrp LOS                    | C                                                                                 | C                                                                                                                                                                                                                                                     | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     | A                                                                                   | C                                                                                   |                                                                                     |                                                                                     |
| Approach Vol, veh/h          |                                                                                   | 1320                                                                                                                                                                                                                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | 369                                                                                 |                                                                                     |                                                                                     | 303                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 25.7                                                                                                                                                                                                                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | 6.2                                                                                 |                                                                                     |                                                                                     | 32.3                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   | C                                                                                                                                                                                                                                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | A                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                                                                                                                                                                                     | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                                                                                                                                                                                     |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 50.0                                                                                                                                                                                                                                                  |                                                                                   | 50.0                                                                              |                                                                                   | 50.0                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 5.0                                                                                                                                                                                                                                                   |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 45.0                                                                                                                                                                                                                                                  |                                                                                   | 45.0                                                                              |                                                                                   | 45.0                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 18.9                                                                                                                                                                                                                                                  |                                                                                   | 26.1                                                                              |                                                                                   | 6.9                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 1.6                                                                                                                                                                                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   | 1.6                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                                                                                                                                                                                       | 23.1                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                                                                                                                                                                                       | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

14: NW 5th St & NW 1st Ct

Future

AM Peak Hour

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBL                                                                               | SBR                                                                               |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |
| Volume (veh/h)                    | 30                                                                                | 1204                                                                              | 0                                                                                 | 0                                                                                 | 18                                                                                | 0                                                                                 |
| Sign Control                      |                                                                                   | Free                                                                              | Free                                                                              |                                                                                   | Stop                                                                              |                                                                                   |
| Grade                             |                                                                                   | 0%                                                                                | 0%                                                                                |                                                                                   | 0%                                                                                |                                                                                   |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |
| Hourly flow rate (vph)            | 33                                                                                | 1309                                                                              | 0                                                                                 | 0                                                                                 | 20                                                                                | 0                                                                                 |
| Pedestrians                       |                                                                                   | 2                                                                                 | 134                                                                               |                                                                                   | 11                                                                                |                                                                                   |
| Lane Width (ft)                   |                                                                                   | 12.0                                                                              | 0.0                                                                               |                                                                                   | 12.0                                                                              |                                                                                   |
| Walking Speed (ft/s)              |                                                                                   | 4.0                                                                               | 4.0                                                                               |                                                                                   | 4.0                                                                               |                                                                                   |
| Percent Blockage                  |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 1                                                                                 |                                                                                   |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       |                                                                                   | None                                                                              | None                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (ft)              |                                                                                   | 352                                                                               | 500                                                                               |                                                                                   |                                                                                   |                                                                                   |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.80                                                                              |                                                                                   |
| vC, conflicting volume            | 11                                                                                |                                                                                   |                                                                                   |                                                                                   | 646                                                                               | 13                                                                                |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                | 11                                                                                |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 13                                                                                |
| tC, single (s)                    | 4.2                                                                               |                                                                                   |                                                                                   |                                                                                   | 6.9                                                                               | 7.0                                                                               |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            | 2.2                                                                               |                                                                                   |                                                                                   |                                                                                   | 3.5                                                                               | 3.3                                                                               |
| p0 queue free %                   | 98                                                                                |                                                                                   |                                                                                   |                                                                                   | 98                                                                                | 100                                                                               |
| cM capacity (veh/h)               | 1571                                                                              |                                                                                   |                                                                                   |                                                                                   | 790                                                                               | 1043                                                                              |
| Direction, Lane #                 | EB 1                                                                              | EB 2                                                                              | EB 3                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |
| Volume Total                      | 294                                                                               | 523                                                                               | 523                                                                               | 20                                                                                |                                                                                   |                                                                                   |
| Volume Left                       | 33                                                                                | 0                                                                                 | 0                                                                                 | 20                                                                                |                                                                                   |                                                                                   |
| Volume Right                      | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |
| cSH                               | 1571                                                                              | 1700                                                                              | 1700                                                                              | 790                                                                               |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.02                                                                              | 0.31                                                                              | 0.31                                                                              | 0.02                                                                              |                                                                                   |                                                                                   |
| Queue Length 95th (ft)            | 2                                                                                 | 0                                                                                 | 0                                                                                 | 2                                                                                 |                                                                                   |                                                                                   |
| Control Delay (s)                 | 1.0                                                                               | 0.0                                                                               | 0.0                                                                               | 9.7                                                                               |                                                                                   |                                                                                   |
| Lane LOS                          | A                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |
| Approach Delay (s)                | 0.2                                                                               |                                                                                   |                                                                                   | 9.7                                                                               |                                                                                   |                                                                                   |
| Approach LOS                      |                                                                                   |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   |                                                                                   | 0.3                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 36.7%                                                                             |                                                                                   | ICU Level of Service                                                              | A                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |

# Timings

15: NW 1st Ave & NW 5th St

Future

AM Peak Hour

|                      | →     | ↑     | ↘     | ↓     |
|----------------------|-------|-------|-------|-------|
| Lane Group           | EBT   | NBT   | SBL   | SBT   |
| Lane Configurations  | ↑↑↑   | ↑↑    | ↘     | ↑↑    |
| Volume (vph)         | 879   | 96    | 38    | 115   |
| Turn Type            | NA    | NA    | Perm  | NA    |
| Protected Phases     | 4     | 2     |       | 6     |
| Permitted Phases     |       |       | 6     | 6     |
| Detector Phase       | 4     | 2     | 6     | 6     |
| Switch Phase         |       |       |       |       |
| Minimum Initial (s)  | 18.0  | 7.0   | 7.0   | 7.0   |
| Minimum Split (s)    | 23.0  | 21.0  | 23.0  | 23.0  |
| Total Split (s)      | 50.0  | 50.0  | 50.0  | 50.0  |
| Total Split (%)      | 50.0% | 50.0% | 50.0% | 50.0% |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)     | 1.0   | 1.0   | 1.0   | 1.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  | 5.0   | 5.0   | 5.0   | 5.0   |
| Lead/Lag             |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |
| Recall Mode          | Max   | Max   | Max   | Max   |

## Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 97 (97%), Referenced to phase 6:SBTL, Start of Green

Natural Cycle: 50

Control Type: Pretimed

Splits and Phases: 15: NW 1st Ave & NW 5th St

|             |  |         |  |
|-------------|--|---------|--|
| ↑<br>ø2     |  | →<br>ø4 |  |
| 50 s        |  | 50 s    |  |
| ↓<br>ø6 (R) |  |         |  |
| 50 s        |  |         |  |

# HCM 2010 Signalized Intersection Summary

## 15: NW 1st Ave & NW 5th St

Future  
AM Peak Hour

|                              |  |                                                                                                                                                                      |  |  |  |  |  |                                                                                                                                                                          |  |  |                                                                                                                                                                          |  |
|------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                                                                                                                                                                                                   | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                                                                                                                                                                                         | NBR                                                                                 | SBL                                                                                 | SBT                                                                                                                                                                                                                                                         | SBR                                                                                 |
| Lane Configurations          |                                                                                   |    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |    |                                                                                     |  |    |                                                                                     |
| Volume (veh/h)               | 139                                                                               | 879                                                                                                                                                                                                                                                   | 169                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 96                                                                                                                                                                                                                                                          | 55                                                                                  | 38                                                                                  | 115                                                                                                                                                                                                                                                         | 0                                                                                   |
| Number                       | 7                                                                                 | 4                                                                                                                                                                                                                                                     | 14                                                                                |                                                                                   |                                                                                   |                                                                                   | 5                                                                                  | 2                                                                                                                                                                                                                                                           | 12                                                                                  | 1                                                                                   | 6                                                                                                                                                                                                                                                           | 16                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                                                                                                                                                                                     | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                                                                                                                                                                                           | 0                                                                                   | 0                                                                                   | 0                                                                                                                                                                                                                                                           | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                                                                                                                                                                                       | 0.99                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               |                                                                                                                                                                                                                                                             | 0.99                                                                                | 1.00                                                                                |                                                                                                                                                                                                                                                             | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               | 1.00                                                                                                                                                                                                                                                        | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                                                                                                                                                                                        | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1710                                                                              | 1629                                                                                                                                                                                                                                                  | 1710                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1629                                                                                                                                                                                                                                                        | 1710                                                                                | 1629                                                                                | 1629                                                                                                                                                                                                                                                        | 0                                                                                   |
| Adj Flow Rate, veh/h         | 151                                                                               | 955                                                                                                                                                                                                                                                   | 184                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 104                                                                                                                                                                                                                                                         | 60                                                                                  | 41                                                                                  | 125                                                                                                                                                                                                                                                         | 0                                                                                   |
| Adj No. of Lanes             | 0                                                                                 | 3                                                                                                                                                                                                                                                     | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 2                                                                                                                                                                                                                                                           | 0                                                                                   | 1                                                                                   | 2                                                                                                                                                                                                                                                           | 0                                                                                   |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                                                                                                                                                                                                  | 0.92                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.92                                                                               | 0.92                                                                                                                                                                                                                                                        | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                                                                                                                                                                                        | 0.92                                                                                |
| Percent Heavy Veh, %         | 0                                                                                 | 5                                                                                                                                                                                                                                                     | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 5                                                                                                                                                                                                                                                           | 5                                                                                   | 5                                                                                   | 5                                                                                                                                                                                                                                                           | 0                                                                                   |
| Cap, veh/h                   | 228                                                                               | 1533                                                                                                                                                                                                                                                  | 305                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 872                                                                                                                                                                                                                                                         | 470                                                                                 | 513                                                                                 | 1392                                                                                                                                                                                                                                                        | 0                                                                                   |
| Arrive On Green              | 0.15                                                                              | 0.15                                                                                                                                                                                                                                                  | 0.15                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 0.45                                                                                                                                                                                                                                                        | 0.45                                                                                | 0.45                                                                                | 0.45                                                                                                                                                                                                                                                        | 0.00                                                                                |
| Sat Flow, veh/h              | 506                                                                               | 3406                                                                                                                                                                                                                                                  | 677                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 2019                                                                                                                                                                                                                                                        | 1044                                                                                | 1059                                                                                | 3176                                                                                                                                                                                                                                                        | 0                                                                                   |
| Grp Volume(v), veh/h         | 479                                                                               | 403                                                                                                                                                                                                                                                   | 409                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 82                                                                                                                                                                                                                                                          | 82                                                                                  | 41                                                                                  | 125                                                                                                                                                                                                                                                         | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln     | 1603                                                                              | 1482                                                                                                                                                                                                                                                  | 1503                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1547                                                                                                                                                                                                                                                        | 1434                                                                                | 1059                                                                                | 1547                                                                                                                                                                                                                                                        | 0                                                                                   |
| Q Serve(g_s), s              | 28.2                                                                              | 25.4                                                                                                                                                                                                                                                  | 25.4                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 3.1                                                                                                                                                                                                                                                         | 3.4                                                                                 | 2.4                                                                                 | 2.3                                                                                                                                                                                                                                                         | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 28.2                                                                              | 25.4                                                                                                                                                                                                                                                  | 25.4                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 3.1                                                                                                                                                                                                                                                         | 3.4                                                                                 | 5.7                                                                                 | 2.3                                                                                                                                                                                                                                                         | 0.0                                                                                 |
| Prop In Lane                 | 0.32                                                                              |                                                                                                                                                                                                                                                       | 0.45                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               |                                                                                                                                                                                                                                                             | 0.73                                                                                | 1.00                                                                                |                                                                                                                                                                                                                                                             | 0.00                                                                                |
| Lane Grp Cap(c), veh/h       | 721                                                                               | 667                                                                                                                                                                                                                                                   | 676                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 696                                                                                                                                                                                                                                                         | 645                                                                                 | 513                                                                                 | 1392                                                                                                                                                                                                                                                        | 0                                                                                   |
| V/C Ratio(X)                 | 0.66                                                                              | 0.60                                                                                                                                                                                                                                                  | 0.60                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 0.12                                                                                                                                                                                                                                                        | 0.13                                                                                | 0.08                                                                                | 0.09                                                                                                                                                                                                                                                        | 0.00                                                                                |
| Avail Cap(c_a), veh/h        | 721                                                                               | 667                                                                                                                                                                                                                                                   | 676                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 696                                                                                                                                                                                                                                                         | 645                                                                                 | 513                                                                                 | 1392                                                                                                                                                                                                                                                        | 0                                                                                   |
| HCM Platoon Ratio            | 0.33                                                                              | 0.33                                                                                                                                                                                                                                                  | 0.33                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               | 1.00                                                                                                                                                                                                                                                        | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                                                                                                                                                                                        | 1.00                                                                                |
| Upstream Filter(l)           | 1.00                                                                              | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 1.00                                                                                                                                                                                                                                                        | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                                                                                                                                                                                        | 0.00                                                                                |
| Uniform Delay (d), s/veh     | 35.4                                                                              | 34.2                                                                                                                                                                                                                                                  | 34.2                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 16.0                                                                                                                                                                                                                                                        | 16.0                                                                                | 17.7                                                                                | 15.8                                                                                                                                                                                                                                                        | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 4.8                                                                               | 4.0                                                                                                                                                                                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.3                                                                                                                                                                                                                                                         | 0.4                                                                                 | 0.3                                                                                 | 0.1                                                                                                                                                                                                                                                         | 0.0                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                                                                                                                                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.0                                                                                                                                                                                                                                                         | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                                                                                                                                                                                         | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 13.5                                                                              | 11.2                                                                                                                                                                                                                                                  | 11.4                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 1.4                                                                                                                                                                                                                                                         | 1.4                                                                                 | 0.7                                                                                 | 1.0                                                                                                                                                                                                                                                         | 0.0                                                                                 |
| LnGrp Delay(d),s/veh         | 40.2                                                                              | 38.3                                                                                                                                                                                                                                                  | 38.2                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 16.3                                                                                                                                                                                                                                                        | 16.5                                                                                | 18.0                                                                                | 15.9                                                                                                                                                                                                                                                        | 0.0                                                                                 |
| LnGrp LOS                    | D                                                                                 | D                                                                                                                                                                                                                                                     | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    | B                                                                                                                                                                                                                                                           | B                                                                                   | B                                                                                   | B                                                                                                                                                                                                                                                           |                                                                                     |
| Approach Vol, veh/h          |                                                                                   | 1290                                                                                                                                                                                                                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | 164                                                                                                                                                                                                                                                         |                                                                                     |                                                                                     | 166                                                                                                                                                                                                                                                         |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 39.0                                                                                                                                                                                                                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | 16.4                                                                                                                                                                                                                                                        |                                                                                     |                                                                                     | 16.4                                                                                                                                                                                                                                                        |                                                                                     |
| Approach LOS                 |                                                                                   | D                                                                                                                                                                                                                                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | B                                                                                                                                                                                                                                                           |                                                                                     |                                                                                     | B                                                                                                                                                                                                                                                           |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                                                                                                                                                                                     | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                                                                                                                                                                                           |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                                                                                                                                                                                     |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    |                                                                                                                                                                                                                                                             |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 50.0                                                                                                                                                                                                                                                  |                                                                                   | 50.0                                                                              |                                                                                   | 50.0                                                                              |                                                                                    |                                                                                                                                                                                                                                                             |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 5.0                                                                                                                                                                                                                                                   |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                    |                                                                                                                                                                                                                                                             |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 45.0                                                                                                                                                                                                                                                  |                                                                                   | 45.0                                                                              |                                                                                   | 45.0                                                                              |                                                                                    |                                                                                                                                                                                                                                                             |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 5.4                                                                                                                                                                                                                                                   |                                                                                   | 30.2                                                                              |                                                                                   | 7.7                                                                               |                                                                                    |                                                                                                                                                                                                                                                             |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 1.7                                                                                                                                                                                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   | 1.7                                                                               |                                                                                    |                                                                                                                                                                                                                                                             |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                                                                                                                                                                                             |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                                                                                                                                                                                       | 34.4                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                                                                                                                                                                                             |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                                                                                                                                                                                       | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                                                                                                                                                                                             |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

16: NW 2nd Ave & NW 4th St

Future

AM Peak Hour

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations               |  |                                                                                   |  |                                                                                   |  |  |
| Volume (veh/h)                    | 7                                                                                 | 7                                                                                 | 335                                                                               | 63                                                                                | 83                                                                                | 326                                                                               |
| Sign Control                      | Stop                                                                              |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |
| Grade                             | 0%                                                                                |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |
| Peak Hour Factor                  | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              |
| Hourly flow rate (vph)            | 8                                                                                 | 8                                                                                 | 376                                                                               | 71                                                                                | 93                                                                                | 366                                                                               |
| Pedestrians                       | 38                                                                                |                                                                                   | 5                                                                                 |                                                                                   |                                                                                   | 16                                                                                |
| Lane Width (ft)                   | 12.0                                                                              |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                   | 12.0                                                                              |
| Walking Speed (ft/s)              | 4.0                                                                               |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               |
| Percent Blockage                  | 3                                                                                 |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 1                                                                                 |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                   | None                                                                              |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (ft)              |                                                                                   |                                                                                   | 354                                                                               |                                                                                   |                                                                                   | 347                                                                               |
| pX, platoon unblocked             | 0.96                                                                              | 0.92                                                                              |                                                                                   |                                                                                   | 0.92                                                                              |                                                                                   |
| vC, conflicting volume            | 1008                                                                              | 466                                                                               |                                                                                   |                                                                                   | 485                                                                               |                                                                                   |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                | 802                                                                               | 373                                                                               |                                                                                   |                                                                                   | 395                                                                               |                                                                                   |
| tC, single (s)                    | 6.4                                                                               | 6.2                                                                               |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            | 3.5                                                                               | 3.3                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |
| p0 queue free %                   | 97                                                                                | 99                                                                                |                                                                                   |                                                                                   | 91                                                                                |                                                                                   |
| cM capacity (veh/h)               | 293                                                                               | 584                                                                               |                                                                                   |                                                                                   | 1020                                                                              |                                                                                   |
| Direction, Lane #                 | WB 1                                                                              | NB 1                                                                              | SB 1                                                                              | SB 2                                                                              |                                                                                   |                                                                                   |
| Volume Total                      | 16                                                                                | 447                                                                               | 93                                                                                | 366                                                                               |                                                                                   |                                                                                   |
| Volume Left                       | 8                                                                                 | 0                                                                                 | 93                                                                                | 0                                                                                 |                                                                                   |                                                                                   |
| Volume Right                      | 8                                                                                 | 71                                                                                | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |
| cSH                               | 390                                                                               | 1700                                                                              | 1020                                                                              | 1700                                                                              |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.04                                                                              | 0.26                                                                              | 0.09                                                                              | 0.22                                                                              |                                                                                   |                                                                                   |
| Queue Length 95th (ft)            | 3                                                                                 | 0                                                                                 | 8                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |
| Control Delay (s)                 | 14.6                                                                              | 0.0                                                                               | 8.9                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |
| Lane LOS                          | B                                                                                 |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Approach Delay (s)                | 14.6                                                                              | 0.0                                                                               | 1.8                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Approach LOS                      | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   |                                                                                   | 1.1                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 44.0%                                                                             |                                                                                   | ICU Level of Service                                                              | A                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |

Timings  
17: NW 2nd Ave & NW 3rd St

Future  
AM Peak Hour

|                      |  |  |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL                                                                                 | SBT                                                                                 |
| Lane Configurations  |  |  |  |  |  |  |  |  |
| Volume (vph)         | 29                                                                                | 237                                                                               | 44                                                                                | 98                                                                                | 57                                                                                | 314                                                                               | 47                                                                                  | 247                                                                                 |
| Turn Type            | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                                | NA                                                                                  |
| Protected Phases     |                                                                                   | 4                                                                                 |                                                                                   | 8                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 2                                                                                   |
| Permitted Phases     | 4                                                                                 |                                                                                   | 8                                                                                 |                                                                                   | 6                                                                                 |                                                                                   | 2                                                                                   |                                                                                     |
| Detector Phase       | 4                                                                                 | 4                                                                                 | 8                                                                                 | 8                                                                                 | 6                                                                                 | 6                                                                                 | 2                                                                                   | 2                                                                                   |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                                 | 7.0                                                                                 |
| Minimum Split (s)    | 30.0                                                                              | 30.0                                                                              | 30.0                                                                              | 30.0                                                                              | 31.8                                                                              | 31.8                                                                              | 31.8                                                                                | 31.8                                                                                |
| Total Split (s)      | 30.0                                                                              | 30.0                                                                              | 30.0                                                                              | 30.0                                                                              | 70.0                                                                              | 70.0                                                                              | 70.0                                                                                | 70.0                                                                                |
| Total Split (%)      | 30.0%                                                                             | 30.0%                                                                             | 30.0%                                                                             | 30.0%                                                                             | 70.0%                                                                             | 70.0%                                                                             | 70.0%                                                                               | 70.0%                                                                               |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                                 | 4.0                                                                                 |
| All-Red Time (s)     | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 0.8                                                                               | 0.8                                                                               | 0.8                                                                                 | 0.8                                                                                 |
| Lost Time Adjust (s) | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)  | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 4.8                                                                               | 4.8                                                                               | 4.8                                                                                 | 4.8                                                                                 |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Recall Mode          | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                                 | Max                                                                                 |

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 31 (31%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green  
 Natural Cycle: 65  
 Control Type: Pretimed

Splits and Phases: 17: NW 2nd Ave & NW 3rd St

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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|                                         |                |
| 70 s                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 30 s                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                                         |                |
| 70 s                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 30 s                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

# HCM 2010 Signalized Intersection Summary

## 17: NW 2nd Ave & NW 3rd St

Future  
AM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Volume (veh/h)               | 29                                                                                | 237                                                                               | 46                                                                                | 44                                                                                | 98                                                                                | 41                                                                                | 57                                                                                 | 314                                                                                 | 144                                                                                 | 47                                                                                  | 247                                                                                 | 40                                                                                  |
| Number                       | 7                                                                                 | 4                                                                                 | 14                                                                                | 3                                                                                 | 8                                                                                 | 18                                                                                | 1                                                                                  | 6                                                                                   | 16                                                                                  | 5                                                                                   | 2                                                                                   | 12                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 0.97                                                                              |                                                                                   | 0.96                                                                              | 0.98                                                                              |                                                                                   | 0.96                                                                              | 0.98                                                                               |                                                                                     | 0.98                                                                                | 0.99                                                                                |                                                                                     | 0.97                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1629                                                                              | 1629                                                                              | 1710                                                                              | 1629                                                                              | 1629                                                                              | 1710                                                                              | 1629                                                                               | 1629                                                                                | 1710                                                                                | 1629                                                                                | 1629                                                                                | 1710                                                                                |
| Adj Flow Rate, veh/h         | 31                                                                                | 249                                                                               | 48                                                                                | 46                                                                                | 103                                                                               | 43                                                                                | 60                                                                                 | 331                                                                                 | 152                                                                                 | 49                                                                                  | 260                                                                                 | 42                                                                                  |
| Adj No. of Lanes             | 1                                                                                 | 1                                                                                 | 0                                                                                 | 1                                                                                 | 2                                                                                 | 0                                                                                 | 1                                                                                  | 1                                                                                   | 0                                                                                   | 1                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                               | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Percent Heavy Veh, %         | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                  | 5                                                                                   | 5                                                                                   | 5                                                                                   | 5                                                                                   | 5                                                                                   |
| Cap, veh/h                   | 291                                                                               | 329                                                                               | 63                                                                                | 142                                                                               | 536                                                                               | 210                                                                               | 672                                                                                | 685                                                                                 | 315                                                                                 | 530                                                                                 | 888                                                                                 | 143                                                                                 |
| Arrive On Green              | 0.25                                                                              | 0.25                                                                              | 0.25                                                                              | 0.25                                                                              | 0.25                                                                              | 0.25                                                                              | 0.87                                                                               | 0.87                                                                                | 0.87                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Sat Flow, veh/h              | 1047                                                                              | 1317                                                                              | 254                                                                               | 925                                                                               | 2144                                                                              | 840                                                                               | 921                                                                                | 1051                                                                                | 483                                                                                 | 790                                                                                 | 1362                                                                                | 220                                                                                 |
| Grp Volume(v), veh/h         | 31                                                                                | 0                                                                                 | 297                                                                               | 46                                                                                | 72                                                                                | 74                                                                                | 60                                                                                 | 0                                                                                   | 483                                                                                 | 49                                                                                  | 0                                                                                   | 302                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1047                                                                              | 0                                                                                 | 1571                                                                              | 925                                                                               | 1547                                                                              | 1437                                                                              | 921                                                                                | 0                                                                                   | 1534                                                                                | 790                                                                                 | 0                                                                                   | 1582                                                                                |
| Q Serve(g_s), s              | 2.4                                                                               | 0.0                                                                               | 17.5                                                                              | 4.8                                                                               | 3.7                                                                               | 4.0                                                                               | 0.9                                                                                | 0.0                                                                                 | 7.2                                                                                 | 0.8                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 6.5                                                                               | 0.0                                                                               | 17.5                                                                              | 22.3                                                                              | 3.7                                                                               | 4.0                                                                               | 0.9                                                                                | 0.0                                                                                 | 7.2                                                                                 | 8.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.16                                                                              | 1.00                                                                              |                                                                                   | 0.58                                                                              | 1.00                                                                               |                                                                                     | 0.31                                                                                | 1.00                                                                                |                                                                                     | 0.14                                                                                |
| Lane Grp Cap(c), veh/h       | 291                                                                               | 0                                                                                 | 393                                                                               | 142                                                                               | 387                                                                               | 359                                                                               | 672                                                                                | 0                                                                                   | 1000                                                                                | 530                                                                                 | 0                                                                                   | 1032                                                                                |
| V/C Ratio(X)                 | 0.11                                                                              | 0.00                                                                              | 0.76                                                                              | 0.33                                                                              | 0.19                                                                              | 0.20                                                                              | 0.09                                                                               | 0.00                                                                                | 0.48                                                                                | 0.09                                                                                | 0.00                                                                                | 0.29                                                                                |
| Avail Cap(c_a), veh/h        | 291                                                                               | 0                                                                                 | 393                                                                               | 142                                                                               | 387                                                                               | 359                                                                               | 672                                                                                | 0                                                                                   | 1000                                                                                | 530                                                                                 | 0                                                                                   | 1032                                                                                |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.33                                                                               | 1.33                                                                                | 1.33                                                                                | 2.00                                                                                | 2.00                                                                                | 2.00                                                                                |
| Upstream Filter(l)           | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 32.2                                                                              | 0.0                                                                               | 34.7                                                                              | 45.0                                                                              | 29.5                                                                              | 29.6                                                                              | 2.4                                                                                | 0.0                                                                                 | 2.8                                                                                 | 0.4                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 0.7                                                                               | 0.0                                                                               | 12.7                                                                              | 6.0                                                                               | 1.1                                                                               | 1.3                                                                               | 0.3                                                                                | 0.0                                                                                 | 1.7                                                                                 | 0.3                                                                                 | 0.0                                                                                 | 0.7                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.8                                                                               | 0.0                                                                               | 9.0                                                                               | 1.5                                                                               | 1.7                                                                               | 1.7                                                                               | 0.3                                                                                | 0.0                                                                                 | 3.3                                                                                 | 0.2                                                                                 | 0.0                                                                                 | 0.2                                                                                 |
| LnGrp Delay(d),s/veh         | 32.9                                                                              | 0.0                                                                               | 47.4                                                                              | 51.0                                                                              | 30.6                                                                              | 30.9                                                                              | 2.6                                                                                | 0.0                                                                                 | 4.5                                                                                 | 0.8                                                                                 | 0.0                                                                                 | 0.7                                                                                 |
| LnGrp LOS                    | C                                                                                 |                                                                                   | D                                                                                 | D                                                                                 | C                                                                                 | C                                                                                 | A                                                                                  |                                                                                     | A                                                                                   | A                                                                                   |                                                                                     | A                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 328                                                                               |                                                                                   |                                                                                   | 192                                                                               |                                                                                   |                                                                                    | 543                                                                                 |                                                                                     |                                                                                     | 351                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 46.1                                                                              |                                                                                   |                                                                                   | 35.6                                                                              |                                                                                   |                                                                                    | 4.3                                                                                 |                                                                                     |                                                                                     | 0.7                                                                                 |                                                                                     |
| Approach LOS                 |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                    | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 70.0                                                                              |                                                                                   | 30.0                                                                              |                                                                                   | 70.0                                                                              |                                                                                    | 30.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | * 4.8                                                                             |                                                                                   | 5.0                                                                               |                                                                                   | * 4.8                                                                             |                                                                                    | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | * 65                                                                              |                                                                                   | 25.0                                                                              |                                                                                   | * 65                                                                              |                                                                                    | 25.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 10.0                                                                              |                                                                                   | 19.5                                                                              |                                                                                   | 9.2                                                                               |                                                                                    | 24.3                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 2.2                                                                               |                                                                                   | 1.3                                                                               |                                                                                   | 2.2                                                                               |                                                                                    | 0.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

### Intersection Summary

HCM 2010 Ctrl Delay 17.3  
HCM 2010 LOS B

### Notes

\* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

# Timings

18: NW 1st Ave & NW 3rd St

Future  
AM Peak Hour

|                      |  |  |  |  |  |  |   |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations  |                                                                                   |  |  |  |  |  |  |  |
| Volume (vph)         | 35                                                                                | 0                                                                                 | 46                                                                                | 134                                                                               | 105                                                                               | 77                                                                                | 210                                                                                 | 104                                                                                 |
| Turn Type            | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | NA                                                                                  | Perm                                                                                |
| Protected Phases     |                                                                                   | 4                                                                                 |                                                                                   | 8                                                                                 |                                                                                   | 6                                                                                 | 2                                                                                   |                                                                                     |
| Permitted Phases     | 4                                                                                 |                                                                                   | 8                                                                                 |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     | 2                                                                                   |
| Detector Phase       | 4                                                                                 | 4                                                                                 | 8                                                                                 | 8                                                                                 | 6                                                                                 | 6                                                                                 | 2                                                                                   | 2                                                                                   |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                                 | 7.0                                                                                 |
| Minimum Split (s)    | 29.0                                                                              | 29.0                                                                              | 26.0                                                                              | 26.0                                                                              | 25.6                                                                              | 25.6                                                                              | 25.6                                                                                | 25.6                                                                                |
| Total Split (s)      | 63.0                                                                              | 63.0                                                                              | 63.0                                                                              | 63.0                                                                              | 37.0                                                                              | 37.0                                                                              | 37.0                                                                                | 37.0                                                                                |
| Total Split (%)      | 63.0%                                                                             | 63.0%                                                                             | 63.0%                                                                             | 63.0%                                                                             | 37.0%                                                                             | 37.0%                                                                             | 37.0%                                                                               | 37.0%                                                                               |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                                 | 4.0                                                                                 |
| All-Red Time (s)     | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 0.6                                                                               | 0.6                                                                               | 0.6                                                                                 | 0.6                                                                                 |
| Lost Time Adjust (s) |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)  |                                                                                   | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 4.6                                                                               | 4.6                                                                               | 4.6                                                                                 | 4.6                                                                                 |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Recall Mode          | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                                 | Max                                                                                 |

## Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 72 (72%), Referenced to phase 2:SBT and 6:NBTL, Start of Green

Natural Cycle: 55

Control Type: Pretimed

Splits and Phases: 18: NW 1st Ave & NW 3rd St

|                                                                                            |                                                                                        |
|--------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
|  ø2 (R) |  ø4 |
| 37 s                                                                                       | 63 s                                                                                   |
|  ø6 (R) |  ø8 |
| 37 s                                                                                       | 63 s                                                                                   |

# HCM 2010 Signalized Intersection Summary

## 18: NW 1st Ave & NW 3rd St

Future  
AM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |                                                                                     |  |  |
| Volume (veh/h)               | 35                                                                                | 0                                                                                 | 292                                                                               | 46                                                                                | 134                                                                               | 14                                                                                | 105                                                                                | 77                                                                                  | 0                                                                                   | 0                                                                                   | 210                                                                                 | 104                                                                                 |
| Number                       | 7                                                                                 | 4                                                                                 | 14                                                                                | 3                                                                                 | 8                                                                                 | 18                                                                                | 1                                                                                  | 6                                                                                   | 16                                                                                  | 5                                                                                   | 2                                                                                   | 12                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 0.99                                                                              |                                                                                   | 0.99                                                                              | 1.00                                                                              |                                                                                   | 0.99                                                                              | 0.95                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.85                                                                                |
| 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       | 1710                                                                              | 1629                                                                              | 1710                                                                              | 1629                                                                              | 1629                                                                              | 1710                                                                              | 1629                                                                               | 1629                                                                                | 0                                                                                   | 0                                                                                   | 1629                                                                                | 1629                                                                                |
| Adj Flow Rate, veh/h         | 35                                                                                | 0                                                                                 | 295                                                                               | 46                                                                                | 135                                                                               | 14                                                                                | 106                                                                                | 78                                                                                  | 0                                                                                   | 0                                                                                   | 212                                                                                 | 105                                                                                 |
| Adj No. of Lanes             | 0                                                                                 | 1                                                                                 | 0                                                                                 | 1                                                                                 | 2                                                                                 | 0                                                                                 | 1                                                                                  | 1                                                                                   | 0                                                                                   | 0                                                                                   | 1                                                                                   | 1                                                                                   |
| Peak Hour Factor             | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                               | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                |
| Percent Heavy Veh, %         | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                  | 5                                                                                   | 0                                                                                   | 0                                                                                   | 5                                                                                   | 5                                                                                   |
| Cap, veh/h                   | 99                                                                                | 24                                                                                | 698                                                                               | 495                                                                               | 1642                                                                              | 168                                                                               | 251                                                                                | 528                                                                                 | 0                                                                                   | 0                                                                                   | 528                                                                                 | 380                                                                                 |
| Arrive On Green              | 0.58                                                                              | 0.00                                                                              | 0.58                                                                              | 0.58                                                                              | 0.58                                                                              | 0.58                                                                              | 0.32                                                                               | 0.32                                                                                | 0.00                                                                                | 0.00                                                                                | 0.11                                                                                | 0.11                                                                                |
| Sat Flow, veh/h              | 102                                                                               | 41                                                                                | 1204                                                                              | 941                                                                               | 2831                                                                              | 290                                                                               | 882                                                                                | 1629                                                                                | 0                                                                                   | 0                                                                                   | 1629                                                                                | 1173                                                                                |
| Grp Volume(v), veh/h         | 330                                                                               | 0                                                                                 | 0                                                                                 | 46                                                                                | 73                                                                                | 76                                                                                | 106                                                                                | 78                                                                                  | 0                                                                                   | 0                                                                                   | 212                                                                                 | 105                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1347                                                                              | 0                                                                                 | 0                                                                                 | 941                                                                               | 1547                                                                              | 1574                                                                              | 882                                                                                | 1629                                                                                | 0                                                                                   | 0                                                                                   | 1629                                                                                | 1173                                                                                |
| Q Serve(g_s), s              | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 2.8                                                                               | 2.1                                                                               | 2.1                                                                               | 10.9                                                                               | 3.4                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 12.1                                                                                | 8.2                                                                                 |
| Cycle Q Clear(g_c), s        | 13.0                                                                              | 0.0                                                                               | 0.0                                                                               | 15.9                                                                              | 2.1                                                                               | 2.1                                                                               | 23.0                                                                               | 3.4                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 12.1                                                                                | 8.2                                                                                 |
| Prop In Lane                 | 0.11                                                                              |                                                                                   | 0.89                                                                              | 1.00                                                                              |                                                                                   | 0.18                                                                              | 1.00                                                                               |                                                                                     | 0.00                                                                                | 0.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 821                                                                               | 0                                                                                 | 0                                                                                 | 495                                                                               | 897                                                                               | 913                                                                               | 251                                                                                | 528                                                                                 | 0                                                                                   | 0                                                                                   | 528                                                                                 | 380                                                                                 |
| V/C Ratio(X)                 | 0.40                                                                              | 0.00                                                                              | 0.00                                                                              | 0.09                                                                              | 0.08                                                                              | 0.08                                                                              | 0.42                                                                               | 0.15                                                                                | 0.00                                                                                | 0.00                                                                                | 0.40                                                                                | 0.28                                                                                |
| Avail Cap(c_a), veh/h        | 821                                                                               | 0                                                                                 | 0                                                                                 | 495                                                                               | 897                                                                               | 913                                                                               | 251                                                                                | 528                                                                                 | 0                                                                                   | 0                                                                                   | 528                                                                                 | 380                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.33                                                                                | 0.33                                                                                |
| Upstream Filter(l)           | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 11.6                                                                              | 0.0                                                                               | 0.0                                                                               | 15.9                                                                              | 9.3                                                                               | 9.3                                                                               | 36.1                                                                               | 24.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 35.6                                                                                | 33.9                                                                                |
| Incr Delay (d2), s/veh       | 1.5                                                                               | 0.0                                                                               | 0.0                                                                               | 0.4                                                                               | 0.2                                                                               | 0.2                                                                               | 5.2                                                                                | 0.6                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 2.3                                                                                 | 1.8                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 5.3                                                                               | 0.0                                                                               | 0.0                                                                               | 0.8                                                                               | 0.9                                                                               | 1.0                                                                               | 3.0                                                                                | 1.6                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 5.8                                                                                 | 2.9                                                                                 |
| LnGrp Delay(d),s/veh         | 13.0                                                                              | 0.0                                                                               | 0.0                                                                               | 16.3                                                                              | 9.4                                                                               | 9.4                                                                               | 41.3                                                                               | 24.6                                                                                | 0.0                                                                                 | 0.0                                                                                 | 37.9                                                                                | 35.7                                                                                |
| LnGrp LOS                    | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 | A                                                                                 | A                                                                                 | D                                                                                  | C                                                                                   |                                                                                     |                                                                                     | D                                                                                   | D                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 330                                                                               |                                                                                   |                                                                                   | 195                                                                               |                                                                                   |                                                                                    | 184                                                                                 |                                                                                     |                                                                                     | 317                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 13.0                                                                              |                                                                                   |                                                                                   | 11.1                                                                              |                                                                                   |                                                                                    | 34.2                                                                                |                                                                                     |                                                                                     | 37.1                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                    | C                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 37.0                                                                              |                                                                                   | 63.0                                                                              |                                                                                   | 37.0                                                                              |                                                                                    | 63.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | * 4.6                                                                             |                                                                                   | 5.0                                                                               |                                                                                   | * 4.6                                                                             |                                                                                    | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | * 32                                                                              |                                                                                   | 58.0                                                                              |                                                                                   | * 32                                                                              |                                                                                    | 58.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 14.1                                                                              |                                                                                   | 15.0                                                                              |                                                                                   | 25.0                                                                              |                                                                                    | 17.9                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 0.9                                                                               |                                                                                   | 3.1                                                                               |                                                                                   | 0.6                                                                               |                                                                                    | 3.1                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

### Intersection Summary

HCM 2010 Ctrl Delay 23.9  
HCM 2010 LOS C

### Notes

\* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

# Timings

19: NW 2nd Ave & NW 2nd St

Future

AM Peak Hour

|                      |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBR                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                               |
| Lane Configurations  |  |  |                                                                                   |  |  |
| Volume (vph)         | 55                                                                                | 140                                                                               | 66                                                                                | 463                                                                               | 255                                                                               |
| Turn Type            | Perm                                                                              | Perm                                                                              | Perm                                                                              | NA                                                                                | NA                                                                                |
| Protected Phases     |                                                                                   |                                                                                   |                                                                                   | 6                                                                                 | 2                                                                                 |
| Permitted Phases     | 8                                                                                 | 8                                                                                 | 6                                                                                 |                                                                                   |                                                                                   |
| Detector Phase       | 8                                                                                 | 8                                                                                 | 6                                                                                 | 6                                                                                 | 2                                                                                 |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               |
| Minimum Split (s)    | 22.0                                                                              | 22.0                                                                              | 22.6                                                                              | 22.6                                                                              | 22.6                                                                              |
| Total Split (s)      | 28.0                                                                              | 28.0                                                                              | 72.0                                                                              | 72.0                                                                              | 72.0                                                                              |
| Total Split (%)      | 28.0%                                                                             | 28.0%                                                                             | 72.0%                                                                             | 72.0%                                                                             | 72.0%                                                                             |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               |
| All-Red Time (s)     | 0.6                                                                               | 0.6                                                                               | 0.6                                                                               | 0.6                                                                               | 0.6                                                                               |
| Lost Time Adjust (s) | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |
| Total Lost Time (s)  | 4.6                                                                               | 4.6                                                                               |                                                                                   | 4.6                                                                               | 4.6                                                                               |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Recall Mode          | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               |

## Intersection Summary

Cycle Length: 100

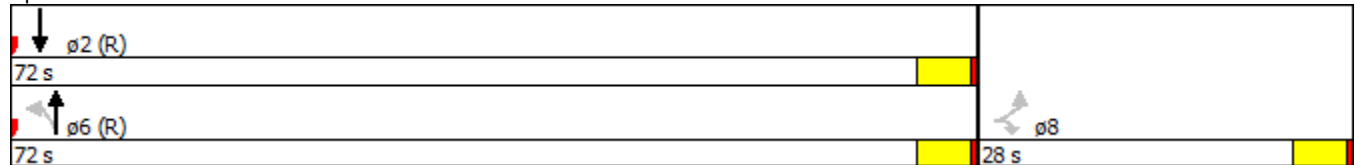
Actuated Cycle Length: 100

Offset: 24 (24%), Referenced to phase 2:SBT and 6:NBT, Start of Green

Natural Cycle: 45

Control Type: Pretimed

Splits and Phases: 19: NW 2nd Ave & NW 2nd St



# HCM Signalized Intersection Capacity Analysis

19: NW 2nd Ave & NW 2nd St

Future

AM Peak Hour

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBR                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations               |  |  |                                                                                   |  |  |                                                                                   |
| Volume (vph)                      | 55                                                                                | 140                                                                               | 66                                                                                | 463                                                                               | 255                                                                               | 53                                                                                |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Total Lost time (s)               | 4.6                                                                               | 4.6                                                                               |                                                                                   | 4.6                                                                               | 4.6                                                                               |                                                                                   |
| Lane Util. Factor                 | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.95                                                                              | 1.00                                                                              |                                                                                   |
| Frpb, ped/bikes                   | 1.00                                                                              | 0.45                                                                              |                                                                                   | 1.00                                                                              | 0.99                                                                              |                                                                                   |
| Flpb, ped/bikes                   | 0.81                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   |
| Frt                               | 1.00                                                                              | 0.85                                                                              |                                                                                   | 1.00                                                                              | 0.98                                                                              |                                                                                   |
| Flt Protected                     | 0.95                                                                              | 1.00                                                                              |                                                                                   | 0.99                                                                              | 1.00                                                                              |                                                                                   |
| Satd. Flow (prot)                 | 1260                                                                              | 622                                                                               |                                                                                   | 3068                                                                              | 1577                                                                              |                                                                                   |
| Flt Permitted                     | 0.95                                                                              | 1.00                                                                              |                                                                                   | 0.86                                                                              | 1.00                                                                              |                                                                                   |
| Satd. Flow (perm)                 | 1260                                                                              | 622                                                                               |                                                                                   | 2660                                                                              | 1577                                                                              |                                                                                   |
| Peak-hour factor, PHF             | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              |
| Adj. Flow (vph)                   | 59                                                                                | 149                                                                               | 70                                                                                | 493                                                                               | 271                                                                               | 56                                                                                |
| RTOR Reduction (vph)              | 0                                                                                 | 114                                                                               | 0                                                                                 | 0                                                                                 | 7                                                                                 | 0                                                                                 |
| Lane Group Flow (vph)             | 59                                                                                | 35                                                                                | 0                                                                                 | 563                                                                               | 320                                                                               | 0                                                                                 |
| Confl. Peds. (#/hr)               | 105                                                                               | 240                                                                               | 12                                                                                |                                                                                   |                                                                                   | 12                                                                                |
| Turn Type                         | Perm                                                                              | Perm                                                                              | Perm                                                                              | NA                                                                                | NA                                                                                |                                                                                   |
| Protected Phases                  |                                                                                   |                                                                                   |                                                                                   | 6                                                                                 | 2                                                                                 |                                                                                   |
| Permitted Phases                  | 8                                                                                 | 8                                                                                 | 6                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Actuated Green, G (s)             | 23.4                                                                              | 23.4                                                                              |                                                                                   | 67.4                                                                              | 67.4                                                                              |                                                                                   |
| Effective Green, g (s)            | 23.4                                                                              | 23.4                                                                              |                                                                                   | 67.4                                                                              | 67.4                                                                              |                                                                                   |
| Actuated g/C Ratio                | 0.23                                                                              | 0.23                                                                              |                                                                                   | 0.67                                                                              | 0.67                                                                              |                                                                                   |
| Clearance Time (s)                | 4.6                                                                               | 4.6                                                                               |                                                                                   | 4.6                                                                               | 4.6                                                                               |                                                                                   |
| Lane Grp Cap (vph)                | 294                                                                               | 145                                                                               |                                                                                   | 1792                                                                              | 1062                                                                              |                                                                                   |
| v/s Ratio Prot                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.20                                                                              |                                                                                   |
| v/s Ratio Perm                    | 0.05                                                                              | 0.06                                                                              |                                                                                   | 0.21                                                                              |                                                                                   |                                                                                   |
| v/c Ratio                         | 0.20                                                                              | 0.24                                                                              |                                                                                   | 0.31                                                                              | 0.30                                                                              |                                                                                   |
| Uniform Delay, d1                 | 30.8                                                                              | 31.1                                                                              |                                                                                   | 6.7                                                                               | 6.7                                                                               |                                                                                   |
| Progression Factor                | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.36                                                                              | 0.59                                                                              |                                                                                   |
| Incremental Delay, d2             | 1.5                                                                               | 3.9                                                                               |                                                                                   | 0.4                                                                               | 0.7                                                                               |                                                                                   |
| Delay (s)                         | 32.3                                                                              | 35.0                                                                              |                                                                                   | 9.6                                                                               | 4.6                                                                               |                                                                                   |
| Level of Service                  | C                                                                                 | C                                                                                 |                                                                                   | A                                                                                 | A                                                                                 |                                                                                   |
| Approach Delay (s)                | 34.2                                                                              |                                                                                   |                                                                                   | 9.6                                                                               | 4.6                                                                               |                                                                                   |
| Approach LOS                      | C                                                                                 |                                                                                   |                                                                                   | A                                                                                 | A                                                                                 |                                                                                   |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| HCM 2000 Control Delay            |                                                                                   |                                                                                   | 12.8                                                                              |                                                                                   | HCM 2000 Level of Service                                                         | B                                                                                 |
| HCM 2000 Volume to Capacity ratio |                                                                                   |                                                                                   | 0.29                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 100.0                                                                             |                                                                                   | Sum of lost time (s)                                                              | 9.2                                                                               |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 60.7%                                                                             |                                                                                   | ICU Level of Service                                                              | B                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

# Timings

20: NW 2nd Ave & NW 1st St

Future

AM Peak Hour

|                      |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group           | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                               |
| Lane Configurations  |  |                                                                                   |  |  |
| Volume (vph)         | 146                                                                               | 41                                                                                | 459                                                                               | 397                                                                               |
| Turn Type            | NA                                                                                | Perm                                                                              | NA                                                                                | NA                                                                                |
| Protected Phases     | 4                                                                                 |                                                                                   | 6                                                                                 | 2                                                                                 |
| Permitted Phases     |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   |
| Detector Phase       | 4                                                                                 | 6                                                                                 | 6                                                                                 | 2                                                                                 |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               |
| Minimum Split (s)    | 24.0                                                                              | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              |
| Total Split (s)      | 45.0                                                                              | 55.0                                                                              | 55.0                                                                              | 55.0                                                                              |
| Total Split (%)      | 45.0%                                                                             | 55.0%                                                                             | 55.0%                                                                             | 55.0%                                                                             |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               |
| All-Red Time (s)     | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               |
| Lost Time Adjust (s) | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |
| Total Lost Time (s)  | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Recall Mode          | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               |

## Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 2 (2%), Referenced to phase 2:SBT and 6:NBTL, Start of Green

Natural Cycle: 50

Control Type: Pretimed

Splits and Phases: 20: NW 2nd Ave & NW 1st St

|                                                                                            |                                                                                        |
|--------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
|         |     |
|  ø2 (R) |  ø4 |
| 55 s                                                                                       | 45 s                                                                                   |
|         |                                                                                        |
|  ø6 (R) |                                                                                        |
| 55 s                                                                                       |                                                                                        |

HCM 2010 Signalized Intersection Summary  
20: NW 2nd Ave & NW 1st St

Future  
AM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Volume (veh/h)               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 45                                                                                | 146                                                                               | 56                                                                                | 41                                                                                 | 459                                                                                 | 0                                                                                   | 0                                                                                   | 397                                                                                 | 48                                                                                  |
| Number                       |                                                                                   |                                                                                   |                                                                                   | 7                                                                                 | 4                                                                                 | 14                                                                                | 1                                                                                  | 6                                                                                   | 16                                                                                  | 5                                                                                   | 2                                                                                   | 12                                                                                  |
| Initial Q (Qb), veh          |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 0.90                                                                              | 0.98                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.97                                                                                |
| Parking Bus, Adj             |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       |                                                                                   |                                                                                   |                                                                                   | 1710                                                                              | 1629                                                                              | 1710                                                                              | 1710                                                                               | 1629                                                                                | 0                                                                                   | 0                                                                                   | 1629                                                                                | 1710                                                                                |
| Adj Flow Rate, veh/h         |                                                                                   |                                                                                   |                                                                                   | 47                                                                                | 152                                                                               | 58                                                                                | 43                                                                                 | 478                                                                                 | 0                                                                                   | 0                                                                                   | 414                                                                                 | 50                                                                                  |
| Adj No. of Lanes             |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 3                                                                                 | 0                                                                                 | 0                                                                                  | 2                                                                                   | 0                                                                                   | 0                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             |                                                                                   |                                                                                   |                                                                                   | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                               | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                |
| Percent Heavy Veh, %         |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 5                                                                                 | 0                                                                                 | 5                                                                                  | 5                                                                                   | 0                                                                                   | 0                                                                                   | 5                                                                                   | 5                                                                                   |
| Cap, veh/h                   |                                                                                   |                                                                                   |                                                                                   | 313                                                                               | 1071                                                                              | 378                                                                               | 131                                                                                | 1337                                                                                | 0                                                                                   | 0                                                                                   | 710                                                                                 | 86                                                                                  |
| Arrive On Green              |                                                                                   |                                                                                   |                                                                                   | 0.40                                                                              | 0.40                                                                              | 0.40                                                                              | 0.50                                                                               | 0.50                                                                                | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Sat Flow, veh/h              |                                                                                   |                                                                                   |                                                                                   | 782                                                                               | 2677                                                                              | 946                                                                               | 177                                                                                | 2747                                                                                | 0                                                                                   | 0                                                                                   | 1421                                                                                | 172                                                                                 |
| Grp Volume(v), veh/h         |                                                                                   |                                                                                   |                                                                                   | 96                                                                                | 80                                                                                | 82                                                                                | 268                                                                                | 253                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 464                                                                                 |
| Grp Sat Flow(s),veh/h/ln     |                                                                                   |                                                                                   |                                                                                   | 1589                                                                              | 1482                                                                              | 1333                                                                              | 1443                                                                               | 1408                                                                                | 0                                                                                   | 0                                                                                   | 0                                                                                   | 1592                                                                                |
| Q Serve(g_s), s              |                                                                                   |                                                                                   |                                                                                   | 3.8                                                                               | 3.4                                                                               | 3.9                                                                               | 0.0                                                                                | 11.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        |                                                                                   |                                                                                   |                                                                                   | 3.8                                                                               | 3.4                                                                               | 3.9                                                                               | 9.9                                                                                | 11.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                 |                                                                                   |                                                                                   |                                                                                   | 0.49                                                                              |                                                                                   | 0.71                                                                              | 0.16                                                                               |                                                                                     | 0.00                                                                                | 0.00                                                                                |                                                                                     | 0.11                                                                                |
| Lane Grp Cap(c), veh/h       |                                                                                   |                                                                                   |                                                                                   | 636                                                                               | 593                                                                               | 533                                                                               | 763                                                                                | 704                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 796                                                                                 |
| V/C Ratio(X)                 |                                                                                   |                                                                                   |                                                                                   | 0.15                                                                              | 0.13                                                                              | 0.15                                                                              | 0.35                                                                               | 0.36                                                                                | 0.00                                                                                | 0.00                                                                                | 0.00                                                                                | 0.58                                                                                |
| Avail Cap(c_a), veh/h        |                                                                                   |                                                                                   |                                                                                   | 636                                                                               | 593                                                                               | 533                                                                               | 763                                                                                | 704                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 796                                                                                 |
| HCM Platoon Ratio            |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 2.00                                                                                | 2.00                                                                                |
| Upstream Filter(l)           |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     |                                                                                   |                                                                                   |                                                                                   | 19.2                                                                              | 19.0                                                                              | 19.2                                                                              | 15.0                                                                               | 15.2                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       |                                                                                   |                                                                                   |                                                                                   | 0.5                                                                               | 0.5                                                                               | 0.6                                                                               | 1.3                                                                                | 1.4                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 3.1                                                                                 |
| Initial Q Delay(d3),s/veh    |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     |                                                                                   |                                                                                   |                                                                                   | 1.8                                                                               | 1.5                                                                               | 1.5                                                                               | 4.7                                                                                | 4.5                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.7                                                                                 |
| LnGrp Delay(d),s/veh         |                                                                                   |                                                                                   |                                                                                   | 19.7                                                                              | 19.5                                                                              | 19.8                                                                              | 16.2                                                                               | 16.7                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 3.1                                                                                 |
| LnGrp LOS                    |                                                                                   |                                                                                   |                                                                                   | B                                                                                 | B                                                                                 | B                                                                                 | B                                                                                  | B                                                                                   |                                                                                     |                                                                                     |                                                                                     | A                                                                                   |
| Approach Vol, veh/h          |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 257                                                                               |                                                                                   |                                                                                    | 521                                                                                 |                                                                                     |                                                                                     | 464                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 19.6                                                                              |                                                                                   |                                                                                    | 16.4                                                                                |                                                                                     |                                                                                     | 3.1                                                                                 |                                                                                     |
| Approach LOS                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                    | B                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 55.0                                                                              |                                                                                   | 45.0                                                                              |                                                                                   | 55.0                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 50.0                                                                              |                                                                                   | 40.0                                                                              |                                                                                   | 50.0                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 2.0                                                                               |                                                                                   | 5.9                                                                               |                                                                                   | 13.0                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 2.4                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 2.4                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   |                                                                                   | 12.1                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings

21: NW 1st Ave & NW 1st St

Future

AM Peak Hour

|                      |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group           | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations  |  |                                                                                   |  |                                                                                   |  |  |
| Volume (vph)         | 145                                                                               | 34                                                                                | 228                                                                               | 18                                                                                | 113                                                                               | 63                                                                                |
| Turn Type            | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              |
| Protected Phases     | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 8                                                                                 |                                                                                   |
| Permitted Phases     |                                                                                   | 4                                                                                 |                                                                                   | 8                                                                                 |                                                                                   | 8                                                                                 |
| Detector Phase       | 2                                                                                 | 4                                                                                 | 4                                                                                 | 8                                                                                 | 8                                                                                 | 8                                                                                 |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               |
| Minimum Split (s)    | 30.0                                                                              | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              |
| Total Split (s)      | 45.0                                                                              | 55.0                                                                              | 55.0                                                                              | 55.0                                                                              | 55.0                                                                              | 55.0                                                                              |
| Total Split (%)      | 45.0%                                                                             | 55.0%                                                                             | 55.0%                                                                             | 55.0%                                                                             | 55.0%                                                                             | 55.0%                                                                             |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               |
| All-Red Time (s)     | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               |
| Lost Time Adjust (s) | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |
| Total Lost Time (s)  | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Recall Mode          | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               |

## Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 20 (20%), Referenced to phase 2:WBTL, Start of Green

Natural Cycle: 55

Control Type: Pretimed

Splits and Phases: 21: NW 1st Ave & NW 1st St

|                                                                                            |                                                                                        |
|--------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
|         |     |
|  ø2 (R) |  ø4 |
| 45 s                                                                                       | 55 s                                                                                   |
|                                                                                            |  ø8 |
|                                                                                            | 55 s                                                                                   |

# HCM 2010 Signalized Intersection Summary

21: NW 1st Ave & NW 1st St

Future

AM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |  |
| Volume (veh/h)               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 38                                                                                | 145                                                                               | 96                                                                                | 34                                                                                 | 228                                                                                 | 9                                                                                   | 18                                                                                  | 113                                                                                 | 63                                                                                  |
| Number                       |                                                                                   |                                                                                   |                                                                                   | 5                                                                                 | 2                                                                                 | 12                                                                                | 7                                                                                  | 4                                                                                   | 14                                                                                  | 3                                                                                   | 8                                                                                   | 18                                                                                  |
| Initial Q (Qb), veh          |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 0.81                                                                              | 0.99                                                                               |                                                                                     | 0.96                                                                                | 0.99                                                                                |                                                                                     | 0.98                                                                                |
| Parking Bus, Adj             |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       |                                                                                   |                                                                                   |                                                                                   | 1710                                                                              | 1629                                                                              | 1710                                                                              | 1710                                                                               | 1629                                                                                | 1710                                                                                | 1710                                                                                | 1629                                                                                | 1629                                                                                |
| Adj Flow Rate, veh/h         |                                                                                   |                                                                                   |                                                                                   | 41                                                                                | 156                                                                               | 103                                                                               | 37                                                                                 | 245                                                                                 | 10                                                                                  | 19                                                                                  | 122                                                                                 | 68                                                                                  |
| Adj No. of Lanes             |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 2                                                                                 | 0                                                                                 | 0                                                                                  | 1                                                                                   | 0                                                                                   | 0                                                                                   | 2                                                                                   | 1                                                                                   |
| Peak Hour Factor             |                                                                                   |                                                                                   |                                                                                   | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                               | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                |
| Percent Heavy Veh, %         |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 5                                                                                 | 0                                                                                 | 5                                                                                  | 5                                                                                   | 5                                                                                   | 5                                                                                   | 5                                                                                   | 5                                                                                   |
| Cap, veh/h                   |                                                                                   |                                                                                   |                                                                                   | 156                                                                               | 589                                                                               | 378                                                                               | 111                                                                                | 671                                                                                 | 26                                                                                  | 200                                                                                 | 1246                                                                                | 677                                                                                 |
| Arrive On Green              |                                                                                   |                                                                                   |                                                                                   | 0.40                                                                              | 0.40                                                                              | 0.40                                                                              | 0.50                                                                               | 0.50                                                                                | 0.50                                                                                | 0.50                                                                                | 0.50                                                                                | 0.50                                                                                |
| Sat Flow, veh/h              |                                                                                   |                                                                                   |                                                                                   | 390                                                                               | 1473                                                                              | 945                                                                               | 140                                                                                | 1342                                                                                | 53                                                                                  | 310                                                                                 | 2492                                                                                | 1354                                                                                |
| Grp Volume(v), veh/h         |                                                                                   |                                                                                   |                                                                                   | 169                                                                               | 0                                                                                 | 131                                                                               | 292                                                                                | 0                                                                                   | 0                                                                                   | 74                                                                                  | 67                                                                                  | 68                                                                                  |
| Grp Sat Flow(s),veh/h/ln     |                                                                                   |                                                                                   |                                                                                   | 1609                                                                              | 0                                                                                 | 1199                                                                              | 1534                                                                               | 0                                                                                   | 0                                                                                   | 1395                                                                                | 1408                                                                                | 1354                                                                                |
| Q Serve(g_s), s              |                                                                                   |                                                                                   |                                                                                   | 7.1                                                                               | 0.0                                                                               | 7.3                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 2.5                                                                                 | 2.6                                                                                 |
| Cycle Q Clear(g_c), s        |                                                                                   |                                                                                   |                                                                                   | 7.1                                                                               | 0.0                                                                               | 7.3                                                                               | 11.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 2.4                                                                                 | 2.5                                                                                 | 2.6                                                                                 |
| Prop In Lane                 |                                                                                   |                                                                                   |                                                                                   | 0.24                                                                              |                                                                                   | 0.79                                                                              | 0.13                                                                               |                                                                                     | 0.03                                                                                | 0.26                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       |                                                                                   |                                                                                   |                                                                                   | 644                                                                               | 0                                                                                 | 479                                                                               | 808                                                                                | 0                                                                                   | 0                                                                                   | 743                                                                                 | 704                                                                                 | 677                                                                                 |
| V/C Ratio(X)                 |                                                                                   |                                                                                   |                                                                                   | 0.26                                                                              | 0.00                                                                              | 0.27                                                                              | 0.36                                                                               | 0.00                                                                                | 0.00                                                                                | 0.10                                                                                | 0.10                                                                                | 0.10                                                                                |
| Avail Cap(c_a), veh/h        |                                                                                   |                                                                                   |                                                                                   | 644                                                                               | 0                                                                                 | 479                                                                               | 808                                                                                | 0                                                                                   | 0                                                                                   | 743                                                                                 | 704                                                                                 | 677                                                                                 |
| HCM Platoon Ratio            |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(l)           |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                               | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     |                                                                                   |                                                                                   |                                                                                   | 20.1                                                                              | 0.0                                                                               | 20.2                                                                              | 15.3                                                                               | 0.0                                                                                 | 0.0                                                                                 | 13.1                                                                                | 13.1                                                                                | 13.2                                                                                |
| Incr Delay (d2), s/veh       |                                                                                   |                                                                                   |                                                                                   | 1.0                                                                               | 0.0                                                                               | 1.4                                                                               | 1.3                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.3                                                                                 | 0.3                                                                                 | 0.3                                                                                 |
| Initial Q Delay(d3),s/veh    |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     |                                                                                   |                                                                                   |                                                                                   | 3.3                                                                               | 0.0                                                                               | 2.6                                                                               | 5.1                                                                                | 0.0                                                                                 | 0.0                                                                                 | 1.1                                                                                 | 1.0                                                                                 | 1.0                                                                                 |
| LnGrp Delay(d),s/veh         |                                                                                   |                                                                                   |                                                                                   | 21.1                                                                              | 0.0                                                                               | 21.6                                                                              | 16.5                                                                               | 0.0                                                                                 | 0.0                                                                                 | 13.4                                                                                | 13.4                                                                                | 13.5                                                                                |
| LnGrp LOS                    |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   | C                                                                                 | B                                                                                  |                                                                                     |                                                                                     | B                                                                                   | B                                                                                   | B                                                                                   |
| Approach Vol, veh/h          |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 300                                                                               |                                                                                   |                                                                                    | 292                                                                                 |                                                                                     |                                                                                     | 209                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 21.3                                                                              |                                                                                   |                                                                                    | 16.5                                                                                |                                                                                     |                                                                                     | 13.4                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | B                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 45.0                                                                              |                                                                                   | 55.0                                                                              |                                                                                   |                                                                                   |                                                                                    | 55.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   |                                                                                    | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 40.0                                                                              |                                                                                   | 50.0                                                                              |                                                                                   |                                                                                   |                                                                                    | 50.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 9.3                                                                               |                                                                                   | 13.0                                                                              |                                                                                   |                                                                                   |                                                                                    | 4.6                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 0.0                                                                               |                                                                                   | 1.9                                                                               |                                                                                   |                                                                                   |                                                                                    | 1.9                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   |                                                                                   | 17.5                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

## 22: NW 6th St & Project Driveway

Future  
AM Peak Hour

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBL                                                                               | SBR                                                                               |
| Lane Configurations               |                                                                                   |                                                                                   |  |                                                                                   |                                                                                   |  |
| Volume (veh/h)                    | 0                                                                                 | 0                                                                                 | 433                                                                               | 45                                                                                | 0                                                                                 | 61                                                                                |
| Sign Control                      |                                                                                   | Free                                                                              | Free                                                                              |                                                                                   | Stop                                                                              |                                                                                   |
| Grade                             |                                                                                   | 0%                                                                                | 0%                                                                                |                                                                                   | 0%                                                                                |                                                                                   |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |
| Hourly flow rate (vph)            | 0                                                                                 | 0                                                                                 | 471                                                                               | 49                                                                                | 0                                                                                 | 66                                                                                |
| Pedestrians                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Width (ft)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Walking Speed (ft/s)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Percent Blockage                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       |                                                                                   | None                                                                              | None                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (ft)              |                                                                                   | 638                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC, conflicting volume            | 520                                                                               |                                                                                   |                                                                                   |                                                                                   | 495                                                                               | 260                                                                               |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                | 520                                                                               |                                                                                   |                                                                                   |                                                                                   | 495                                                                               | 260                                                                               |
| tC, single (s)                    | 4.2                                                                               |                                                                                   |                                                                                   |                                                                                   | 6.9                                                                               | 7.0                                                                               |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            | 2.2                                                                               |                                                                                   |                                                                                   |                                                                                   | 3.5                                                                               | 3.3                                                                               |
| p0 queue free %                   | 100                                                                               |                                                                                   |                                                                                   |                                                                                   | 100                                                                               | 91                                                                                |
| cM capacity (veh/h)               | 1022                                                                              |                                                                                   |                                                                                   |                                                                                   | 496                                                                               | 730                                                                               |
| Direction, Lane #                 | WB 1                                                                              | WB 2                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume Total                      | 314                                                                               | 206                                                                               | 66                                                                                |                                                                                   |                                                                                   |                                                                                   |
| Volume Left                       | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Volume Right                      | 0                                                                                 | 49                                                                                | 66                                                                                |                                                                                   |                                                                                   |                                                                                   |
| cSH                               | 1700                                                                              | 1700                                                                              | 730                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.18                                                                              | 0.12                                                                              | 0.09                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Queue Length 95th (ft)            | 0                                                                                 | 0                                                                                 | 7                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Control Delay (s)                 | 0.0                                                                               | 0.0                                                                               | 10.4                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Lane LOS                          |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Approach Delay (s)                | 0.0                                                                               |                                                                                   | 10.4                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Approach LOS                      |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   |                                                                                   | 1.2                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 23.8%                                                                             | ICU Level of Service                                                              |                                                                                   | A                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |

# HCM Unsignalized Intersection Capacity Analysis

## 23: NW 1st Ave & Project Driveway

Future  
AM Peak Hour

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBR                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations               |                                                                                   |  |                                                                                   |  |  |                                                                                   |
| Volume (veh/h)                    | 0                                                                                 | 45                                                                                | 0                                                                                 | 62                                                                                | 287                                                                               | 35                                                                                |
| Sign Control                      | Stop                                                                              |                                                                                   |                                                                                   | Free                                                                              | Free                                                                              |                                                                                   |
| Grade                             | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                | 0%                                                                                |                                                                                   |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |
| Hourly flow rate (vph)            | 0                                                                                 | 49                                                                                | 0                                                                                 | 67                                                                                | 312                                                                               | 38                                                                                |
| Pedestrians                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Width (ft)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Walking Speed (ft/s)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Percent Blockage                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       |                                                                                   |                                                                                   |                                                                                   | None                                                                              | None                                                                              |                                                                                   |
| Median storage veh                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (ft)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC, conflicting volume            | 365                                                                               | 175                                                                               | 350                                                                               |                                                                                   |                                                                                   |                                                                                   |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                | 365                                                                               | 175                                                                               | 350                                                                               |                                                                                   |                                                                                   |                                                                                   |
| tC, single (s)                    | 6.9                                                                               | 7.0                                                                               | 4.2                                                                               |                                                                                   |                                                                                   |                                                                                   |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            | 3.5                                                                               | 3.3                                                                               | 2.2                                                                               |                                                                                   |                                                                                   |                                                                                   |
| p0 queue free %                   | 100                                                                               | 94                                                                                | 100                                                                               |                                                                                   |                                                                                   |                                                                                   |
| cM capacity (veh/h)               | 600                                                                               | 829                                                                               | 1184                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Direction, Lane #                 | EB 1                                                                              | NB 1                                                                              | NB 2                                                                              | SB 1                                                                              | SB 2                                                                              |                                                                                   |
| Volume Total                      | 49                                                                                | 34                                                                                | 34                                                                                | 208                                                                               | 142                                                                               |                                                                                   |
| Volume Left                       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |
| Volume Right                      | 49                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 38                                                                                |                                                                                   |
| cSH                               | 829                                                                               | 1700                                                                              | 1700                                                                              | 1700                                                                              | 1700                                                                              |                                                                                   |
| Volume to Capacity                | 0.06                                                                              | 0.02                                                                              | 0.02                                                                              | 0.12                                                                              | 0.08                                                                              |                                                                                   |
| Queue Length 95th (ft)            | 5                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |
| Control Delay (s)                 | 9.6                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   |
| Lane LOS                          | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Approach Delay (s)                | 9.6                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   |
| Approach LOS                      | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   |                                                                                   | 1.0                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 19.0%                                                                             | ICU Level of Service                                                              |                                                                                   | A                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |

# HCM Unsignalized Intersection Capacity Analysis

## 24: Project Driveway & NW 8th St

Future  
AM Peak Hour

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations               |  |                                                                                   |                                                                                   |  |                                                                                   |  |
| Volume (veh/h)                    | 500                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 12                                                                                |
| Sign Control                      | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              | Stop                                                                              |                                                                                   |
| Grade                             | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                | 0%                                                                                |                                                                                   |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |
| Hourly flow rate (vph)            | 543                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 13                                                                                |
| Pedestrians                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Width (ft)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Walking Speed (ft/s)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Percent Blockage                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       | None                                                                              |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                   |
| Median storage veh                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (ft)              | 566                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| pX, platoon unblocked             |                                                                                   |                                                                                   | 0.76                                                                              |                                                                                   | 0.76                                                                              | 0.76                                                                              |
| vC, conflicting volume            |                                                                                   |                                                                                   | 543                                                                               |                                                                                   | 543                                                                               | 543                                                                               |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                |                                                                                   |                                                                                   | 248                                                                               |                                                                                   | 248                                                                               | 248                                                                               |
| tC, single (s)                    |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   | 6.4                                                                               | 6.2                                                                               |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   | 3.5                                                                               | 3.3                                                                               |
| p0 queue free %                   |                                                                                   |                                                                                   | 100                                                                               |                                                                                   | 100                                                                               | 98                                                                                |
| cM capacity (veh/h)               |                                                                                   |                                                                                   | 993                                                                               |                                                                                   | 561                                                                               | 598                                                                               |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume Total                      | 543                                                                               | 0                                                                                 | 13                                                                                |                                                                                   |                                                                                   |                                                                                   |
| Volume Left                       | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Volume Right                      | 0                                                                                 | 0                                                                                 | 13                                                                                |                                                                                   |                                                                                   |                                                                                   |
| cSH                               | 1700                                                                              | 1700                                                                              | 598                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.32                                                                              | 0.00                                                                              | 0.02                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Queue Length 95th (ft)            | 0                                                                                 | 0                                                                                 | 2                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Control Delay (s)                 | 0.0                                                                               | 0.0                                                                               | 11.1                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Lane LOS                          |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Approach Delay (s)                | 0.0                                                                               | 0.0                                                                               | 11.1                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Approach LOS                      |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   |                                                                                   | 0.3                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 36.3%                                                                             | ICU Level of Service                                                              |                                                                                   | A                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |

# Timings 5: NW 8th Street & NW 2nd Avenue

Future  
PM Peak Hour

|                      |  |  |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL                                                                                 | SBT                                                                                 |
| Lane Configurations  |                                                                                   |  |                                                                                   |  |                                                                                   |  |                                                                                     |  |
| Volume (vph)         | 31                                                                                | 316                                                                               | 16                                                                                | 270                                                                               | 151                                                                               | 260                                                                               | 17                                                                                  | 104                                                                                 |
| Turn Type            | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                                | NA                                                                                  |
| Protected Phases     |                                                                                   | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 2                                                                                   |
| Permitted Phases     | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                   | 2                                                                                   |                                                                                     |
| Detector Phase       | 8                                                                                 | 8                                                                                 | 4                                                                                 | 4                                                                                 | 6                                                                                 | 6                                                                                 | 2                                                                                   | 2                                                                                   |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                                 | 7.0                                                                                 |
| Minimum Split (s)    | 23.0                                                                              | 23.0                                                                              | 23.0                                                                              | 23.0                                                                              | 23.0                                                                              | 23.0                                                                              | 23.0                                                                                | 23.0                                                                                |
| Total Split (s)      | 40.0                                                                              | 40.0                                                                              | 40.0                                                                              | 40.0                                                                              | 60.0                                                                              | 60.0                                                                              | 60.0                                                                                | 60.0                                                                                |
| Total Split (%)      | 40.0%                                                                             | 40.0%                                                                             | 40.0%                                                                             | 40.0%                                                                             | 60.0%                                                                             | 60.0%                                                                             | 60.0%                                                                               | 60.0%                                                                               |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                                 | 4.0                                                                                 |
| All-Red Time (s)     | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                                 | 1.0                                                                                 |
| Lost Time Adjust (s) |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                     | 0.0                                                                                 |
| Total Lost Time (s)  |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                     | 5.0                                                                                 |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Recall Mode          | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                                 | Max                                                                                 |

## Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 31 (31%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green  
 Natural Cycle: 50  
 Control Type: Pretimed

## Splits and Phases: 5: NW 8th Street & NW 2nd Avenue

|                                                                                            |  |                                                                                         |
|--------------------------------------------------------------------------------------------|--|-----------------------------------------------------------------------------------------|
|  ø2 (R) |  |  ø4 |
| 60 s                                                                                       |  | 40 s                                                                                    |
|  ø6 (R) |  |  ø8 |
| 60 s                                                                                       |  | 40 s                                                                                    |

# HCM 2010 Signalized Intersection Summary

## 5: NW 8th Street & NW 2nd Avenue

Future  
PM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Volume (veh/h)               | 31                                                                                | 316                                                                               | 32                                                                                | 16                                                                                | 270                                                                               | 27                                                                                | 151                                                                                | 260                                                                                 | 58                                                                                  | 17                                                                                  | 104                                                                                 | 60                                                                                  |
| Number                       | 3                                                                                 | 8                                                                                 | 18                                                                                | 7                                                                                 | 4                                                                                 | 14                                                                                | 1                                                                                  | 6                                                                                   | 16                                                                                  | 5                                                                                   | 2                                                                                   | 12                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 0.97                                                                              | 1.00                                                                              |                                                                                   | 0.97                                                                              | 0.99                                                                               |                                                                                     | 0.97                                                                                | 1.00                                                                                |                                                                                     | 0.97                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1900                                                                              | 1810                                                                              | 1900                                                                              | 1900                                                                              | 1810                                                                              | 1900                                                                              | 1900                                                                               | 1810                                                                                | 1900                                                                                | 1900                                                                                | 1810                                                                                | 1900                                                                                |
| Adj Flow Rate, veh/h         | 36                                                                                | 367                                                                               | 37                                                                                | 19                                                                                | 314                                                                               | 31                                                                                | 176                                                                                | 302                                                                                 | 67                                                                                  | 20                                                                                  | 121                                                                                 | 70                                                                                  |
| Adj No. of Lanes             | 0                                                                                 | 1                                                                                 | 0                                                                                 | 0                                                                                 | 1                                                                                 | 0                                                                                 | 0                                                                                  | 1                                                                                   | 0                                                                                   | 0                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                               | 0.86                                                                                | 0.86                                                                                | 0.86                                                                                | 0.86                                                                                | 0.86                                                                                |
| Percent Heavy Veh, %         | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                  | 5                                                                                   | 5                                                                                   | 5                                                                                   | 5                                                                                   | 5                                                                                   |
| Cap, veh/h                   | 69                                                                                | 518                                                                               | 50                                                                                | 53                                                                                | 542                                                                               | 52                                                                                | 297                                                                                | 479                                                                                 | 102                                                                                 | 94                                                                                  | 533                                                                                 | 292                                                                                 |
| Arrive On Green              | 0.35                                                                              | 0.35                                                                              | 0.35                                                                              | 0.35                                                                              | 0.35                                                                              | 0.35                                                                              | 0.18                                                                               | 0.18                                                                                | 0.18                                                                                | 0.55                                                                                | 0.55                                                                                | 0.55                                                                                |
| Sat Flow, veh/h              | 87                                                                                | 1481                                                                              | 144                                                                               | 44                                                                                | 1548                                                                              | 148                                                                               | 453                                                                                | 871                                                                                 | 186                                                                                 | 99                                                                                  | 969                                                                                 | 530                                                                                 |
| Grp Volume(v), veh/h         | 440                                                                               | 0                                                                                 | 0                                                                                 | 364                                                                               | 0                                                                                 | 0                                                                                 | 545                                                                                | 0                                                                                   | 0                                                                                   | 211                                                                                 | 0                                                                                   | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln     | 1711                                                                              | 0                                                                                 | 0                                                                                 | 1740                                                                              | 0                                                                                 | 0                                                                                 | 1510                                                                               | 0                                                                                   | 0                                                                                   | 1599                                                                                | 0                                                                                   | 0                                                                                   |
| Q Serve(g_s), s              | 5.3                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 26.8                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 22.1                                                                              | 0.0                                                                               | 0.0                                                                               | 16.7                                                                              | 0.0                                                                               | 0.0                                                                               | 33.2                                                                               | 0.0                                                                                 | 0.0                                                                                 | 6.4                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 0.08                                                                              |                                                                                   | 0.08                                                                              | 0.05                                                                              |                                                                                   | 0.09                                                                              | 0.32                                                                               |                                                                                     | 0.12                                                                                | 0.09                                                                                |                                                                                     | 0.33                                                                                |
| Lane Grp Cap(c), veh/h       | 638                                                                               | 0                                                                                 | 0                                                                                 | 647                                                                               | 0                                                                                 | 0                                                                                 | 878                                                                                | 0                                                                                   | 0                                                                                   | 919                                                                                 | 0                                                                                   | 0                                                                                   |
| V/C Ratio(X)                 | 0.69                                                                              | 0.00                                                                              | 0.00                                                                              | 0.56                                                                              | 0.00                                                                              | 0.00                                                                              | 0.62                                                                               | 0.00                                                                                | 0.00                                                                                | 0.23                                                                                | 0.00                                                                                | 0.00                                                                                |
| Avail Cap(c_a), veh/h        | 638                                                                               | 0                                                                                 | 0                                                                                 | 647                                                                               | 0                                                                                 | 0                                                                                 | 878                                                                                | 0                                                                                   | 0                                                                                   | 919                                                                                 | 0                                                                                   | 0                                                                                   |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.33                                                                               | 0.33                                                                                | 0.33                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(l)           | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                               | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                |
| Uniform Delay (d), s/veh     | 28.2                                                                              | 0.0                                                                               | 0.0                                                                               | 26.6                                                                              | 0.0                                                                               | 0.0                                                                               | 31.7                                                                               | 0.0                                                                                 | 0.0                                                                                 | 11.6                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 6.0                                                                               | 0.0                                                                               | 0.0                                                                               | 3.5                                                                               | 0.0                                                                               | 0.0                                                                               | 3.3                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.6                                                                                 | 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     | 11.6                                                                              | 0.0                                                                               | 0.0                                                                               | 8.8                                                                               | 0.0                                                                               | 0.0                                                                               | 14.8                                                                               | 0.0                                                                                 | 0.0                                                                                 | 3.1                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| LnGrp Delay(d),s/veh         | 34.2                                                                              | 0.0                                                                               | 0.0                                                                               | 30.1                                                                              | 0.0                                                                               | 0.0                                                                               | 35.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 12.2                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| LnGrp LOS                    | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                  |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |
| Approach Vol, veh/h          |                                                                                   | 440                                                                               |                                                                                   |                                                                                   | 364                                                                               |                                                                                   |                                                                                    | 545                                                                                 |                                                                                     |                                                                                     | 211                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 34.2                                                                              |                                                                                   |                                                                                   | 30.1                                                                              |                                                                                   |                                                                                    | 35.0                                                                                |                                                                                     |                                                                                     | 12.2                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | D                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 60.0                                                                              |                                                                                   | 40.0                                                                              |                                                                                   | 60.0                                                                              |                                                                                    | 40.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                    | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 55.0                                                                              |                                                                                   | 35.0                                                                              |                                                                                   | 55.0                                                                              |                                                                                    | 35.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 8.4                                                                               |                                                                                   | 18.7                                                                              |                                                                                   | 35.2                                                                              |                                                                                    | 24.1                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 2.1                                                                               |                                                                                   | 3.3                                                                               |                                                                                   | 2.0                                                                               |                                                                                    | 2.8                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   |                                                                                   | 30.5                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

6: NW 1st Ct & NW 8th St

Future

PM Peak Hour

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations               |  |                                                                                   |                                                                                   |  |  |                                                                                   |
| Volume (veh/h)                    | 348                                                                               | 44                                                                                | 9                                                                                 | 221                                                                               | 63                                                                                | 53                                                                                |
| Sign Control                      | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              | Stop                                                                              |                                                                                   |
| Grade                             | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                | 0%                                                                                |                                                                                   |
| Peak Hour Factor                  | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              |
| Hourly flow rate (vph)            | 382                                                                               | 48                                                                                | 10                                                                                | 243                                                                               | 69                                                                                | 58                                                                                |
| Pedestrians                       | 3                                                                                 |                                                                                   |                                                                                   | 34                                                                                | 15                                                                                |                                                                                   |
| Lane Width (ft)                   | 12.0                                                                              |                                                                                   |                                                                                   | 12.0                                                                              | 12.0                                                                              |                                                                                   |
| Walking Speed (ft/s)              | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               | 4.0                                                                               |                                                                                   |
| Percent Blockage                  | 0                                                                                 |                                                                                   |                                                                                   | 3                                                                                 | 1                                                                                 |                                                                                   |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       | None                                                                              |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                   |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (ft)              | 357                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| pX, platoon unblocked             |                                                                                   |                                                                                   | 0.81                                                                              |                                                                                   | 0.81                                                                              | 0.81                                                                              |
| vC, conflicting volume            |                                                                                   |                                                                                   | 446                                                                               |                                                                                   | 687                                                                               | 456                                                                               |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                |                                                                                   |                                                                                   | 193                                                                               |                                                                                   | 492                                                                               | 205                                                                               |
| tC, single (s)                    |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   | 6.4                                                                               | 6.2                                                                               |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   | 3.5                                                                               | 3.3                                                                               |
| p0 queue free %                   |                                                                                   |                                                                                   | 99                                                                                |                                                                                   | 83                                                                                | 91                                                                                |
| cM capacity (veh/h)               |                                                                                   |                                                                                   | 1085                                                                              |                                                                                   | 418                                                                               | 641                                                                               |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume Total                      | 431                                                                               | 253                                                                               | 127                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Volume Left                       | 0                                                                                 | 10                                                                                | 69                                                                                |                                                                                   |                                                                                   |                                                                                   |
| Volume Right                      | 48                                                                                | 0                                                                                 | 58                                                                                |                                                                                   |                                                                                   |                                                                                   |
| cSH                               | 1700                                                                              | 1085                                                                              | 497                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.25                                                                              | 0.01                                                                              | 0.26                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Queue Length 95th (ft)            | 0                                                                                 | 1                                                                                 | 25                                                                                |                                                                                   |                                                                                   |                                                                                   |
| Control Delay (s)                 | 0.0                                                                               | 0.4                                                                               | 14.7                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Lane LOS                          |                                                                                   | A                                                                                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Approach Delay (s)                | 0.0                                                                               | 0.4                                                                               | 14.7                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Approach LOS                      |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   |                                                                                   | 2.4                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 39.5%                                                                             | ICU Level of Service                                                              |                                                                                   | A                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |

# HCM Unsignalized Intersection Capacity Analysis

7: NW 1st Ave & NW 8th St

Future  
PM Peak Hour

|                                   |  |  |  |  |  |  |   |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Volume (veh/h)                    | 117                                                                               | 253                                                                               | 71                                                                                | 18                                                                                | 159                                                                               | 23                                                                                | 42                                                                                  | 119                                                                                 | 14                                                                                  | 3                                                                                   | 25                                                                                  | 11                                                                                  |
| Sign Control                      |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                     | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Grade                             |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                     | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Peak Hour Factor                  | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Hourly flow rate (vph)            | 123                                                                               | 266                                                                               | 75                                                                                | 19                                                                                | 167                                                                               | 24                                                                                | 44                                                                                  | 125                                                                                 | 15                                                                                  | 3                                                                                   | 26                                                                                  | 12                                                                                  |
| Pedestrians                       |                                                                                   | 19                                                                                |                                                                                   |                                                                                   | 14                                                                                |                                                                                   |                                                                                     | 19                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Lane Width (ft)                   |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                     | 12.0                                                                                |                                                                                     |                                                                                     | 12.0                                                                                |                                                                                     |
| Walking Speed (ft/s)              |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                     | 4.0                                                                                 |                                                                                     |                                                                                     | 4.0                                                                                 |                                                                                     |
| Percent Blockage                  |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   | 1                                                                                 |                                                                                   |                                                                                     | 2                                                                                   |                                                                                     |                                                                                     | 1                                                                                   |                                                                                     |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median type                       |                                                                                   | None                                                                              |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Upstream signal (ft)              |                                                                                   | 726                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   | 0.91                                                                              |                                                                                   |                                                                                   | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                |                                                                                     |
| vC, conflicting volume            | 208                                                                               |                                                                                   |                                                                                   | 360                                                                               |                                                                                   |                                                                                   | 830                                                                                 | 814                                                                                 | 337                                                                                 | 875                                                                                 | 840                                                                                 | 214                                                                                 |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 208                                                                               |                                                                                   |                                                                                   | 245                                                                               |                                                                                   |                                                                                   | 763                                                                                 | 745                                                                                 | 219                                                                                 | 812                                                                                 | 773                                                                                 | 214                                                                                 |
| tC, single (s)                    | 4.1                                                                               |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   |                                                                                   | 7.1                                                                                 | 6.5                                                                                 | 6.2                                                                                 | 7.1                                                                                 | 6.5                                                                                 | 6.2                                                                                 |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| tF (s)                            | 2.2                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |                                                                                   | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 |
| p0 queue free %                   | 91                                                                                |                                                                                   |                                                                                   | 98                                                                                |                                                                                   |                                                                                   | 81                                                                                  | 53                                                                                  | 98                                                                                  | 98                                                                                  | 90                                                                                  | 99                                                                                  |
| cM capacity (veh/h)               | 1328                                                                              |                                                                                   |                                                                                   | 1165                                                                              |                                                                                   |                                                                                   | 228                                                                                 | 267                                                                                 | 718                                                                                 | 146                                                                                 | 257                                                                                 | 794                                                                                 |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              | NB 2                                                                              | NB 3                                                                              | SB 1                                                                              | SB 2                                                                                | SB 3                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 464                                                                               | 211                                                                               | 44                                                                                | 84                                                                                | 56                                                                                | 3                                                                                 | 18                                                                                  | 20                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 123                                                                               | 19                                                                                | 44                                                                                | 0                                                                                 | 0                                                                                 | 3                                                                                 | 0                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 75                                                                                | 24                                                                                | 0                                                                                 | 0                                                                                 | 15                                                                                | 0                                                                                 | 0                                                                                   | 12                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 1328                                                                              | 1165                                                                              | 228                                                                               | 267                                                                               | 319                                                                               | 146                                                                               | 257                                                                                 | 418                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.09                                                                              | 0.02                                                                              | 0.19                                                                              | 0.31                                                                              | 0.18                                                                              | 0.02                                                                              | 0.07                                                                                | 0.05                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (ft)            | 8                                                                                 | 1                                                                                 | 17                                                                                | 32                                                                                | 16                                                                                | 2                                                                                 | 5                                                                                   | 4                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 2.8                                                                               | 0.9                                                                               | 24.5                                                                              | 24.5                                                                              | 18.7                                                                              | 30.2                                                                              | 20.0                                                                                | 14.1                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | A                                                                                 | A                                                                                 | C                                                                                 | C                                                                                 | C                                                                                 | D                                                                                 | C                                                                                   | B                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 2.8                                                                               | 0.9                                                                               | 22.8                                                                              |                                                                                   |                                                                                   |                                                                                   | 17.9                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                   | C                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   | 7.1                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 56.9%                                                                             | ICU Level of Service                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

8: NW 2nd Ave & NW 7th St

Future

PM Peak Hour

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations               |  |                                                                                   |  |                                                                                   |                                                                                   |  |
| Volume (veh/h)                    | 7                                                                                 | 35                                                                                | 436                                                                               | 0                                                                                 | 0                                                                                 | 149                                                                               |
| Sign Control                      | Stop                                                                              |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |
| Grade                             | 0%                                                                                |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |
| Peak Hour Factor                  | 0.88                                                                              | 0.88                                                                              | 0.88                                                                              | 0.88                                                                              | 0.88                                                                              | 0.88                                                                              |
| Hourly flow rate (vph)            | 8                                                                                 | 40                                                                                | 495                                                                               | 0                                                                                 | 0                                                                                 | 169                                                                               |
| Pedestrians                       | 11                                                                                |                                                                                   | 9                                                                                 |                                                                                   |                                                                                   | 11                                                                                |
| Lane Width (ft)                   | 12.0                                                                              |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                   | 12.0                                                                              |
| Walking Speed (ft/s)              | 4.0                                                                               |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               |
| Percent Blockage                  | 1                                                                                 |                                                                                   | 1                                                                                 |                                                                                   |                                                                                   | 1                                                                                 |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                   | None                                                                              |
| Median storage veh                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (ft)              |                                                                                   |                                                                                   | 366                                                                               |                                                                                   |                                                                                   | 339                                                                               |
| pX, platoon unblocked             | 0.88                                                                              | 0.88                                                                              |                                                                                   |                                                                                   | 0.88                                                                              |                                                                                   |
| vC, conflicting volume            | 685                                                                               | 517                                                                               |                                                                                   |                                                                                   | 506                                                                               |                                                                                   |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                | 576                                                                               | 386                                                                               |                                                                                   |                                                                                   | 374                                                                               |                                                                                   |
| tC, single (s)                    | 6.4                                                                               | 6.2                                                                               |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            | 3.5                                                                               | 3.3                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |
| p0 queue free %                   | 98                                                                                | 93                                                                                |                                                                                   |                                                                                   | 100                                                                               |                                                                                   |
| cM capacity (veh/h)               | 411                                                                               | 567                                                                               |                                                                                   |                                                                                   | 1021                                                                              |                                                                                   |
| Direction, Lane #                 | WB 1                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume Total                      | 48                                                                                | 495                                                                               | 169                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Volume Left                       | 8                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Volume Right                      | 40                                                                                | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| cSH                               | 534                                                                               | 1700                                                                              | 1700                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.09                                                                              | 0.29                                                                              | 0.10                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Queue Length 95th (ft)            | 7                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Control Delay (s)                 | 12.4                                                                              | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Lane LOS                          | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Approach Delay (s)                | 12.4                                                                              | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Approach LOS                      | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   |                                                                                   | 0.8                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 36.1%                                                                             | ICU Level of Service                                                              |                                                                                   | A                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |

# Timings

10: NW 2nd Ave & NW 6th St

Future

PM Peak Hour

|                      | ←     | ↙     | ↑     | ↓     |
|----------------------|-------|-------|-------|-------|
| Lane Group           | WBT   | NBL   | NBT   | SBT   |
| Lane Configurations  | ↔↔    |       | ↔     | ↔     |
| Volume (vph)         | 637   | 134   | 311   | 118   |
| Turn Type            | NA    | Perm  | NA    | NA    |
| Protected Phases     | 8     |       | 6     | 2     |
| Permitted Phases     |       | 6     |       |       |
| Detector Phase       | 8     | 6     | 6     | 2     |
| Switch Phase         |       |       |       |       |
| Minimum Initial (s)  | 7.0   | 15.0  | 15.0  | 15.0  |
| Minimum Split (s)    | 27.0  | 21.0  | 21.0  | 21.0  |
| Total Split (s)      | 34.0  | 66.0  | 66.0  | 66.0  |
| Total Split (%)      | 34.0% | 66.0% | 66.0% | 66.0% |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)     | 1.0   | 1.0   | 1.0   | 1.0   |
| Lost Time Adjust (s) | 0.0   |       | 0.0   | 0.0   |
| Total Lost Time (s)  | 5.0   |       | 5.0   | 5.0   |
| Lead/Lag             |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |
| Recall Mode          | Max   | Max   | Max   | Max   |

## Intersection Summary

Cycle Length: 100

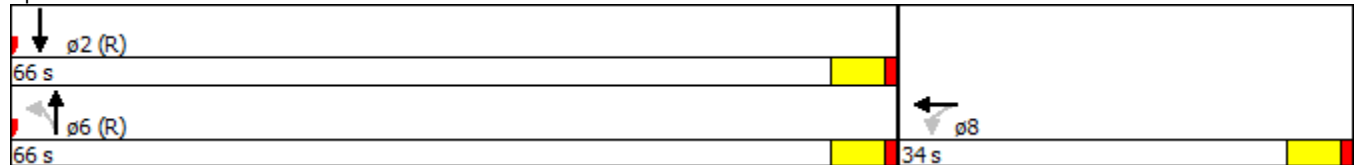
Actuated Cycle Length: 100

Offset: 88 (88%), Referenced to phase 2:SBT and 6:NBT, Start of Green

Natural Cycle: 60

Control Type: Pretimed

Splits and Phases: 10: NW 2nd Ave & NW 6th St



HCM 2010 Signalized Intersection Summary  
10: NW 2nd Ave & NW 6th St

Future  
PM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Volume (veh/h)               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 82                                                                                | 637                                                                               | 92                                                                                | 134                                                                                | 311                                                                                 | 0                                                                                   | 0                                                                                   | 118                                                                                 | 45                                                                                  |
| Number                       |                                                                                   |                                                                                   |                                                                                   | 3                                                                                 | 8                                                                                 | 18                                                                                | 1                                                                                  | 6                                                                                   | 16                                                                                  | 5                                                                                   | 2                                                                                   | 12                                                                                  |
| Initial Q (Qb), veh          |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 0.99                                                                              | 0.99                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.99                                                                                |
| Parking Bus, Adj             |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       |                                                                                   |                                                                                   |                                                                                   | 1710                                                                              | 1629                                                                              | 1710                                                                              | 1710                                                                               | 1629                                                                                | 0                                                                                   | 0                                                                                   | 1629                                                                                | 1710                                                                                |
| Adj Flow Rate, veh/h         |                                                                                   |                                                                                   |                                                                                   | 92                                                                                | 716                                                                               | 103                                                                               | 151                                                                                | 349                                                                                 | 0                                                                                   | 0                                                                                   | 133                                                                                 | 51                                                                                  |
| Adj No. of Lanes             |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 2                                                                                 | 0                                                                                 | 0                                                                                  | 1                                                                                   | 0                                                                                   | 0                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             |                                                                                   |                                                                                   |                                                                                   | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                               | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                |
| Percent Heavy Veh, %         |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 5                                                                                 | 0                                                                                 | 5                                                                                  | 5                                                                                   | 0                                                                                   | 0                                                                                   | 5                                                                                   | 5                                                                                   |
| Cap, veh/h                   |                                                                                   |                                                                                   |                                                                                   | 89                                                                                | 722                                                                               | 109                                                                               | 261                                                                                | 571                                                                                 | 0                                                                                   | 0                                                                                   | 682                                                                                 | 262                                                                                 |
| Arrive On Green              |                                                                                   |                                                                                   |                                                                                   | 0.29                                                                              | 0.29                                                                              | 0.29                                                                              | 1.00                                                                               | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                | 0.20                                                                                | 0.20                                                                                |
| Sat Flow, veh/h              |                                                                                   |                                                                                   |                                                                                   | 306                                                                               | 2489                                                                              | 377                                                                               | 352                                                                                | 936                                                                                 | 0                                                                                   | 0                                                                                   | 1119                                                                                | 429                                                                                 |
| Grp Volume(v), veh/h         |                                                                                   |                                                                                   |                                                                                   | 485                                                                               | 0                                                                                 | 426                                                                               | 500                                                                                | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 184                                                                                 |
| Grp Sat Flow(s),veh/h/ln     |                                                                                   |                                                                                   |                                                                                   | 1613                                                                              | 0                                                                                 | 1559                                                                              | 1287                                                                               | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 1547                                                                                |
| Q Serve(g_s), s              |                                                                                   |                                                                                   |                                                                                   | 29.0                                                                              | 0.0                                                                               | 26.7                                                                              | 7.6                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 9.9                                                                                 |
| Cycle Q Clear(g_c), s        |                                                                                   |                                                                                   |                                                                                   | 29.0                                                                              | 0.0                                                                               | 26.7                                                                              | 17.5                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 9.9                                                                                 |
| Prop In Lane                 |                                                                                   |                                                                                   |                                                                                   | 0.19                                                                              |                                                                                   | 0.24                                                                              | 0.30                                                                               |                                                                                     | 0.00                                                                                | 0.00                                                                                |                                                                                     | 0.28                                                                                |
| Lane Grp Cap(c), veh/h       |                                                                                   |                                                                                   |                                                                                   | 468                                                                               | 0                                                                                 | 452                                                                               | 832                                                                                | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 944                                                                                 |
| V/C Ratio(X)                 |                                                                                   |                                                                                   |                                                                                   | 1.04                                                                              | 0.00                                                                              | 0.94                                                                              | 0.60                                                                               | 0.00                                                                                | 0.00                                                                                | 0.00                                                                                | 0.00                                                                                | 0.19                                                                                |
| Avail Cap(c_a), veh/h        |                                                                                   |                                                                                   |                                                                                   | 468                                                                               | 0                                                                                 | 452                                                                               | 832                                                                                | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 944                                                                                 |
| HCM Platoon Ratio            |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 2.00                                                                               | 2.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.33                                                                                | 0.33                                                                                |
| Upstream Filter(l)           |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                               | 0.00                                                                                | 0.00                                                                                | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     |                                                                                   |                                                                                   |                                                                                   | 35.5                                                                              | 0.0                                                                               | 34.7                                                                              | 0.6                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 19.5                                                                                |
| Incr Delay (d2), s/veh       |                                                                                   |                                                                                   |                                                                                   | 51.2                                                                              | 0.0                                                                               | 30.2                                                                              | 3.2                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.5                                                                                 |
| Initial Q Delay(d3),s/veh    |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     |                                                                                   |                                                                                   |                                                                                   | 19.5                                                                              | 0.0                                                                               | 15.3                                                                              | 3.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 4.4                                                                                 |
| LnGrp Delay(d),s/veh         |                                                                                   |                                                                                   |                                                                                   | 86.7                                                                              | 0.0                                                                               | 64.9                                                                              | 3.8                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 20.0                                                                                |
| LnGrp LOS                    |                                                                                   |                                                                                   |                                                                                   | F                                                                                 |                                                                                   | E                                                                                 | A                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     | B                                                                                   |
| Approach Vol, veh/h          |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 911                                                                               |                                                                                   |                                                                                    | 500                                                                                 |                                                                                     |                                                                                     | 184                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 76.5                                                                              |                                                                                   |                                                                                    | 3.8                                                                                 |                                                                                     |                                                                                     | 20.0                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | E                                                                                 |                                                                                   |                                                                                    | A                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   |                                                                                   | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 66.0                                                                              |                                                                                   |                                                                                   |                                                                                   | 66.0                                                                              |                                                                                    | 34.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   |                                                                                   | 5.0                                                                               |                                                                                    | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 61.0                                                                              |                                                                                   |                                                                                   |                                                                                   | 61.0                                                                              |                                                                                    | 29.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 11.9                                                                              |                                                                                   |                                                                                   |                                                                                   | 19.5                                                                              |                                                                                    | 31.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 1.7                                                                               |                                                                                   |                                                                                   |                                                                                   | 1.7                                                                               |                                                                                    | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 47.2                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

11: NW 1st Ct & NW 6th St

Future

PM Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |                                                                                   |                                                                                     |  |                                                                                     |                                                                                     |  |                                                                                     |
| Volume (veh/h)                    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 11                                                                                | 771                                                                               | 129                                                                               | 10                                                                                  | 11                                                                                  | 0                                                                                   | 0                                                                                   | 8                                                                                   | 25                                                                                  |
| Sign Control                      |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                     | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Grade                             |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                     | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Peak Hour Factor                  | 0.79                                                                              | 0.79                                                                              | 0.79                                                                              | 0.79                                                                              | 0.79                                                                              | 0.79                                                                              | 0.79                                                                                | 0.79                                                                                | 0.79                                                                                | 0.79                                                                                | 0.79                                                                                | 0.79                                                                                |
| Hourly flow rate (vph)            | 0                                                                                 | 0                                                                                 | 0                                                                                 | 14                                                                                | 976                                                                               | 163                                                                               | 13                                                                                  | 14                                                                                  | 0                                                                                   | 0                                                                                   | 10                                                                                  | 32                                                                                  |
| Pedestrians                       |                                                                                   | 3                                                                                 |                                                                                   |                                                                                   | 39                                                                                |                                                                                   |                                                                                     | 3                                                                                   |                                                                                     |                                                                                     | 5                                                                                   |                                                                                     |
| Lane Width (ft)                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                     | 12.0                                                                                |                                                                                     |                                                                                     | 12.0                                                                                |                                                                                     |
| Walking Speed (ft/s)              |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                     | 4.0                                                                                 |                                                                                     |                                                                                     | 4.0                                                                                 |                                                                                     |
| Percent Blockage                  |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 3                                                                                 |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median type                       |                                                                                   | None                                                                              |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Upstream signal (ft)              |                                                                                   | 363                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC, conflicting volume            | 1144                                                                              |                                                                                   |                                                                                   | 3                                                                                 |                                                                                   |                                                                                   | 559                                                                                 | 1175                                                                                | 42                                                                                  | 1136                                                                                | 1093                                                                                | 578                                                                                 |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 1144                                                                              |                                                                                   |                                                                                   | 3                                                                                 |                                                                                   |                                                                                   | 559                                                                                 | 1175                                                                                | 42                                                                                  | 1136                                                                                | 1093                                                                                | 578                                                                                 |
| tC, single (s)                    | 4.2                                                                               |                                                                                   |                                                                                   | 4.2                                                                               |                                                                                   |                                                                                   | 7.6                                                                                 | 6.6                                                                                 | 7.0                                                                                 | 7.6                                                                                 | 6.6                                                                                 | 7.0                                                                                 |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| tF (s)                            | 2.2                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |                                                                                   | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 |
| p0 queue free %                   | 100                                                                               |                                                                                   |                                                                                   | 99                                                                                |                                                                                   |                                                                                   | 96                                                                                  | 92                                                                                  | 100                                                                                 | 100                                                                                 | 95                                                                                  | 93                                                                                  |
| cM capacity (veh/h)               | 587                                                                               |                                                                                   |                                                                                   | 1592                                                                              |                                                                                   |                                                                                   | 358                                                                                 | 183                                                                                 | 975                                                                                 | 137                                                                                 | 205                                                                                 | 450                                                                                 |
| Direction, Lane #                 | WB 1                                                                              | WB 2                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 502                                                                               | 651                                                                               | 27                                                                                | 42                                                                                |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 14                                                                                | 0                                                                                 | 13                                                                                | 0                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 0                                                                                 | 163                                                                               | 0                                                                                 | 32                                                                                |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 1592                                                                              | 1700                                                                              | 238                                                                               | 349                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.01                                                                              | 0.38                                                                              | 0.11                                                                              | 0.12                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (ft)            | 1                                                                                 | 0                                                                                 | 9                                                                                 | 10                                                                                |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 0.3                                                                               | 0.0                                                                               | 22.0                                                                              | 16.7                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | A                                                                                 |                                                                                   | C                                                                                 | C                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 0.1                                                                               |                                                                                   | 22.0                                                                              | 16.7                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      |                                                                                   |                                                                                   | C                                                                                 | C                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   | 1.2                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 47.6%                                                                             |                                                                                   | ICU Level of Service                                                              |                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

12: NW 1st Ave & NW 6th St

Future

PM Peak Hour

|                                   |  |  |  |  |  |  |   |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |                                                                                   |  |  |                                                                                     |                                                                                     |  |                                                                                     |
| Volume (veh/h)                    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 6                                                                                 | 469                                                                               | 27                                                                                | 123                                                                                 | 159                                                                                 | 0                                                                                   | 0                                                                                   | 62                                                                                  | 35                                                                                  |
| Sign Control                      |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                     | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Grade                             |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                     | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Hourly flow rate (vph)            | 0                                                                                 | 0                                                                                 | 0                                                                                 | 7                                                                                 | 510                                                                               | 29                                                                                | 134                                                                                 | 173                                                                                 | 0                                                                                   | 0                                                                                   | 67                                                                                  | 38                                                                                  |
| Pedestrians                       |                                                                                   | 42                                                                                |                                                                                   |                                                                                   | 7                                                                                 |                                                                                   |                                                                                     | 5                                                                                   |                                                                                     |                                                                                     | 5                                                                                   |                                                                                     |
| Lane Width (ft)                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                     | 12.0                                                                                |                                                                                     |                                                                                     | 12.0                                                                                |                                                                                     |
| Walking Speed (ft/s)              |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                     | 4.0                                                                                 |                                                                                     |                                                                                     | 4.0                                                                                 |                                                                                     |
| Percent Blockage                  |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 1                                                                                 |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median type                       |                                                                                   | None                                                                              |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Upstream signal (ft)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC, conflicting volume            | 544                                                                               |                                                                                   |                                                                                   | 5                                                                                 |                                                                                   |                                                                                   | 387                                                                                 | 562                                                                                 | 12                                                                                  | 636                                                                                 | 548                                                                                 | 317                                                                                 |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 544                                                                               |                                                                                   |                                                                                   | 5                                                                                 |                                                                                   |                                                                                   | 387                                                                                 | 562                                                                                 | 12                                                                                  | 636                                                                                 | 548                                                                                 | 317                                                                                 |
| tC, single (s)                    | 4.2                                                                               |                                                                                   |                                                                                   | 4.2                                                                               |                                                                                   |                                                                                   | 7.6                                                                                 | 6.6                                                                                 | 7.0                                                                                 | 7.6                                                                                 | 6.6                                                                                 | 7.0                                                                                 |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| tF (s)                            | 2.2                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |                                                                                   | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 |
| p0 queue free %                   | 100                                                                               |                                                                                   |                                                                                   | 100                                                                               |                                                                                   |                                                                                   | 70                                                                                  | 59                                                                                  | 100                                                                                 | 100                                                                                 | 84                                                                                  | 94                                                                                  |
| cM capacity (veh/h)               | 996                                                                               |                                                                                   |                                                                                   | 1587                                                                              |                                                                                   |                                                                                   | 441                                                                                 | 423                                                                                 | 1045                                                                                | 238                                                                                 | 431                                                                                 | 668                                                                                 |
| Direction, Lane #                 | WB 1                                                                              | WB 2                                                                              | NB 1                                                                              | NB 2                                                                              | NB 3                                                                              | SB 1                                                                              | SB 2                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 261                                                                               | 284                                                                               | 134                                                                               | 86                                                                                | 86                                                                                | 45                                                                                | 61                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 7                                                                                 | 0                                                                                 | 134                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 0                                                                                 | 29                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 38                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 1587                                                                              | 1700                                                                              | 441                                                                               | 423                                                                               | 423                                                                               | 431                                                                               | 555                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.00                                                                              | 0.17                                                                              | 0.30                                                                              | 0.20                                                                              | 0.20                                                                              | 0.10                                                                              | 0.11                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (ft)            | 0                                                                                 | 0                                                                                 | 32                                                                                | 19                                                                                | 19                                                                                | 9                                                                                 | 9                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 0.2                                                                               | 0.0                                                                               | 16.7                                                                              | 15.7                                                                              | 15.7                                                                              | 14.3                                                                              | 12.3                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | A                                                                                 |                                                                                   | C                                                                                 | C                                                                                 | C                                                                                 | B                                                                                 | B                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 0.1                                                                               |                                                                                   | 16.1                                                                              |                                                                                   |                                                                                   | 13.2                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   | 6.7                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 43.3%                                                                             | ICU Level of Service                                                              |                                                                                   |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings

13: NW 2nd Ave & NW 5th St

Future

PM Peak Hour

|                      | →     | ↑     | ↘     | ↓     |
|----------------------|-------|-------|-------|-------|
| Lane Group           | EBT   | NBT   | SBL   | SBT   |
| Lane Configurations  | ↔↔↔   | ↔     |       | ↔     |
| Volume (vph)         | 364   | 477   | 19    | 173   |
| Turn Type            | NA    | NA    | Perm  | NA    |
| Protected Phases     | 4     | 6     |       | 2     |
| Permitted Phases     |       |       | 2     |       |
| Detector Phase       | 4     | 6     | 2     | 2     |
| Switch Phase         |       |       |       |       |
| Minimum Initial (s)  | 7.0   | 7.0   | 7.0   | 7.0   |
| Minimum Split (s)    | 23.0  | 21.0  | 21.0  | 21.0  |
| Total Split (s)      | 37.0  | 63.0  | 63.0  | 63.0  |
| Total Split (%)      | 37.0% | 63.0% | 63.0% | 63.0% |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)     | 1.0   | 1.0   | 1.0   | 1.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   |       | 0.0   |
| Total Lost Time (s)  | 5.0   | 5.0   |       | 5.0   |
| Lead/Lag             |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |
| Recall Mode          | Max   | Max   | Max   | Max   |

## Intersection Summary

Cycle Length: 100

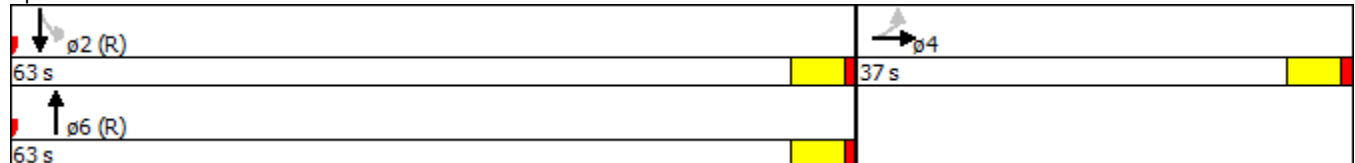
Actuated Cycle Length: 100

Offset: 97 (97%), Referenced to phase 2:SBTL and 6:NBT, Start of Green

Natural Cycle: 60

Control Type: Pretimed

Splits and Phases: 13: NW 2nd Ave & NW 5th St



# HCM 2010 Signalized Intersection Summary

## 13: NW 2nd Ave & NW 5th St

Future  
PM Peak Hour

|                              |  |                                                                                                                                                                      |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                                                                                                                                                                                                   | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Volume (veh/h)               | 26                                                                                | 364                                                                                                                                                                                                                                                   | 69                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 477                                                                                 | 124                                                                                 | 19                                                                                  | 173                                                                                 | 0                                                                                   |
| Number                       | 7                                                                                 | 4                                                                                                                                                                                                                                                     | 14                                                                                |                                                                                   |                                                                                   |                                                                                   | 1                                                                                  | 6                                                                                   | 16                                                                                  | 5                                                                                   | 2                                                                                   | 12                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                                                                                                                                                                                     | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                                                                                                                                                                                       | 0.98                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               |                                                                                     | 0.99                                                                                | 0.99                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1710                                                                              | 1629                                                                                                                                                                                                                                                  | 1710                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1629                                                                                | 1710                                                                                | 1710                                                                                | 1629                                                                                | 0                                                                                   |
| Adj Flow Rate, veh/h         | 28                                                                                | 387                                                                                                                                                                                                                                                   | 73                                                                                |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 507                                                                                 | 132                                                                                 | 20                                                                                  | 184                                                                                 | 0                                                                                   |
| Adj No. of Lanes             | 0                                                                                 | 3                                                                                                                                                                                                                                                     | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1                                                                                   | 0                                                                                   | 0                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             | 0.94                                                                              | 0.94                                                                                                                                                                                                                                                  | 0.94                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.94                                                                               | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                |
| Percent Heavy Veh, %         | 0                                                                                 | 5                                                                                                                                                                                                                                                     | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 5                                                                                   | 5                                                                                   | 5                                                                                   | 5                                                                                   | 0                                                                                   |
| Cap, veh/h                   | 80                                                                                | 1166                                                                                                                                                                                                                                                  | 222                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 721                                                                                 | 188                                                                                 | 97                                                                                  | 809                                                                                 | 0                                                                                   |
| Arrive On Green              | 0.32                                                                              | 0.32                                                                                                                                                                                                                                                  | 0.32                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                |
| Sat Flow, veh/h              | 250                                                                               | 3645                                                                                                                                                                                                                                                  | 693                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1243                                                                                | 324                                                                                 | 98                                                                                  | 1395                                                                                | 0                                                                                   |
| Grp Volume(v), veh/h         | 181                                                                               | 150                                                                                                                                                                                                                                                   | 157                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                   | 639                                                                                 | 204                                                                                 | 0                                                                                   | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln     | 1616                                                                              | 1482                                                                                                                                                                                                                                                  | 1489                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                   | 1566                                                                                | 1493                                                                                | 0                                                                                   | 0                                                                                   |
| Q Serve(g_s), s              | 8.6                                                                               | 7.7                                                                                                                                                                                                                                                   | 8.0                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 8.6                                                                               | 7.7                                                                                                                                                                                                                                                   | 8.0                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 0.15                                                                              |                                                                                                                                                                                                                                                       | 0.46                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               |                                                                                     | 0.21                                                                                | 0.10                                                                                |                                                                                     | 0.00                                                                                |
| Lane Grp Cap(c), veh/h       | 517                                                                               | 474                                                                                                                                                                                                                                                   | 477                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                   | 908                                                                                 | 905                                                                                 | 0                                                                                   | 0                                                                                   |
| V/C Ratio(X)                 | 0.35                                                                              | 0.32                                                                                                                                                                                                                                                  | 0.33                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 0.00                                                                                | 0.70                                                                                | 0.23                                                                                | 0.00                                                                                | 0.00                                                                                |
| Avail Cap(c_a), veh/h        | 517                                                                               | 474                                                                                                                                                                                                                                                   | 477                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                   | 908                                                                                 | 905                                                                                 | 0                                                                                   | 0                                                                                   |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               | 2.00                                                                                | 2.00                                                                                | 2.00                                                                                | 2.00                                                                                | 1.00                                                                                |
| Upstream Filter(l)           | 1.00                                                                              | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                |
| Uniform Delay (d), s/veh     | 26.0                                                                              | 25.7                                                                                                                                                                                                                                                  | 25.8                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 1.9                                                                               | 1.8                                                                                                                                                                                                                                                   | 1.8                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 4.5                                                                                 | 0.6                                                                                 | 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                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 4.1                                                                               | 3.4                                                                                                                                                                                                                                                   | 3.5                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 1.1                                                                                 | 0.1                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| LnGrp Delay(d),s/veh         | 27.9                                                                              | 27.5                                                                                                                                                                                                                                                  | 27.7                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 4.5                                                                                 | 0.6                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| LnGrp LOS                    | C                                                                                 | C                                                                                                                                                                                                                                                     | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     | A                                                                                   | A                                                                                   |                                                                                     |                                                                                     |
| Approach Vol, veh/h          |                                                                                   | 488                                                                                                                                                                                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | 639                                                                                 |                                                                                     |                                                                                     | 204                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 27.7                                                                                                                                                                                                                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | 4.5                                                                                 |                                                                                     |                                                                                     | 0.6                                                                                 |                                                                                     |
| Approach LOS                 |                                                                                   | C                                                                                                                                                                                                                                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                                                                                                                                                                                     | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                                                                                                                                                                                     |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 63.0                                                                                                                                                                                                                                                  |                                                                                   | 37.0                                                                              |                                                                                   | 63.0                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 5.0                                                                                                                                                                                                                                                   |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 58.0                                                                                                                                                                                                                                                  |                                                                                   | 32.0                                                                              |                                                                                   | 58.0                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 2.0                                                                                                                                                                                                                                                   |                                                                                   | 10.6                                                                              |                                                                                   | 2.0                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 2.2                                                                                                                                                                                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   | 2.2                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                                                                                                                                                                                       | 12.4                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                                                                                                                                                                                       | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

14: NW 5th St & NW 1st Ct

Future

PM Peak Hour

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBL                                                                               | SBR                                                                               |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |
| Volume (veh/h)                    | 20                                                                                | 528                                                                               | 0                                                                                 | 0                                                                                 | 13                                                                                | 0                                                                                 |
| Sign Control                      |                                                                                   | Free                                                                              | Free                                                                              |                                                                                   | Stop                                                                              |                                                                                   |
| Grade                             |                                                                                   | 0%                                                                                | 0%                                                                                |                                                                                   | 0%                                                                                |                                                                                   |
| Peak Hour Factor                  | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              |
| Hourly flow rate (vph)            | 21                                                                                | 556                                                                               | 0                                                                                 | 0                                                                                 | 14                                                                                | 0                                                                                 |
| Pedestrians                       |                                                                                   | 8                                                                                 | 159                                                                               |                                                                                   | 5                                                                                 |                                                                                   |
| Lane Width (ft)                   |                                                                                   | 12.0                                                                              | 0.0                                                                               |                                                                                   | 12.0                                                                              |                                                                                   |
| Walking Speed (ft/s)              |                                                                                   | 4.0                                                                               | 4.0                                                                               |                                                                                   | 4.0                                                                               |                                                                                   |
| Percent Blockage                  |                                                                                   | 1                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 |                                                                                   |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       |                                                                                   | None                                                                              | None                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (ft)              |                                                                                   | 361                                                                               | 491                                                                               |                                                                                   |                                                                                   |                                                                                   |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.96                                                                              |                                                                                   |
| vC, conflicting volume            | 5                                                                                 |                                                                                   |                                                                                   |                                                                                   | 391                                                                               | 13                                                                                |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                | 5                                                                                 |                                                                                   |                                                                                   |                                                                                   | 242                                                                               | 13                                                                                |
| tC, single (s)                    | 4.2                                                                               |                                                                                   |                                                                                   |                                                                                   | 6.9                                                                               | 7.0                                                                               |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            | 2.2                                                                               |                                                                                   |                                                                                   |                                                                                   | 3.5                                                                               | 3.3                                                                               |
| p0 queue free %                   | 99                                                                                |                                                                                   |                                                                                   |                                                                                   | 98                                                                                | 100                                                                               |
| cM capacity (veh/h)               | 1587                                                                              |                                                                                   |                                                                                   |                                                                                   | 680                                                                               | 1043                                                                              |
| Direction, Lane #                 | EB 1                                                                              | EB 2                                                                              | EB 3                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |
| Volume Total                      | 132                                                                               | 222                                                                               | 222                                                                               | 14                                                                                |                                                                                   |                                                                                   |
| Volume Left                       | 21                                                                                | 0                                                                                 | 0                                                                                 | 14                                                                                |                                                                                   |                                                                                   |
| Volume Right                      | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |
| cSH                               | 1587                                                                              | 1700                                                                              | 1700                                                                              | 680                                                                               |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.01                                                                              | 0.13                                                                              | 0.13                                                                              | 0.02                                                                              |                                                                                   |                                                                                   |
| Queue Length 95th (ft)            | 1                                                                                 | 0                                                                                 | 0                                                                                 | 2                                                                                 |                                                                                   |                                                                                   |
| Control Delay (s)                 | 1.2                                                                               | 0.0                                                                               | 0.0                                                                               | 10.4                                                                              |                                                                                   |                                                                                   |
| Lane LOS                          | A                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |
| Approach Delay (s)                | 0.3                                                                               |                                                                                   |                                                                                   | 10.4                                                                              |                                                                                   |                                                                                   |
| Approach LOS                      |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   |                                                                                   | 0.5                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 25.2%                                                                             |                                                                                   | ICU Level of Service                                                              | A                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |

# Timings

15: NW 1st Ave & NW 5th St

Future

PM Peak Hour

|                      | →     | ↑     | ↘     | ↓     |
|----------------------|-------|-------|-------|-------|
| Lane Group           | EBT   | NBT   | SBL   | SBT   |
| Lane Configurations  | ↑↑↑   | ↑↑    | ↘     | ↑↑    |
| Volume (vph)         | 451   | 188   | 25    | 42    |
| Turn Type            | NA    | NA    | Perm  | NA    |
| Protected Phases     | 6     | 4     |       | 8     |
| Permitted Phases     |       |       | 8     |       |
| Detector Phase       | 6     | 4     | 8     | 8     |
| Switch Phase         |       |       |       |       |
| Minimum Initial (s)  | 18.0  | 7.0   | 7.0   | 7.0   |
| Minimum Split (s)    | 23.0  | 21.0  | 21.0  | 21.0  |
| Total Split (s)      | 66.0  | 34.0  | 34.0  | 34.0  |
| Total Split (%)      | 66.0% | 34.0% | 34.0% | 34.0% |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)     | 1.0   | 1.0   | 1.0   | 1.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  | 5.0   | 5.0   | 5.0   | 5.0   |
| Lead/Lag             |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |
| Recall Mode          | Max   | Max   | Max   | Max   |

## Intersection Summary

Cycle Length: 100

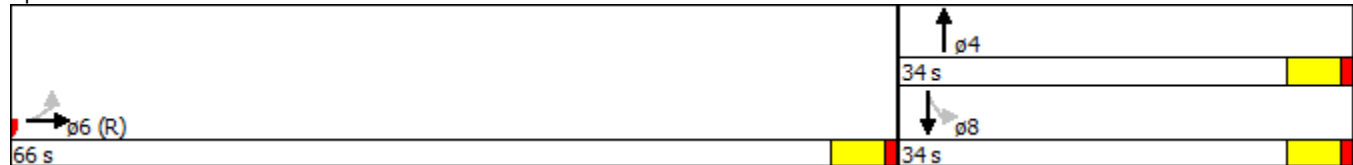
Actuated Cycle Length: 100

Offset: 82 (82%), Referenced to phase 6:EBTL, Start of Green

Natural Cycle: 45

Control Type: Pretimed

Splits and Phases: 15: NW 1st Ave & NW 5th St



HCM 2010 Signalized Intersection Summary  
15: NW 1st Ave & NW 5th St

Future  
PM Peak Hour

|                              |  |                                                                                                                                                                      |  |  |  |  |  |                                                                                                                                                                          |  |  |                                                                                                                                                                          |  |
|------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                                                                                                                                                                                                   | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                                                                                                                                                                                         | NBR                                                                                 | SBL                                                                                 | SBT                                                                                                                                                                                                                                                         | SBR                                                                                 |
| Lane Configurations          |                                                                                   |    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |    |                                                                                     |  |    |                                                                                     |
| Volume (veh/h)               | 85                                                                                | 451                                                                                                                                                                                                                                                   | 47                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 188                                                                                                                                                                                                                                                         | 101                                                                                 | 25                                                                                  | 42                                                                                                                                                                                                                                                          | 0                                                                                   |
| Number                       | 1                                                                                 | 6                                                                                                                                                                                                                                                     | 16                                                                                |                                                                                   |                                                                                   |                                                                                   | 7                                                                                  | 4                                                                                                                                                                                                                                                           | 14                                                                                  | 3                                                                                   | 8                                                                                                                                                                                                                                                           | 18                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                                                                                                                                                                                     | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                                                                                                                                                                                           | 0                                                                                   | 0                                                                                   | 0                                                                                                                                                                                                                                                           | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                                                                                                                                                                                       | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               |                                                                                                                                                                                                                                                             | 0.99                                                                                | 1.00                                                                                |                                                                                                                                                                                                                                                             | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               | 1.00                                                                                                                                                                                                                                                        | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                                                                                                                                                                                        | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1710                                                                              | 1629                                                                                                                                                                                                                                                  | 1710                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1629                                                                                                                                                                                                                                                        | 1710                                                                                | 1629                                                                                | 1629                                                                                                                                                                                                                                                        | 0                                                                                   |
| Adj Flow Rate, veh/h         | 89                                                                                | 470                                                                                                                                                                                                                                                   | 49                                                                                |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 196                                                                                                                                                                                                                                                         | 105                                                                                 | 26                                                                                  | 44                                                                                                                                                                                                                                                          | 0                                                                                   |
| Adj No. of Lanes             | 0                                                                                 | 3                                                                                                                                                                                                                                                     | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 2                                                                                                                                                                                                                                                           | 0                                                                                   | 1                                                                                   | 2                                                                                                                                                                                                                                                           | 0                                                                                   |
| Peak Hour Factor             | 0.96                                                                              | 0.96                                                                                                                                                                                                                                                  | 0.96                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.96                                                                               | 0.96                                                                                                                                                                                                                                                        | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                                                                                                                                                                                        | 0.96                                                                                |
| Percent Heavy Veh, %         | 0                                                                                 | 5                                                                                                                                                                                                                                                     | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 5                                                                                                                                                                                                                                                           | 5                                                                                   | 5                                                                                   | 5                                                                                                                                                                                                                                                           | 0                                                                                   |
| Cap, veh/h                   | 390                                                                               | 2205                                                                                                                                                                                                                                                  | 234                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 572                                                                                                                                                                                                                                                         | 293                                                                                 | 253                                                                                 | 897                                                                                                                                                                                                                                                         | 0                                                                                   |
| Arrive On Green              | 0.20                                                                              | 0.20                                                                                                                                                                                                                                                  | 0.20                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 0.10                                                                                                                                                                                                                                                        | 0.10                                                                                | 0.29                                                                                | 0.29                                                                                                                                                                                                                                                        | 0.00                                                                                |
| Sat Flow, veh/h              | 639                                                                               | 3615                                                                                                                                                                                                                                                  | 384                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 2054                                                                                                                                                                                                                                                        | 1010                                                                                | 938                                                                                 | 3176                                                                                                                                                                                                                                                        | 0                                                                                   |
| Grp Volume(v), veh/h         | 222                                                                               | 187                                                                                                                                                                                                                                                   | 199                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 152                                                                                                                                                                                                                                                         | 149                                                                                 | 26                                                                                  | 44                                                                                                                                                                                                                                                          | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln     | 1597                                                                              | 1482                                                                                                                                                                                                                                                  | 1559                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1547                                                                                                                                                                                                                                                        | 1435                                                                                | 938                                                                                 | 1547                                                                                                                                                                                                                                                        | 0                                                                                   |
| Q Serve(g_s), s              | 11.7                                                                              | 10.5                                                                                                                                                                                                                                                  | 10.7                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 9.2                                                                                                                                                                                                                                                         | 9.7                                                                                 | 2.3                                                                                 | 1.0                                                                                                                                                                                                                                                         | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 11.7                                                                              | 10.5                                                                                                                                                                                                                                                  | 10.7                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 9.2                                                                                                                                                                                                                                                         | 9.7                                                                                 | 12.0                                                                                | 1.0                                                                                                                                                                                                                                                         | 0.0                                                                                 |
| Prop In Lane                 | 0.40                                                                              |                                                                                                                                                                                                                                                       | 0.25                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               |                                                                                                                                                                                                                                                             | 0.70                                                                                | 1.00                                                                                |                                                                                                                                                                                                                                                             | 0.00                                                                                |
| Lane Grp Cap(c), veh/h       | 974                                                                               | 904                                                                                                                                                                                                                                                   | 951                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 449                                                                                                                                                                                                                                                         | 416                                                                                 | 253                                                                                 | 897                                                                                                                                                                                                                                                         | 0                                                                                   |
| V/C Ratio(X)                 | 0.23                                                                              | 0.21                                                                                                                                                                                                                                                  | 0.21                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 0.34                                                                                                                                                                                                                                                        | 0.36                                                                                | 0.10                                                                                | 0.05                                                                                                                                                                                                                                                        | 0.00                                                                                |
| Avail Cap(c_a), veh/h        | 974                                                                               | 904                                                                                                                                                                                                                                                   | 951                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 449                                                                                                                                                                                                                                                         | 416                                                                                 | 253                                                                                 | 897                                                                                                                                                                                                                                                         | 0                                                                                   |
| HCM Platoon Ratio            | 0.33                                                                              | 0.33                                                                                                                                                                                                                                                  | 0.33                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               | 0.33                                                                                                                                                                                                                                                        | 0.33                                                                                | 1.00                                                                                | 1.00                                                                                                                                                                                                                                                        | 1.00                                                                                |
| Upstream Filter(l)           | 1.00                                                                              | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 1.00                                                                                                                                                                                                                                                        | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                                                                                                                                                                                        | 0.00                                                                                |
| Uniform Delay (d), s/veh     | 20.2                                                                              | 19.8                                                                                                                                                                                                                                                  | 19.8                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 36.2                                                                                                                                                                                                                                                        | 36.5                                                                                | 33.5                                                                                | 25.6                                                                                                                                                                                                                                                        | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 0.5                                                                               | 0.5                                                                                                                                                                                                                                                   | 0.5                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 2.0                                                                                                                                                                                                                                                         | 2.4                                                                                 | 0.8                                                                                 | 0.1                                                                                                                                                                                                                                                         | 0.0                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                                                                                                                                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.0                                                                                                                                                                                                                                                         | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                                                                                                                                                                                         | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 5.3                                                                               | 4.4                                                                                                                                                                                                                                                   | 4.7                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 4.2                                                                                                                                                                                                                                                         | 4.1                                                                                 | 0.7                                                                                 | 0.5                                                                                                                                                                                                                                                         | 0.0                                                                                 |
| LnGrp Delay(d),s/veh         | 20.8                                                                              | 20.3                                                                                                                                                                                                                                                  | 20.3                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 38.3                                                                                                                                                                                                                                                        | 38.9                                                                                | 34.3                                                                                | 25.7                                                                                                                                                                                                                                                        | 0.0                                                                                 |
| LnGrp LOS                    | C                                                                                 | C                                                                                                                                                                                                                                                     | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    | D                                                                                                                                                                                                                                                           | D                                                                                   | C                                                                                   | C                                                                                                                                                                                                                                                           |                                                                                     |
| Approach Vol, veh/h          |                                                                                   | 608                                                                                                                                                                                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | 301                                                                                                                                                                                                                                                         |                                                                                     |                                                                                     | 70                                                                                                                                                                                                                                                          |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 20.5                                                                                                                                                                                                                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | 38.6                                                                                                                                                                                                                                                        |                                                                                     |                                                                                     | 28.9                                                                                                                                                                                                                                                        |                                                                                     |
| Approach LOS                 |                                                                                   | C                                                                                                                                                                                                                                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | D                                                                                                                                                                                                                                                           |                                                                                     |                                                                                     | C                                                                                                                                                                                                                                                           |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                                                                                                                                                                                     | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                                                                                                                                                                                           |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| Assigned Phs                 |                                                                                   |                                                                                                                                                                                                                                                       |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    | 8                                                                                                                                                                                                                                                           |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   |                                                                                                                                                                                                                                                       |                                                                                   | 34.0                                                                              |                                                                                   | 66.0                                                                              |                                                                                    | 34.0                                                                                                                                                                                                                                                        |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   |                                                                                                                                                                                                                                                       |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                    | 5.0                                                                                                                                                                                                                                                         |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   |                                                                                                                                                                                                                                                       |                                                                                   | 29.0                                                                              |                                                                                   | 61.0                                                                              |                                                                                    | 29.0                                                                                                                                                                                                                                                        |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   |                                                                                                                                                                                                                                                       |                                                                                   | 11.7                                                                              |                                                                                   | 13.7                                                                              |                                                                                    | 14.0                                                                                                                                                                                                                                                        |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   |                                                                                                                                                                                                                                                       |                                                                                   | 1.7                                                                               |                                                                                   | 0.0                                                                               |                                                                                    | 1.6                                                                                                                                                                                                                                                         |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                                                                                                                                                                                             |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                                                                                                                                                                                       | 26.6                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                                                                                                                                                                                             |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                                                                                                                                                                                       | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                                                                                                                                                                                             |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

16: NW 2nd Ave & NW 4th St

Future

PM Peak Hour

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations               |  |                                                                                   |  |                                                                                   |  |  |
| Volume (veh/h)                    | 56                                                                                | 72                                                                                | 520                                                                               | 4                                                                                 | 10                                                                                | 230                                                                               |
| Sign Control                      | Stop                                                                              |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |
| Grade                             | 0%                                                                                |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |
| Peak Hour Factor                  | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              |
| Hourly flow rate (vph)            | 62                                                                                | 79                                                                                | 571                                                                               | 4                                                                                 | 11                                                                                | 253                                                                               |
| Pedestrians                       | 19                                                                                |                                                                                   | 3                                                                                 |                                                                                   |                                                                                   | 7                                                                                 |
| Lane Width (ft)                   | 12.0                                                                              |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                   | 12.0                                                                              |
| Walking Speed (ft/s)              | 4.0                                                                               |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               |
| Percent Blockage                  | 2                                                                                 |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 1                                                                                 |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                   | None                                                                              |
| Median storage veh                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (ft)              |                                                                                   |                                                                                   | 344                                                                               |                                                                                   |                                                                                   | 358                                                                               |
| pX, platoon unblocked             | 0.83                                                                              | 0.82                                                                              |                                                                                   |                                                                                   | 0.82                                                                              |                                                                                   |
| vC, conflicting volume            | 870                                                                               | 600                                                                               |                                                                                   |                                                                                   | 595                                                                               |                                                                                   |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                | 654                                                                               | 396                                                                               |                                                                                   |                                                                                   | 390                                                                               |                                                                                   |
| tC, single (s)                    | 6.4                                                                               | 6.2                                                                               |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            | 3.5                                                                               | 3.3                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |
| p0 queue free %                   | 82                                                                                | 85                                                                                |                                                                                   |                                                                                   | 99                                                                                |                                                                                   |
| cM capacity (veh/h)               | 344                                                                               | 516                                                                               |                                                                                   |                                                                                   | 925                                                                               |                                                                                   |
| Direction, Lane #                 | WB 1                                                                              | NB 1                                                                              | SB 1                                                                              | SB 2                                                                              |                                                                                   |                                                                                   |
| Volume Total                      | 141                                                                               | 576                                                                               | 11                                                                                | 253                                                                               |                                                                                   |                                                                                   |
| Volume Left                       | 62                                                                                | 0                                                                                 | 11                                                                                | 0                                                                                 |                                                                                   |                                                                                   |
| Volume Right                      | 79                                                                                | 4                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |
| cSH                               | 424                                                                               | 1700                                                                              | 925                                                                               | 1700                                                                              |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.33                                                                              | 0.34                                                                              | 0.01                                                                              | 0.15                                                                              |                                                                                   |                                                                                   |
| Queue Length 95th (ft)            | 36                                                                                | 0                                                                                 | 1                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |
| Control Delay (s)                 | 17.7                                                                              | 0.0                                                                               | 8.9                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |
| Lane LOS                          | C                                                                                 |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Approach Delay (s)                | 17.7                                                                              | 0.0                                                                               | 0.4                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Approach LOS                      | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   |                                                                                   | 2.6                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 43.4%                                                                             |                                                                                   | ICU Level of Service                                                              | A                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |

# Timings

17: NW 2nd Ave & NW 3rd St

Future  
PM Peak Hour

|                      |  |  |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL                                                                                 | SBT                                                                                 |
| Lane Configurations  |  |  |  |  |  |  |  |  |
| Volume (vph)         | 13                                                                                | 71                                                                                | 72                                                                                | 321                                                                               | 104                                                                               | 451                                                                               | 23                                                                                  | 192                                                                                 |
| Turn Type            | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                                | NA                                                                                  |
| Protected Phases     |                                                                                   | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 2                                                                                   |
| Permitted Phases     | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                   | 2                                                                                   |                                                                                     |
| Detector Phase       | 8                                                                                 | 8                                                                                 | 4                                                                                 | 4                                                                                 | 6                                                                                 | 6                                                                                 | 2                                                                                   | 2                                                                                   |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                                 | 7.0                                                                                 |
| Minimum Split (s)    | 30.0                                                                              | 30.0                                                                              | 30.0                                                                              | 30.0                                                                              | 31.8                                                                              | 31.8                                                                              | 31.8                                                                                | 31.8                                                                                |
| Total Split (s)      | 35.0                                                                              | 35.0                                                                              | 35.0                                                                              | 35.0                                                                              | 65.0                                                                              | 65.0                                                                              | 65.0                                                                                | 65.0                                                                                |
| Total Split (%)      | 35.0%                                                                             | 35.0%                                                                             | 35.0%                                                                             | 35.0%                                                                             | 65.0%                                                                             | 65.0%                                                                             | 65.0%                                                                               | 65.0%                                                                               |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                                 | 4.0                                                                                 |
| All-Red Time (s)     | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 0.8                                                                               | 0.8                                                                               | 0.8                                                                                 | 0.8                                                                                 |
| Lost Time Adjust (s) | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)  | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 4.8                                                                               | 4.8                                                                               | 4.8                                                                                 | 4.8                                                                                 |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Recall Mode          | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                                 | Max                                                                                 |

## Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 79 (79%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 65

Control Type: Pretimed

Splits and Phases: 17: NW 2nd Ave & NW 3rd St

|                                                                                     |                                                                                     |                                                                                       |                                                                                       |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
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# HCM 2010 Signalized Intersection Summary

## 17: NW 2nd Ave & NW 3rd St

Future  
PM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Volume (veh/h)               | 13                                                                                | 71                                                                                | 13                                                                                | 72                                                                                | 321                                                                               | 55                                                                                | 104                                                                                | 451                                                                                 | 58                                                                                  | 23                                                                                  | 192                                                                                 | 79                                                                                  |
| Number                       | 3                                                                                 | 8                                                                                 | 18                                                                                | 7                                                                                 | 4                                                                                 | 14                                                                                | 1                                                                                  | 6                                                                                   | 16                                                                                  | 5                                                                                   | 2                                                                                   | 12                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 0.99                                                                              |                                                                                   | 0.96                                                                              | 0.97                                                                              |                                                                                   | 0.96                                                                              | 0.99                                                                               |                                                                                     | 0.98                                                                                | 0.99                                                                                |                                                                                     | 0.99                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1629                                                                              | 1629                                                                              | 1710                                                                              | 1629                                                                              | 1629                                                                              | 1710                                                                              | 1629                                                                               | 1629                                                                                | 1710                                                                                | 1629                                                                                | 1629                                                                                | 1710                                                                                |
| Adj Flow Rate, veh/h         | 14                                                                                | 75                                                                                | 14                                                                                | 76                                                                                | 338                                                                               | 58                                                                                | 109                                                                                | 475                                                                                 | 61                                                                                  | 24                                                                                  | 202                                                                                 | 83                                                                                  |
| Adj No. of Lanes             | 1                                                                                 | 1                                                                                 | 0                                                                                 | 1                                                                                 | 2                                                                                 | 0                                                                                 | 1                                                                                  | 1                                                                                   | 0                                                                                   | 1                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                               | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Percent Heavy Veh, %         | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                  | 5                                                                                   | 5                                                                                   | 5                                                                                   | 5                                                                                   | 5                                                                                   |
| Cap, veh/h                   | 223                                                                               | 398                                                                               | 74                                                                                | 357                                                                               | 789                                                                               | 134                                                                               | 596                                                                                | 849                                                                                 | 109                                                                                 | 434                                                                                 | 658                                                                                 | 270                                                                                 |
| Arrive On Green              | 0.30                                                                              | 0.30                                                                              | 0.30                                                                              | 0.10                                                                              | 0.10                                                                              | 0.10                                                                              | 0.80                                                                               | 0.80                                                                                | 0.80                                                                                | 0.80                                                                                | 0.80                                                                                | 0.80                                                                                |
| Sat Flow, veh/h              | 848                                                                               | 1326                                                                              | 247                                                                               | 1105                                                                              | 2630                                                                              | 446                                                                               | 947                                                                                | 1411                                                                                | 181                                                                                 | 753                                                                                 | 1094                                                                                | 449                                                                                 |
| Grp Volume(v), veh/h         | 14                                                                                | 0                                                                                 | 89                                                                                | 76                                                                                | 197                                                                               | 199                                                                               | 109                                                                                | 0                                                                                   | 536                                                                                 | 24                                                                                  | 0                                                                                   | 285                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 848                                                                               | 0                                                                                 | 1573                                                                              | 1105                                                                              | 1547                                                                              | 1529                                                                              | 947                                                                                | 0                                                                                   | 1592                                                                                | 753                                                                                 | 0                                                                                   | 1543                                                                                |
| Q Serve(g_s), s              | 1.4                                                                               | 0.0                                                                               | 4.2                                                                               | 6.4                                                                               | 12.0                                                                              | 12.3                                                                              | 3.6                                                                                | 0.0                                                                                 | 12.2                                                                                | 1.2                                                                                 | 0.0                                                                                 | 4.9                                                                                 |
| Cycle Q Clear(g_c), s        | 13.6                                                                              | 0.0                                                                               | 4.2                                                                               | 10.6                                                                              | 12.0                                                                              | 12.3                                                                              | 8.5                                                                                | 0.0                                                                                 | 12.2                                                                                | 13.4                                                                                | 0.0                                                                                 | 4.9                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.16                                                                              | 1.00                                                                              |                                                                                   | 0.29                                                                              | 1.00                                                                               |                                                                                     | 0.11                                                                                | 1.00                                                                                |                                                                                     | 0.29                                                                                |
| Lane Grp Cap(c), veh/h       | 223                                                                               | 0                                                                                 | 472                                                                               | 357                                                                               | 464                                                                               | 459                                                                               | 596                                                                                | 0                                                                                   | 959                                                                                 | 434                                                                                 | 0                                                                                   | 929                                                                                 |
| V/C Ratio(X)                 | 0.06                                                                              | 0.00                                                                              | 0.19                                                                              | 0.21                                                                              | 0.42                                                                              | 0.43                                                                              | 0.18                                                                               | 0.00                                                                                | 0.56                                                                                | 0.06                                                                                | 0.00                                                                                | 0.31                                                                                |
| Avail Cap(c_a), veh/h        | 223                                                                               | 0                                                                                 | 472                                                                               | 357                                                                               | 464                                                                               | 459                                                                               | 596                                                                                | 0                                                                                   | 959                                                                                 | 434                                                                                 | 0                                                                                   | 929                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.33                                                                              | 0.33                                                                              | 0.33                                                                              | 1.33                                                                               | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                |
| Upstream Filter(l)           | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 34.4                                                                              | 0.0                                                                               | 26.0                                                                              | 38.3                                                                              | 36.9                                                                              | 37.1                                                                              | 5.6                                                                                | 0.0                                                                                 | 5.2                                                                                 | 7.6                                                                                 | 0.0                                                                                 | 4.5                                                                                 |
| Incr Delay (d2), s/veh       | 0.5                                                                               | 0.0                                                                               | 0.9                                                                               | 1.4                                                                               | 2.8                                                                               | 3.0                                                                               | 0.7                                                                                | 0.0                                                                                 | 2.4                                                                                 | 0.2                                                                                 | 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 BackOfQ(50%),veh/ln     | 0.4                                                                               | 0.0                                                                               | 1.9                                                                               | 2.1                                                                               | 5.5                                                                               | 5.6                                                                               | 1.0                                                                                | 0.0                                                                                 | 5.8                                                                                 | 0.3                                                                                 | 0.0                                                                                 | 2.2                                                                                 |
| LnGrp Delay(d),s/veh         | 34.9                                                                              | 0.0                                                                               | 26.9                                                                              | 39.7                                                                              | 39.8                                                                              | 40.0                                                                              | 6.2                                                                                | 0.0                                                                                 | 7.5                                                                                 | 7.8                                                                                 | 0.0                                                                                 | 5.3                                                                                 |
| LnGrp LOS                    | C                                                                                 |                                                                                   | C                                                                                 | D                                                                                 | D                                                                                 | D                                                                                 | A                                                                                  |                                                                                     | A                                                                                   | A                                                                                   |                                                                                     | A                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 103                                                                               |                                                                                   |                                                                                   | 472                                                                               |                                                                                   |                                                                                    | 645                                                                                 |                                                                                     |                                                                                     | 309                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 28.0                                                                              |                                                                                   |                                                                                   | 39.9                                                                              |                                                                                   |                                                                                    | 7.3                                                                                 |                                                                                     |                                                                                     | 5.5                                                                                 |                                                                                     |
| Approach LOS                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                    | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 65.0                                                                              |                                                                                   | 35.0                                                                              |                                                                                   | 65.0                                                                              |                                                                                    | 35.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | * 4.8                                                                             |                                                                                   | 5.0                                                                               |                                                                                   | * 4.8                                                                             |                                                                                    | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | * 60                                                                              |                                                                                   | 30.0                                                                              |                                                                                   | * 60                                                                              |                                                                                    | 30.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 15.4                                                                              |                                                                                   | 14.3                                                                              |                                                                                   | 14.2                                                                              |                                                                                    | 15.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 2.3                                                                               |                                                                                   | 2.4                                                                               |                                                                                   | 2.3                                                                               |                                                                                    | 2.4                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

### Intersection Summary

HCM 2010 Ctrl Delay 18.4  
HCM 2010 LOS B

### Notes

\* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

# Timings

18: NW 1st Ave & NW 3rd St

Future  
PM Peak Hour

|                      |  |  |  |  |  |  |   |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations  |                                                                                   |  |  |  |  |  |  |  |
| Volume (vph)         | 46                                                                                | 0                                                                                 | 47                                                                                | 257                                                                               | 98                                                                                | 157                                                                               | 90                                                                                  | 43                                                                                  |
| Turn Type            | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | NA                                                                                  | Perm                                                                                |
| Protected Phases     |                                                                                   | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 | 2                                                                                   |                                                                                     |
| Permitted Phases     | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     | 2                                                                                   |
| Detector Phase       | 8                                                                                 | 8                                                                                 | 4                                                                                 | 4                                                                                 | 6                                                                                 | 6                                                                                 | 2                                                                                   | 2                                                                                   |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                                 | 7.0                                                                                 |
| Minimum Split (s)    | 26.0                                                                              | 26.0                                                                              | 29.0                                                                              | 29.0                                                                              | 25.6                                                                              | 25.6                                                                              | 25.6                                                                                | 25.6                                                                                |
| Total Split (s)      | 69.0                                                                              | 69.0                                                                              | 69.0                                                                              | 69.0                                                                              | 31.0                                                                              | 31.0                                                                              | 31.0                                                                                | 31.0                                                                                |
| Total Split (%)      | 69.0%                                                                             | 69.0%                                                                             | 69.0%                                                                             | 69.0%                                                                             | 31.0%                                                                             | 31.0%                                                                             | 31.0%                                                                               | 31.0%                                                                               |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                                 | 4.0                                                                                 |
| All-Red Time (s)     | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 0.6                                                                               | 0.6                                                                               | 0.6                                                                                 | 0.6                                                                                 |
| Lost Time Adjust (s) |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)  |                                                                                   | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 4.6                                                                               | 4.6                                                                               | 4.6                                                                                 | 4.6                                                                                 |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Recall Mode          | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                                 | Max                                                                                 |

## Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 70 (70%), Referenced to phase 2:SBT and 6:NBTL, Start of Green

Natural Cycle: 55

Control Type: Pretimed

Splits and Phases: 18: NW 1st Ave & NW 3rd St

|                                                                                            |                                                                                        |
|--------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
|  ø2 (R) |  ø4 |
| 31 s                                                                                       | 69 s                                                                                   |
|  ø6 (R) |  ø8 |
| 31 s                                                                                       | 69 s                                                                                   |

# HCM 2010 Signalized Intersection Summary

18: NW 1st Ave & NW 3rd St

Future

PM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |                                                                                     |  |  |
| Volume (veh/h)               | 46                                                                                | 0                                                                                 | 103                                                                               | 47                                                                                | 257                                                                               | 58                                                                                | 98                                                                                 | 157                                                                                 | 0                                                                                   | 0                                                                                   | 90                                                                                  | 43                                                                                  |
| Number                       | 3                                                                                 | 8                                                                                 | 18                                                                                | 7                                                                                 | 4                                                                                 | 14                                                                                | 1                                                                                  | 6                                                                                   | 16                                                                                  | 5                                                                                   | 2                                                                                   | 12                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 0.99                                                                              |                                                                                   | 0.99                                                                              | 0.99                                                                              |                                                                                   | 0.99                                                                              | 0.96                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.95                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1710                                                                              | 1629                                                                              | 1710                                                                              | 1629                                                                              | 1629                                                                              | 1710                                                                              | 1629                                                                               | 1629                                                                                | 0                                                                                   | 0                                                                                   | 1629                                                                                | 1629                                                                                |
| Adj Flow Rate, veh/h         | 50                                                                                | 0                                                                                 | 112                                                                               | 51                                                                                | 279                                                                               | 63                                                                                | 107                                                                                | 171                                                                                 | 0                                                                                   | 0                                                                                   | 98                                                                                  | 47                                                                                  |
| Adj No. of Lanes             | 0                                                                                 | 1                                                                                 | 0                                                                                 | 1                                                                                 | 2                                                                                 | 0                                                                                 | 1                                                                                  | 1                                                                                   | 0                                                                                   | 0                                                                                   | 1                                                                                   | 1                                                                                   |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %         | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                  | 5                                                                                   | 0                                                                                   | 0                                                                                   | 5                                                                                   | 5                                                                                   |
| Cap, veh/h                   | 263                                                                               | 20                                                                                | 529                                                                               | 728                                                                               | 1608                                                                              | 357                                                                               | 298                                                                                | 430                                                                                 | 0                                                                                   | 0                                                                                   | 430                                                                                 | 346                                                                                 |
| Arrive On Green              | 0.64                                                                              | 0.00                                                                              | 0.64                                                                              | 0.64                                                                              | 0.64                                                                              | 0.64                                                                              | 0.26                                                                               | 0.26                                                                                | 0.00                                                                                | 0.00                                                                                | 0.26                                                                                | 0.26                                                                                |
| Sat Flow, veh/h              | 338                                                                               | 31                                                                                | 826                                                                               | 1107                                                                              | 2512                                                                              | 558                                                                               | 1044                                                                               | 1629                                                                                | 0                                                                                   | 0                                                                                   | 1629                                                                                | 1312                                                                                |
| Grp Volume(v), veh/h         | 162                                                                               | 0                                                                                 | 0                                                                                 | 51                                                                                | 170                                                                               | 172                                                                               | 107                                                                                | 171                                                                                 | 0                                                                                   | 0                                                                                   | 98                                                                                  | 47                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1195                                                                              | 0                                                                                 | 0                                                                                 | 1107                                                                              | 1547                                                                              | 1522                                                                              | 1044                                                                               | 1629                                                                                | 0                                                                                   | 0                                                                                   | 1629                                                                                | 1312                                                                                |
| Q Serve(g_s), s              | 0.1                                                                               | 0.0                                                                               | 0.0                                                                               | 2.0                                                                               | 4.4                                                                               | 4.6                                                                               | 8.9                                                                                | 8.6                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 4.7                                                                                 | 2.7                                                                                 |
| Cycle Q Clear(g_c), s        | 4.7                                                                               | 0.0                                                                               | 0.0                                                                               | 6.7                                                                               | 4.4                                                                               | 4.6                                                                               | 13.7                                                                               | 8.6                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 4.7                                                                                 | 2.7                                                                                 |
| Prop In Lane                 | 0.31                                                                              |                                                                                   | 0.69                                                                              | 1.00                                                                              |                                                                                   | 0.37                                                                              | 1.00                                                                               |                                                                                     | 0.00                                                                                | 0.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 812                                                                               | 0                                                                                 | 0                                                                                 | 728                                                                               | 990                                                                               | 974                                                                               | 298                                                                                | 430                                                                                 | 0                                                                                   | 0                                                                                   | 430                                                                                 | 346                                                                                 |
| V/C Ratio(X)                 | 0.20                                                                              | 0.00                                                                              | 0.00                                                                              | 0.07                                                                              | 0.17                                                                              | 0.18                                                                              | 0.36                                                                               | 0.40                                                                                | 0.00                                                                                | 0.00                                                                                | 0.23                                                                                | 0.14                                                                                |
| Avail Cap(c_a), veh/h        | 812                                                                               | 0                                                                                 | 0                                                                                 | 728                                                                               | 990                                                                               | 974                                                                               | 298                                                                                | 430                                                                                 | 0                                                                                   | 0                                                                                   | 430                                                                                 | 346                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(l)           | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 7.3                                                                               | 0.0                                                                               | 0.0                                                                               | 8.7                                                                               | 7.3                                                                               | 7.3                                                                               | 34.2                                                                               | 30.3                                                                                | 0.0                                                                                 | 0.0                                                                                 | 28.8                                                                                | 28.1                                                                                |
| Incr Delay (d2), s/veh       | 0.6                                                                               | 0.0                                                                               | 0.0                                                                               | 0.2                                                                               | 0.4                                                                               | 0.4                                                                               | 3.3                                                                                | 2.7                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 1.2                                                                                 | 0.8                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 1.9                                                                               | 0.0                                                                               | 0.0                                                                               | 0.6                                                                               | 2.0                                                                               | 2.0                                                                               | 2.9                                                                                | 4.2                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 2.3                                                                                 | 1.1                                                                                 |
| LnGrp Delay(d),s/veh         | 7.9                                                                               | 0.0                                                                               | 0.0                                                                               | 8.9                                                                               | 7.7                                                                               | 7.7                                                                               | 37.5                                                                               | 33.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 30.1                                                                                | 28.9                                                                                |
| LnGrp LOS                    | A                                                                                 |                                                                                   |                                                                                   | A                                                                                 | A                                                                                 | A                                                                                 | D                                                                                  | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   | C                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 162                                                                               |                                                                                   |                                                                                   | 393                                                                               |                                                                                   |                                                                                    | 278                                                                                 |                                                                                     |                                                                                     | 145                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 7.9                                                                               |                                                                                   |                                                                                   | 7.8                                                                               |                                                                                   |                                                                                    | 34.7                                                                                |                                                                                     |                                                                                     | 29.7                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   | A                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                    | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 31.0                                                                              |                                                                                   | 69.0                                                                              |                                                                                   | 31.0                                                                              |                                                                                    | 69.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | * 4.6                                                                             |                                                                                   | 5.0                                                                               |                                                                                   | * 4.6                                                                             |                                                                                    | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | * 26                                                                              |                                                                                   | 64.0                                                                              |                                                                                   | * 26                                                                              |                                                                                    | 64.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 6.7                                                                               |                                                                                   | 8.7                                                                               |                                                                                   | 15.7                                                                              |                                                                                    | 6.7                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 0.7                                                                               |                                                                                   | 3.1                                                                               |                                                                                   | 0.6                                                                               |                                                                                    | 3.1                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

## Intersection Summary

HCM 2010 Ctrl Delay

18.7

HCM 2010 LOS

B

## Notes

\* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

# Timings

19: NW 2nd Ave & NW 2nd St

Future

PM Peak Hour

|                      |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBR                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                               |
| Lane Configurations  |  |  |                                                                                   |  |  |
| Volume (vph)         | 43                                                                                | 61                                                                                | 41                                                                                | 581                                                                               | 251                                                                               |
| Turn Type            | Perm                                                                              | Perm                                                                              | Perm                                                                              | NA                                                                                | NA                                                                                |
| Protected Phases     |                                                                                   |                                                                                   |                                                                                   | 6                                                                                 | 2                                                                                 |
| Permitted Phases     | 8                                                                                 | 8                                                                                 | 6                                                                                 |                                                                                   |                                                                                   |
| Detector Phase       | 8                                                                                 | 8                                                                                 | 6                                                                                 | 6                                                                                 | 2                                                                                 |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               |
| Minimum Split (s)    | 22.0                                                                              | 22.0                                                                              | 22.6                                                                              | 22.6                                                                              | 22.6                                                                              |
| Total Split (s)      | 25.0                                                                              | 25.0                                                                              | 75.0                                                                              | 75.0                                                                              | 75.0                                                                              |
| Total Split (%)      | 25.0%                                                                             | 25.0%                                                                             | 75.0%                                                                             | 75.0%                                                                             | 75.0%                                                                             |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               |
| All-Red Time (s)     | 0.6                                                                               | 0.6                                                                               | 0.6                                                                               | 0.6                                                                               | 0.6                                                                               |
| Lost Time Adjust (s) | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |
| Total Lost Time (s)  | 4.6                                                                               | 4.6                                                                               |                                                                                   | 4.6                                                                               | 4.6                                                                               |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Recall Mode          | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               |

## Intersection Summary

Cycle Length: 100

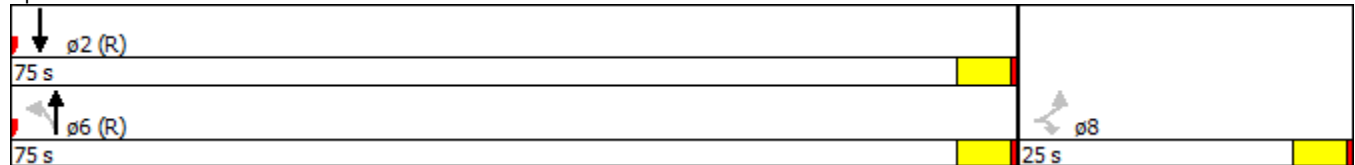
Actuated Cycle Length: 100

Offset: 94 (94%), Referenced to phase 2:SBT and 6:NBT, Start of Green

Natural Cycle: 45

Control Type: Pretimed

Splits and Phases: 19: NW 2nd Ave & NW 2nd St



# HCM Signalized Intersection Capacity Analysis

19: NW 2nd Ave & NW 2nd St

Future

PM Peak Hour

|                                   |  |  |  |                                                                                    |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBR                                                                               | NBL                                                                               | NBT                                                                                                                                                                 | SBT                                                                               | SBR                                                                               |
| Lane Configurations               |  |  |                                                                                   |   |  |                                                                                   |
| Volume (vph)                      | 43                                                                                | 61                                                                                | 41                                                                                | 581                                                                                                                                                                 | 251                                                                               | 25                                                                                |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                                                                                                | 1900                                                                              | 1900                                                                              |
| Total Lost time (s)               | 4.6                                                                               | 4.6                                                                               |                                                                                   | 4.6                                                                                                                                                                 | 4.6                                                                               |                                                                                   |
| Lane Util. Factor                 | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.95                                                                                                                                                                | 1.00                                                                              |                                                                                   |
| Frpb, ped/bikes                   | 1.00                                                                              | 0.55                                                                              |                                                                                   | 1.00                                                                                                                                                                | 0.99                                                                              |                                                                                   |
| Flpb, ped/bikes                   | 0.80                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                                                                                                                | 1.00                                                                              |                                                                                   |
| Frt                               | 1.00                                                                              | 0.85                                                                              |                                                                                   | 1.00                                                                                                                                                                | 0.99                                                                              |                                                                                   |
| Flt Protected                     | 0.95                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                                                                                                                | 1.00                                                                              |                                                                                   |
| Satd. Flow (prot)                 | 1239                                                                              | 762                                                                               |                                                                                   | 3079                                                                                                                                                                | 1600                                                                              |                                                                                   |
| Flt Permitted                     | 0.95                                                                              | 1.00                                                                              |                                                                                   | 0.91                                                                                                                                                                | 1.00                                                                              |                                                                                   |
| Satd. Flow (perm)                 | 1239                                                                              | 762                                                                               |                                                                                   | 2816                                                                                                                                                                | 1600                                                                              |                                                                                   |
| Peak-hour factor, PHF             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                                                                                                | 0.92                                                                              | 0.92                                                                              |
| Adj. Flow (vph)                   | 47                                                                                | 66                                                                                | 45                                                                                | 632                                                                                                                                                                 | 273                                                                               | 27                                                                                |
| RTOR Reduction (vph)              | 0                                                                                 | 53                                                                                | 0                                                                                 | 0                                                                                                                                                                   | 4                                                                                 | 0                                                                                 |
| Lane Group Flow (vph)             | 47                                                                                | 13                                                                                | 0                                                                                 | 677                                                                                                                                                                 | 296                                                                               | 0                                                                                 |
| Confl. Peds. (#/hr)               | 113                                                                               | 149                                                                               | 14                                                                                |                                                                                                                                                                     |                                                                                   | 14                                                                                |
| Turn Type                         | Perm                                                                              | Perm                                                                              | Perm                                                                              | NA                                                                                                                                                                  | NA                                                                                |                                                                                   |
| Protected Phases                  |                                                                                   |                                                                                   |                                                                                   | 6                                                                                                                                                                   | 2                                                                                 |                                                                                   |
| Permitted Phases                  | 8                                                                                 | 8                                                                                 | 6                                                                                 |                                                                                                                                                                     |                                                                                   |                                                                                   |
| Actuated Green, G (s)             | 20.4                                                                              | 20.4                                                                              |                                                                                   | 70.4                                                                                                                                                                | 70.4                                                                              |                                                                                   |
| Effective Green, g (s)            | 20.4                                                                              | 20.4                                                                              |                                                                                   | 70.4                                                                                                                                                                | 70.4                                                                              |                                                                                   |
| Actuated g/C Ratio                | 0.20                                                                              | 0.20                                                                              |                                                                                   | 0.70                                                                                                                                                                | 0.70                                                                              |                                                                                   |
| Clearance Time (s)                | 4.6                                                                               | 4.6                                                                               |                                                                                   | 4.6                                                                                                                                                                 | 4.6                                                                               |                                                                                   |
| Lane Grp Cap (vph)                | 252                                                                               | 155                                                                               |                                                                                   | 1982                                                                                                                                                                | 1126                                                                              |                                                                                   |
| v/s Ratio Prot                    |                                                                                   |                                                                                   |                                                                                   |                                                                                                                                                                     | 0.19                                                                              |                                                                                   |
| v/s Ratio Perm                    | c0.04                                                                             | 0.02                                                                              |                                                                                   | c0.24                                                                                                                                                               |                                                                                   |                                                                                   |
| v/c Ratio                         | 0.19                                                                              | 0.09                                                                              |                                                                                   | 0.34                                                                                                                                                                | 0.26                                                                              |                                                                                   |
| Uniform Delay, d1                 | 32.9                                                                              | 32.3                                                                              |                                                                                   | 5.8                                                                                                                                                                 | 5.4                                                                               |                                                                                   |
| Progression Factor                | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.06                                                                                                                                                                | 0.52                                                                              |                                                                                   |
| Incremental Delay, d2             | 1.6                                                                               | 1.1                                                                               |                                                                                   | 0.4                                                                                                                                                                 | 0.6                                                                               |                                                                                   |
| Delay (s)                         | 34.6                                                                              | 33.4                                                                              |                                                                                   | 0.7                                                                                                                                                                 | 3.4                                                                               |                                                                                   |
| Level of Service                  | C                                                                                 | C                                                                                 |                                                                                   | A                                                                                                                                                                   | A                                                                                 |                                                                                   |
| Approach Delay (s)                | 33.9                                                                              |                                                                                   |                                                                                   | 0.7                                                                                                                                                                 | 3.4                                                                               |                                                                                   |
| Approach LOS                      | C                                                                                 |                                                                                   |                                                                                   | A                                                                                                                                                                   | A                                                                                 |                                                                                   |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                                                                                                     |                                                                                   |                                                                                   |
| HCM 2000 Control Delay            |                                                                                   |                                                                                   | 4.9                                                                               |                                                                                                                                                                     | HCM 2000 Level of Service                                                         | A                                                                                 |
| HCM 2000 Volume to Capacity ratio |                                                                                   |                                                                                   | 0.31                                                                              |                                                                                                                                                                     |                                                                                   |                                                                                   |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 100.0                                                                             |                                                                                                                                                                     | Sum of lost time (s)                                                              | 9.2                                                                               |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 61.3%                                                                             |                                                                                                                                                                     | ICU Level of Service                                                              | B                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                                                                                                     |                                                                                   |                                                                                   |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                                                                                                     |                                                                                   |                                                                                   |

# Timings

20: NW 2nd Ave & NW 1st St

Future

PM Peak Hour

|                      | ←     | ↖     | ↑     | ↓     |
|----------------------|-------|-------|-------|-------|
| Lane Group           | WBT   | NBL   | NBT   | SBT   |
| Lane Configurations  | ↔↔↔   |       | ↔↔    | ↔     |
| Volume (vph)         | 308   | 55    | 588   | 204   |
| Turn Type            | NA    | Perm  | NA    | NA    |
| Protected Phases     | 4     |       | 6     | 2     |
| Permitted Phases     |       | 6     |       |       |
| Detector Phase       | 4     | 6     | 6     | 2     |
| Switch Phase         |       |       |       |       |
| Minimum Initial (s)  | 7.0   | 7.0   | 7.0   | 7.0   |
| Minimum Split (s)    | 24.0  | 25.0  | 25.0  | 25.0  |
| Total Split (s)      | 45.0  | 55.0  | 55.0  | 55.0  |
| Total Split (%)      | 45.0% | 55.0% | 55.0% | 55.0% |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)     | 1.0   | 1.0   | 1.0   | 1.0   |
| Lost Time Adjust (s) | 0.0   |       | 0.0   | 0.0   |
| Total Lost Time (s)  | 5.0   |       | 5.0   | 5.0   |
| Lead/Lag             |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |
| Recall Mode          | Max   | Max   | Max   | Max   |

## Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 87 (87%), Referenced to phase 2:SBT and 6:NBTL, Start of Green

Natural Cycle: 50

Control Type: Pretimed

Splits and Phases: 20: NW 2nd Ave & NW 1st St

|          |  |      |  |
|----------|--|------|--|
| ↓ ø2 (R) |  | ← ø4 |  |
| 55 s     |  | 45 s |  |
| ↖ ø6 (R) |  |      |  |
| 55 s     |  |      |  |

HCM 2010 Signalized Intersection Summary  
20: NW 2nd Ave & NW 1st St

Future  
PM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Volume (veh/h)               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 35                                                                                | 308                                                                               | 54                                                                                | 55                                                                                 | 588                                                                                 | 0                                                                                   | 0                                                                                   | 204                                                                                 | 100                                                                                 |
| Number                       |                                                                                   |                                                                                   |                                                                                   | 7                                                                                 | 4                                                                                 | 14                                                                                | 1                                                                                  | 6                                                                                   | 16                                                                                  | 5                                                                                   | 2                                                                                   | 12                                                                                  |
| Initial Q (Qb), veh          |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 0.92                                                                              | 0.99                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.99                                                                                |
| Parking Bus, Adj             |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       |                                                                                   |                                                                                   |                                                                                   | 1710                                                                              | 1629                                                                              | 1710                                                                              | 1710                                                                               | 1629                                                                                | 0                                                                                   | 0                                                                                   | 1629                                                                                | 1710                                                                                |
| Adj Flow Rate, veh/h         |                                                                                   |                                                                                   |                                                                                   | 39                                                                                | 342                                                                               | 60                                                                                | 61                                                                                 | 653                                                                                 | 0                                                                                   | 0                                                                                   | 227                                                                                 | 111                                                                                 |
| Adj No. of Lanes             |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 3                                                                                 | 0                                                                                 | 0                                                                                  | 2                                                                                   | 0                                                                                   | 0                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             |                                                                                   |                                                                                   |                                                                                   | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                               | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                |
| Percent Heavy Veh, %         |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 5                                                                                 | 0                                                                                 | 5                                                                                  | 5                                                                                   | 0                                                                                   | 0                                                                                   | 5                                                                                   | 5                                                                                   |
| Cap, veh/h                   |                                                                                   |                                                                                   |                                                                                   | 153                                                                               | 1417                                                                              | 247                                                                               | 137                                                                                | 1346                                                                                | 0                                                                                   | 0                                                                                   | 514                                                                                 | 252                                                                                 |
| Arrive On Green              |                                                                                   |                                                                                   |                                                                                   | 0.13                                                                              | 0.13                                                                              | 0.13                                                                              | 0.50                                                                               | 0.50                                                                                | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Sat Flow, veh/h              |                                                                                   |                                                                                   |                                                                                   | 384                                                                               | 3543                                                                              | 618                                                                               | 191                                                                                | 2766                                                                                | 0                                                                                   | 0                                                                                   | 1029                                                                                | 503                                                                                 |
| Grp Volume(v), veh/h         |                                                                                   |                                                                                   |                                                                                   | 164                                                                               | 136                                                                               | 141                                                                               | 368                                                                                | 346                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 338                                                                                 |
| Grp Sat Flow(s),veh/h/ln     |                                                                                   |                                                                                   |                                                                                   | 1609                                                                              | 1482                                                                              | 1454                                                                              | 1474                                                                               | 1408                                                                                | 0                                                                                   | 0                                                                                   | 0                                                                                   | 1532                                                                                |
| Q Serve(g_s), s              |                                                                                   |                                                                                   |                                                                                   | 9.1                                                                               | 8.2                                                                               | 8.7                                                                               | 5.5                                                                                | 16.3                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        |                                                                                   |                                                                                   |                                                                                   | 9.1                                                                               | 8.2                                                                               | 8.7                                                                               | 15.4                                                                               | 16.3                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                 |                                                                                   |                                                                                   |                                                                                   | 0.24                                                                              |                                                                                   | 0.43                                                                              | 0.17                                                                               |                                                                                     | 0.00                                                                                | 0.00                                                                                |                                                                                     | 0.33                                                                                |
| Lane Grp Cap(c), veh/h       |                                                                                   |                                                                                   |                                                                                   | 644                                                                               | 593                                                                               | 582                                                                               | 779                                                                                | 704                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 766                                                                                 |
| V/C Ratio(X)                 |                                                                                   |                                                                                   |                                                                                   | 0.25                                                                              | 0.23                                                                              | 0.24                                                                              | 0.47                                                                               | 0.49                                                                                | 0.00                                                                                | 0.00                                                                                | 0.00                                                                                | 0.44                                                                                |
| Avail Cap(c_a), veh/h        |                                                                                   |                                                                                   |                                                                                   | 644                                                                               | 593                                                                               | 582                                                                               | 779                                                                                | 704                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 766                                                                                 |
| HCM Platoon Ratio            |                                                                                   |                                                                                   |                                                                                   | 0.33                                                                              | 0.33                                                                              | 0.33                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 2.00                                                                                | 2.00                                                                                |
| Upstream Filter(l)           |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     |                                                                                   |                                                                                   |                                                                                   | 30.0                                                                              | 29.6                                                                              | 29.8                                                                              | 16.2                                                                               | 16.6                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       |                                                                                   |                                                                                   |                                                                                   | 0.9                                                                               | 0.9                                                                               | 1.0                                                                               | 2.1                                                                                | 2.4                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 1.8                                                                                 |
| Initial Q Delay(d3),s/veh    |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     |                                                                                   |                                                                                   |                                                                                   | 4.2                                                                               | 3.5                                                                               | 3.7                                                                               | 7.1                                                                                | 6.7                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.4                                                                                 |
| LnGrp Delay(d),s/veh         |                                                                                   |                                                                                   |                                                                                   | 31.0                                                                              | 30.5                                                                              | 30.8                                                                              | 18.3                                                                               | 19.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 1.8                                                                                 |
| LnGrp LOS                    |                                                                                   |                                                                                   |                                                                                   | C                                                                                 | C                                                                                 | C                                                                                 | B                                                                                  | B                                                                                   |                                                                                     |                                                                                     |                                                                                     | A                                                                                   |
| Approach Vol, veh/h          |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 441                                                                               |                                                                                   |                                                                                    | 714                                                                                 |                                                                                     |                                                                                     | 338                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 30.8                                                                              |                                                                                   |                                                                                    | 18.6                                                                                |                                                                                     |                                                                                     | 1.8                                                                                 |                                                                                     |
| Approach LOS                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | B                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 55.0                                                                              |                                                                                   | 45.0                                                                              |                                                                                   | 55.0                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 50.0                                                                              |                                                                                   | 40.0                                                                              |                                                                                   | 50.0                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 2.0                                                                               |                                                                                   | 11.1                                                                              |                                                                                   | 18.3                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 2.6                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 2.6                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   |                                                                                   | 18.4                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings

21: NW 1st Ave & NW 1st St

Future

PM Peak Hour

|                      |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group           | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations  |  |                                                                                   |  |                                                                                   |  |  |
| Volume (vph)         | 324                                                                               | 40                                                                                | 166                                                                               | 6                                                                                 | 70                                                                                | 55                                                                                |
| Turn Type            | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              |
| Protected Phases     | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 8                                                                                 |                                                                                   |
| Permitted Phases     |                                                                                   | 4                                                                                 |                                                                                   | 8                                                                                 |                                                                                   | 8                                                                                 |
| Detector Phase       | 2                                                                                 | 4                                                                                 | 4                                                                                 | 8                                                                                 | 8                                                                                 | 8                                                                                 |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Minimum Initial (s)  | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               |
| Minimum Split (s)    | 30.0                                                                              | 25.0                                                                              | 25.0                                                                              | 23.0                                                                              | 23.0                                                                              | 23.0                                                                              |
| Total Split (s)      | 40.0                                                                              | 60.0                                                                              | 60.0                                                                              | 60.0                                                                              | 60.0                                                                              | 60.0                                                                              |
| Total Split (%)      | 40.0%                                                                             | 60.0%                                                                             | 60.0%                                                                             | 60.0%                                                                             | 60.0%                                                                             | 60.0%                                                                             |
| Yellow Time (s)      | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               |
| All-Red Time (s)     | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               |
| Lost Time Adjust (s) | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |
| Total Lost Time (s)  | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Recall Mode          | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               | Max                                                                               |

## Intersection Summary

Cycle Length: 100

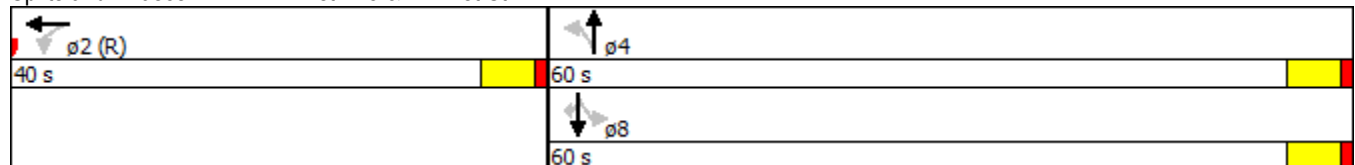
Actuated Cycle Length: 100

Offset: 24 (24%), Referenced to phase 2:WBTL, Start of Green

Natural Cycle: 55

Control Type: Pretimed

Splits and Phases: 21: NW 1st Ave & NW 1st St



# HCM 2010 Signalized Intersection Summary

21: NW 1st Ave & NW 1st St

Future

PM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |  |
| Volume (veh/h)               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 19                                                                                | 324                                                                               | 84                                                                                | 40                                                                                 | 166                                                                                 | 9                                                                                   | 6                                                                                   | 70                                                                                  | 55                                                                                  |
| Number                       |                                                                                   |                                                                                   |                                                                                   | 5                                                                                 | 2                                                                                 | 12                                                                                | 7                                                                                  | 4                                                                                   | 14                                                                                  | 3                                                                                   | 8                                                                                   | 18                                                                                  |
| Initial Q (Qb), veh          |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 0.83                                                                              | 0.99                                                                               |                                                                                     | 0.98                                                                                | 0.99                                                                                |                                                                                     | 0.99                                                                                |
| Parking Bus, Adj             |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       |                                                                                   |                                                                                   |                                                                                   | 1710                                                                              | 1629                                                                              | 1710                                                                              | 1710                                                                               | 1629                                                                                | 1710                                                                                | 1710                                                                                | 1629                                                                                | 1629                                                                                |
| Adj Flow Rate, veh/h         |                                                                                   |                                                                                   |                                                                                   | 22                                                                                | 372                                                                               | 97                                                                                | 46                                                                                 | 191                                                                                 | 10                                                                                  | 7                                                                                   | 80                                                                                  | 63                                                                                  |
| Adj No. of Lanes             |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 2                                                                                 | 0                                                                                 | 0                                                                                  | 1                                                                                   | 0                                                                                   | 0                                                                                   | 2                                                                                   | 1                                                                                   |
| Peak Hour Factor             |                                                                                   |                                                                                   |                                                                                   | 0.87                                                                              | 0.87                                                                              | 0.87                                                                              | 0.87                                                                               | 0.87                                                                                | 0.87                                                                                | 0.87                                                                                | 0.87                                                                                | 0.87                                                                                |
| Percent Heavy Veh, %         |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 5                                                                                 | 0                                                                                 | 5                                                                                  | 5                                                                                   | 5                                                                                   | 5                                                                                   | 5                                                                                   | 5                                                                                   |
| Cap, veh/h                   |                                                                                   |                                                                                   |                                                                                   | 46                                                                                | 790                                                                               | 214                                                                               | 170                                                                                | 663                                                                                 | 33                                                                                  | 140                                                                                 | 1512                                                                                | 751                                                                                 |
| Arrive On Green              |                                                                                   |                                                                                   |                                                                                   | 0.35                                                                              | 0.35                                                                              | 0.35                                                                              | 0.55                                                                               | 0.55                                                                                | 0.55                                                                                | 0.55                                                                                | 0.55                                                                                | 0.55                                                                                |
| Sat Flow, veh/h              |                                                                                   |                                                                                   |                                                                                   | 131                                                                               | 2257                                                                              | 611                                                                               | 231                                                                                | 1205                                                                                | 61                                                                                  | 180                                                                                 | 2749                                                                                | 1366                                                                                |
| Grp Volume(v), veh/h         |                                                                                   |                                                                                   |                                                                                   | 272                                                                               | 0                                                                                 | 219                                                                               | 247                                                                                | 0                                                                                   | 0                                                                                   | 46                                                                                  | 41                                                                                  | 63                                                                                  |
| Grp Sat Flow(s),veh/h/ln     |                                                                                   |                                                                                   |                                                                                   | 1622                                                                              | 0                                                                                 | 1376                                                                              | 1497                                                                               | 0                                                                                   | 0                                                                                   | 1521                                                                                | 1408                                                                                | 1366                                                                                |
| Q Serve(g_s), s              |                                                                                   |                                                                                   |                                                                                   | 13.1                                                                              | 0.0                                                                               | 12.3                                                                              | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 1.3                                                                                 | 2.2                                                                                 |
| Cycle Q Clear(g_c), s        |                                                                                   |                                                                                   |                                                                                   | 13.1                                                                              | 0.0                                                                               | 12.3                                                                              | 8.1                                                                                | 0.0                                                                                 | 0.0                                                                                 | 1.3                                                                                 | 1.3                                                                                 | 2.2                                                                                 |
| Prop In Lane                 |                                                                                   |                                                                                   |                                                                                   | 0.08                                                                              |                                                                                   | 0.44                                                                              | 0.19                                                                               |                                                                                     | 0.04                                                                                | 0.15                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       |                                                                                   |                                                                                   |                                                                                   | 568                                                                               | 0                                                                                 | 482                                                                               | 866                                                                                | 0                                                                                   | 0                                                                                   | 878                                                                                 | 774                                                                                 | 751                                                                                 |
| V/C Ratio(X)                 |                                                                                   |                                                                                   |                                                                                   | 0.48                                                                              | 0.00                                                                              | 0.45                                                                              | 0.29                                                                               | 0.00                                                                                | 0.00                                                                                | 0.05                                                                                | 0.05                                                                                | 0.08                                                                                |
| Avail Cap(c_a), veh/h        |                                                                                   |                                                                                   |                                                                                   | 568                                                                               | 0                                                                                 | 482                                                                               | 866                                                                                | 0                                                                                   | 0                                                                                   | 878                                                                                 | 774                                                                                 | 751                                                                                 |
| HCM Platoon Ratio            |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(l)           |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                               | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     |                                                                                   |                                                                                   |                                                                                   | 25.4                                                                              | 0.0                                                                               | 25.1                                                                              | 12.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 10.4                                                                                | 10.4                                                                                | 10.6                                                                                |
| Incr Delay (d2), s/veh       |                                                                                   |                                                                                   |                                                                                   | 2.9                                                                               | 0.0                                                                               | 3.1                                                                               | 0.8                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.1                                                                                 | 0.1                                                                                 | 0.2                                                                                 |
| Initial Q Delay(d3),s/veh    |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     |                                                                                   |                                                                                   |                                                                                   | 6.3                                                                               | 0.0                                                                               | 5.1                                                                               | 3.8                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.6                                                                                 | 0.5                                                                                 | 0.9                                                                                 |
| LnGrp Delay(d),s/veh         |                                                                                   |                                                                                   |                                                                                   | 28.3                                                                              | 0.0                                                                               | 28.2                                                                              | 12.8                                                                               | 0.0                                                                                 | 0.0                                                                                 | 10.5                                                                                | 10.6                                                                                | 10.8                                                                                |
| LnGrp LOS                    |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   | C                                                                                 | B                                                                                  |                                                                                     |                                                                                     | B                                                                                   | B                                                                                   | B                                                                                   |
| Approach Vol, veh/h          |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 491                                                                               |                                                                                   |                                                                                    | 247                                                                                 |                                                                                     |                                                                                     | 150                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 28.2                                                                              |                                                                                   |                                                                                    | 12.8                                                                                |                                                                                     |                                                                                     | 10.7                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | B                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 40.0                                                                              |                                                                                   | 60.0                                                                              |                                                                                   |                                                                                   |                                                                                    | 60.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   |                                                                                    | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 35.0                                                                              |                                                                                   | 55.0                                                                              |                                                                                   |                                                                                   |                                                                                    | 55.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s |                                                                                   | 15.1                                                                              |                                                                                   | 10.1                                                                              |                                                                                   |                                                                                   |                                                                                    | 4.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 0.0                                                                               |                                                                                   | 1.5                                                                               |                                                                                   |                                                                                   |                                                                                    | 1.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   |                                                                                   | 21.0                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

## 22: NW 6th St & Project Driveway

Future  
PM Peak Hour

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBL                                                                               | SBR                                                                               |
| Lane Configurations               |                                                                                   |                                                                                   |  |                                                                                   |                                                                                   |  |
| Volume (veh/h)                    | 0                                                                                 | 0                                                                                 | 705                                                                               | 67                                                                                | 0                                                                                 | 42                                                                                |
| Sign Control                      |                                                                                   | Free                                                                              | Free                                                                              |                                                                                   | Stop                                                                              |                                                                                   |
| Grade                             |                                                                                   | 0%                                                                                | 0%                                                                                |                                                                                   | 0%                                                                                |                                                                                   |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |
| Hourly flow rate (vph)            | 0                                                                                 | 0                                                                                 | 766                                                                               | 73                                                                                | 0                                                                                 | 46                                                                                |
| Pedestrians                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Width (ft)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Walking Speed (ft/s)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Percent Blockage                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       |                                                                                   | None                                                                              | None                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (ft)              |                                                                                   | 634                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC, conflicting volume            | 839                                                                               |                                                                                   |                                                                                   |                                                                                   | 803                                                                               | 420                                                                               |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                | 839                                                                               |                                                                                   |                                                                                   |                                                                                   | 803                                                                               | 420                                                                               |
| tC, single (s)                    | 4.2                                                                               |                                                                                   |                                                                                   |                                                                                   | 6.9                                                                               | 7.0                                                                               |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            | 2.2                                                                               |                                                                                   |                                                                                   |                                                                                   | 3.5                                                                               | 3.3                                                                               |
| p0 queue free %                   | 100                                                                               |                                                                                   |                                                                                   |                                                                                   | 100                                                                               | 92                                                                                |
| cM capacity (veh/h)               | 772                                                                               |                                                                                   |                                                                                   |                                                                                   | 315                                                                               | 574                                                                               |
| Direction, Lane #                 | WB 1                                                                              | WB 2                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume Total                      | 511                                                                               | 328                                                                               | 46                                                                                |                                                                                   |                                                                                   |                                                                                   |
| Volume Left                       | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Volume Right                      | 0                                                                                 | 73                                                                                | 46                                                                                |                                                                                   |                                                                                   |                                                                                   |
| cSH                               | 1700                                                                              | 1700                                                                              | 574                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.30                                                                              | 0.19                                                                              | 0.08                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Queue Length 95th (ft)            | 0                                                                                 | 0                                                                                 | 6                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Control Delay (s)                 | 0.0                                                                               | 0.0                                                                               | 11.8                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Lane LOS                          |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Approach Delay (s)                | 0.0                                                                               |                                                                                   | 11.8                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Approach LOS                      |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   |                                                                                   | 0.6                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 31.6%                                                                             | ICU Level of Service                                                              |                                                                                   | A                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |

# HCM Unsignalized Intersection Capacity Analysis

## 23: NW 1st Ave & Project Driveway

Future  
PM Peak Hour

|                                   |  |  |  |                                                                                    |                                                                                    |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBR                                                                               | NBL                                                                               | NBT                                                                                                                                                                 | SBT                                                                                                                                                                 | SBR                                                                               |
| Lane Configurations               |                                                                                   |  |                                                                                   |   |   |                                                                                   |
| Volume (veh/h)                    | 0                                                                                 | 30                                                                                | 0                                                                                 | 181                                                                                                                                                                 | 66                                                                                                                                                                  | 51                                                                                |
| Sign Control                      | Stop                                                                              |                                                                                   |                                                                                   | Free                                                                                                                                                                | Free                                                                                                                                                                |                                                                                   |
| Grade                             | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                                                                                                  | 0%                                                                                                                                                                  |                                                                                   |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                                                                                                | 0.92                                                                                                                                                                | 0.92                                                                              |
| Hourly flow rate (vph)            | 0                                                                                 | 33                                                                                | 0                                                                                 | 197                                                                                                                                                                 | 72                                                                                                                                                                  | 55                                                                                |
| Pedestrians                       |                                                                                   |                                                                                   |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                     |                                                                                   |
| Lane Width (ft)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                     |                                                                                   |
| Walking Speed (ft/s)              |                                                                                   |                                                                                   |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                     |                                                                                   |
| Percent Blockage                  |                                                                                   |                                                                                   |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                     |                                                                                   |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                     |                                                                                   |
| Median type                       |                                                                                   |                                                                                   |                                                                                   | None                                                                                                                                                                | None                                                                                                                                                                |                                                                                   |
| Median storage veh                |                                                                                   |                                                                                   |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                     |                                                                                   |
| Upstream signal (ft)              |                                                                                   |                                                                                   |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                     |                                                                                   |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                     |                                                                                   |
| vC, conflicting volume            | 198                                                                               | 64                                                                                | 127                                                                               |                                                                                                                                                                     |                                                                                                                                                                     |                                                                                   |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                     |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                     |                                                                                   |
| vCu, unblocked vol                | 198                                                                               | 64                                                                                | 127                                                                               |                                                                                                                                                                     |                                                                                                                                                                     |                                                                                   |
| tC, single (s)                    | 6.9                                                                               | 7.0                                                                               | 4.2                                                                               |                                                                                                                                                                     |                                                                                                                                                                     |                                                                                   |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                     |                                                                                   |
| tF (s)                            | 3.5                                                                               | 3.3                                                                               | 2.2                                                                               |                                                                                                                                                                     |                                                                                                                                                                     |                                                                                   |
| p0 queue free %                   | 100                                                                               | 97                                                                                | 100                                                                               |                                                                                                                                                                     |                                                                                                                                                                     |                                                                                   |
| cM capacity (veh/h)               | 764                                                                               | 978                                                                               | 1435                                                                              |                                                                                                                                                                     |                                                                                                                                                                     |                                                                                   |
| Direction, Lane #                 | EB 1                                                                              | NB 1                                                                              | NB 2                                                                              | SB 1                                                                                                                                                                | SB 2                                                                                                                                                                |                                                                                   |
| Volume Total                      | 33                                                                                | 98                                                                                | 98                                                                                | 48                                                                                                                                                                  | 79                                                                                                                                                                  |                                                                                   |
| Volume Left                       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                                                                                                   | 0                                                                                                                                                                   |                                                                                   |
| Volume Right                      | 33                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                                                                                                   | 55                                                                                                                                                                  |                                                                                   |
| cSH                               | 978                                                                               | 1700                                                                              | 1700                                                                              | 1700                                                                                                                                                                | 1700                                                                                                                                                                |                                                                                   |
| Volume to Capacity                | 0.03                                                                              | 0.06                                                                              | 0.06                                                                              | 0.03                                                                                                                                                                | 0.05                                                                                                                                                                |                                                                                   |
| Queue Length 95th (ft)            | 3                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                                                                                                   | 0                                                                                                                                                                   |                                                                                   |
| Control Delay (s)                 | 8.8                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                                                                                                 | 0.0                                                                                                                                                                 |                                                                                   |
| Lane LOS                          | A                                                                                 |                                                                                   |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                     |                                                                                   |
| Approach Delay (s)                | 8.8                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                                                                                                 |                                                                                                                                                                     |                                                                                   |
| Approach LOS                      | A                                                                                 |                                                                                   |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                     |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                     |                                                                                   |
| Average Delay                     |                                                                                   |                                                                                   | 0.8                                                                               |                                                                                                                                                                     |                                                                                                                                                                     |                                                                                   |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 13.5%                                                                             | ICU Level of Service                                                                                                                                                |                                                                                                                                                                     | A                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                                                                                                     |                                                                                                                                                                     |                                                                                   |

# HCM Unsignalized Intersection Capacity Analysis

## 24: Project Driveway & NW 8th St

Future  
PM Peak Hour

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations               |  |                                                                                   |                                                                                   |  |                                                                                   |  |
| Volume (veh/h)                    | 356                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 8                                                                                 |
| Sign Control                      | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              | Stop                                                                              |                                                                                   |
| Grade                             | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                | 0%                                                                                |                                                                                   |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |
| Hourly flow rate (vph)            | 387                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 9                                                                                 |
| Pedestrians                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Width (ft)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Walking Speed (ft/s)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Percent Blockage                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       | None                                                                              |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                   |
| Median storage veh                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (ft)              | 564                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| pX, platoon unblocked             |                                                                                   |                                                                                   | 0.88                                                                              |                                                                                   | 0.88                                                                              | 0.88                                                                              |
| vC, conflicting volume            |                                                                                   |                                                                                   | 387                                                                               |                                                                                   | 387                                                                               | 387                                                                               |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                |                                                                                   |                                                                                   | 239                                                                               |                                                                                   | 239                                                                               | 239                                                                               |
| tC, single (s)                    |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   | 6.4                                                                               | 6.2                                                                               |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   | 3.5                                                                               | 3.3                                                                               |
| p0 queue free %                   |                                                                                   |                                                                                   | 100                                                                               |                                                                                   | 100                                                                               | 99                                                                                |
| cM capacity (veh/h)               |                                                                                   |                                                                                   | 1157                                                                              |                                                                                   | 656                                                                               | 700                                                                               |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume Total                      | 387                                                                               | 0                                                                                 | 9                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Volume Left                       | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Volume Right                      | 0                                                                                 | 0                                                                                 | 9                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| cSH                               | 1700                                                                              | 1700                                                                              | 700                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.23                                                                              | 0.00                                                                              | 0.01                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Queue Length 95th (ft)            | 0                                                                                 | 0                                                                                 | 1                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Control Delay (s)                 | 0.0                                                                               | 0.0                                                                               | 10.2                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Lane LOS                          |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Approach Delay (s)                | 0.0                                                                               | 0.0                                                                               | 10.2                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Approach LOS                      |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   |                                                                                   | 0.2                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 28.7%                                                                             | ICU Level of Service                                                              |                                                                                   | A                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |